



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

Our monthly meeting on October 1st was well attended. Mike Pabis gave a great presentation on airliners and provided information on where to get after-market parts and decals. He also explained what to expect from a small scale (1/144, 1/200) kit, and what you can do to make the build easier.

The “extra special” raffle item from October will be raffled off at the November meeting. I plan to buy more tickets myself. February 1st, 2025 Modelzona is rapidly approaching. I encourage everyone to sponsor a trophy package (or two). I also encourage everyone to print and fill out a model registration form for each of their entries. There is no need to completely fill out the form if you are unsure of anything on the form, for example the category number. All your questions will be answered at the registration tables at Modelzona. As always, we will need volunteers and judges. If you have any experience judging, or want to learn, contact me and I will get you in touch with the right people. Michael Tsoumpas will be our new head judge.

Brian Baker will be making a presentation at the November meeting on Aircraft Photography. I would like to start filling up the schedule for 2025. If you have offers of help with seminars or ideas, please let me know.

I would like to close with a newer picture of the figure that I showed you in the October issue of the Corsair. It is finished (I think), and I have already started on another set of smaller figures.

That is all I have for this month.

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

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Club October Display



Club Competition (Helicopters)



Club Competition Winner (Helicopters)



Winner—Mark Krumrey

October Raffle Winners



October Raffle Winners



SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel

At the start of World War II the Allied forces found themselves facing a critical shortage of merchant ship tonnage with much of the US flagged fleet dating back to the First World War and the Battle of the Atlantic sending ships to the bottom at an alarming rate. The solution adopted by the U.S. Maritime Commission was simple: Build nearly 20 new

Two design types accounted for the majority of U.S. tonnage. First the Liberty Ships which were engineered to optimize mass production methods, favoring simplicity, and speed of production over performance of the individual ships, and then beginning in 1943 switching to the slightly larger Victory Ships. The Victories with their steam turbine propulsion, higher speed, electrical pumps and cargo gear and other modern features were intended not only to service the

Of the 534 Victory Ships constructed, three have survived to the present day as museum ships and are open to the public. I was fortunate this past June to receive a private tour of one of these, the SS Lane Victory, which is located in San Pedro, California. My visit included access to several areas which are not typically open to visitors including "shaft alley" where the propeller shaft runs through the ship and several cargo areas used for storage of spare parts and artifacts. The regular public tour route is quite comprehensive however and well worth seeing. Most of the ship is open to visitors including all main decks, bridge, chart house and radio room, living and dining area, Armed Guard quarters, cargo holds, an impressive museum area and much more. The engine room is open for tours on request.

With SS Lane Victory, together with the nearby RMS Queen Mary and battleship USS Iowa, the San Pedro / Long Beach area is a great destination for any ship or WWII history enthusiasts. A somewhat less glamorous workhorse who served her country through three wars, SS Lane Victory offers an uncrowded and more exclusive experience than her more famous neighbors for anyone interested in maritime history. Tours are self-guided, but a knowledgeable volunteer staff is available to any answer questions visitors may have.

Given the proximity to Hollywood, it's not surprising that the ship is frequently used as a filming location for movies and TV shows, ranging from *Baywatch* to *The Thin Red Line*. In the past she had conducted excursion cruises under her own steam, however currently she is undergoing a boiler rebuild so will remain stationary until work is completed.

Altogether she is certainly worth a visit if you find yourself in the Southern California area!

More information including tour days and directions can be found at the website: www.lanevictory.org

Bow – An anchor, cargo handling gear and the forward 3" gun can be seen from the pier.



SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Starboard Side – The main deck house and funnel are situated amidships. Note the dual 20mm anti-aircraft guns above the bridge.



Bridge Front—The Hatch to the No. 3 Cargo hold and more derricks and booms

SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Bridge—Binnacle, helm, radar and engine telergraphs on the bridge



Chart Room—Directly behind the bridge, the chart room is set up for navigation

SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Galley—Fully stocked galley. The fresh coffee was a great start to my early morning tour



Mess Area—Where crew members socialized and ate their meals

SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Radio Room—Radio silence was observed twice an hour at 15 and 45 past, to listen for distress signals



Deck House—Another view of the deck house which included living and working areas

SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Lifeboats—Four lifeboats on gravity davits were the standard

SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Engine Room—Boilers, condensers, pumps and the

Engine Gauges—Steam pressure, temperature,
and engine performance were monitored here



SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Cargo Hold –0 As other Victory ships were sent to the breakers, volunteers were able to secure spare parts and components needed to keep Lane Victory sailing into the future

Aft Deck—More masts and rigging on the aft deck.
Two more cargo holds are serviced from here



SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



5" Gun—The one heavy gun on the ship is a 5"/38. Briefly , after the war when the gun was removed, this area was converted into a swimming pool for the crew !



Steering—Hydraulic rams control the movement of the rudder from this cramped area

SS Lane Victory, Museum Ship, San Pedro California
Scott Reigel



Propeller Shaft—Or “Shaft Alley” leads from the engine room amidship to the propeller at the stern and passes under cargo holds 4 and 5



Stern View—Great view of the aft end with the big gun and armed guard's quarters on the stern

White Elephant Guide

As you are aware the December meeting is our annual “White Elephant “ gift exchange. Just to make sure we are all on the same page here are the rules for White Elephant

Bring a gift wrapped model kit (or Kits) to be exchanged.
Each kit you bring gets you a number drawn at random of your place in the exchange line.
One kit gets you one number.
Each kit must be unstarted./complete and gift wrapped

The person bringing the most kits will be deemed the MC for the evening and the person bringing the second most gifts will be the scribe and is responsible for keeping track on which gifts have been stolen

When your number is called you get to take a gift from the table—open it at the table so everyone can see. This is now your kit.

Kits can be stolen twice. When it is your turn you can elect to take a kit from the table or steal a kit that is already out there, you just exchange your turn in line for the kit you want and that person then gets to pick a new kit from the table—you may also elect to steal a kit rather than pick a new one. If your kit is stolen you can steal another's kit by giving them the turn in line.

Once a kit has been stolen twice it is deemed safe and the person holding it gets to keep it.

I hope this is all clear just remember this is supposed to be a fun event so if you are not prepared to lose a kit then don't play

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

GET YOUR TICKETS!!!

2024 IPMS - Craig Hewitt AWARDS DINNER

When?

The 2024 IPMS Craig Hewitt Chapter Awards Dinner will be held on Saturday, January 11, 2025

Where?

[Chompie's](#), 3212 E Cactus Rd, Phoenix, AZ 85032 (on Cactus Rd, just West of I-51)

How Much?

The cost will be \$30 per person. This includes food, private area, venue set-up, taxes AND gratuities (not to mention any prizes you may win). This is a *discounted price*. The club will comp the rest.

[NOTE: If enough people sign up we may be able to discount the price a little further.]

Tickets can be purchased from Laura Gorton at meetings **October through December (not January)** club meetings. Any club members who don't go to meetings but would like to attend the dinner, please contact either Laura Gorton or [Laurie Rice-Henthorn](#).

What's For Dinner?

Menu- Buffet Style

(If you have any dietary restrictions or questions, please let Laurie Rice-Henthorn know.)

Salad: Tossed field greens served with tomatoes, carrots and diced broccoli

Main Dish: (choose one) **NOTE:** for a better count please indicate choice(s) on ticket

Beef Brisket Au Jus

Chicken Piccata

Sides:

Roasted Potatoes

Rice Pilaf

Glazed Carrots with Broccoli

Roasted Veggies

Rolls & butter

Drinks: (including sugar, creamer, lemon)

Iced Tea

Lemonade

Hot Coffee

Iced Water

Dessert:

Chocolate cake with raspberry filling & chocolate mousse frosting

NOTE: For beverages not listed above, there is a Cash Bar in the restaurant - Members and guests may pay per drink or set up a personal tab.

What Else?

In addition to the 2024 club awards, there will be a game planned.

If there are any additional questions please contact a member of the social committee.

Thank you.

The Social Committee

~Laurie Rice-Henthorn

~Laura Gorton

~Laurie Reigel



EDITORS CORNER

BY LYN GORTON



Another good turn out for the October meeting. Just a reminder that the remaining meetings for this year will be on the 2nd Tuesday of the month.

As you will see from the Where We Were page the “Dirty Plastic” issues have reverted to once a month again so we have November 1973 to see what we were doing that long ago.



The October seminar was given by Mike Pabis who shared his passion for modeling airliners and even brought some for us to look at.

The November seminar will be by Brian Baker and will be on photographing airplanes.

There will not be a seminar in December as it will be the annual club white elephant gift exchange.

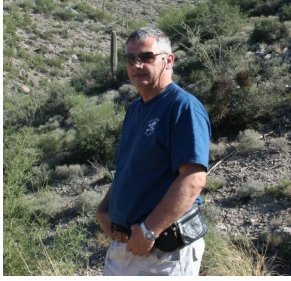
The guidelines for the White Elephant can be found on page 19

As a reminder we have a special raffle to be drawn at the November meeting

A 1/48 scale “Bloody 100th B/17” .

Tickets were sold at the October meeting but you can still buy them at the November meeting and the draw will take place along with the regular raffle





EDITORS CORNER

BY LYN GORTON

All those of you that wish to attend the awards dinner on 11th January 2025 are reminded that tickets will be on sale at the November and December meetings only.

If you want a ticket then please bring cash and see one of the social committee to purchase.

Once again **tickets for the awards dinner will not be on sale in January**

A reminder that if you wish to pay your club dues then Bill Dunkle will be only too glad to take your money for Club dues for 2025 which remain unchanged at \$12 PA for single and \$15 for family membership. Remember that only members in good standing are able to take part in most club activities and competitions.

WHERE WE WERE

Dirty Plastic November 1973

No. 29

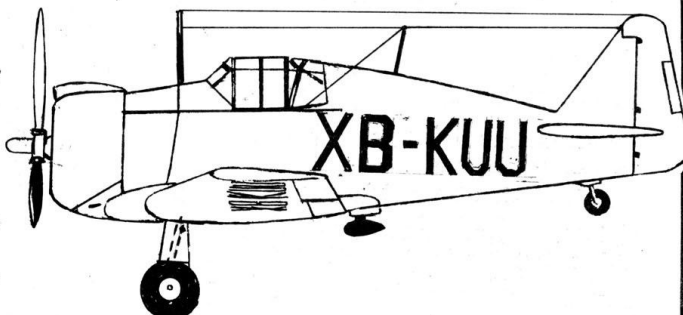


dirty plastic

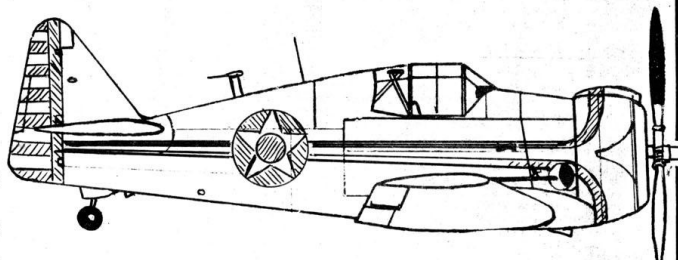
NOV. 1973

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

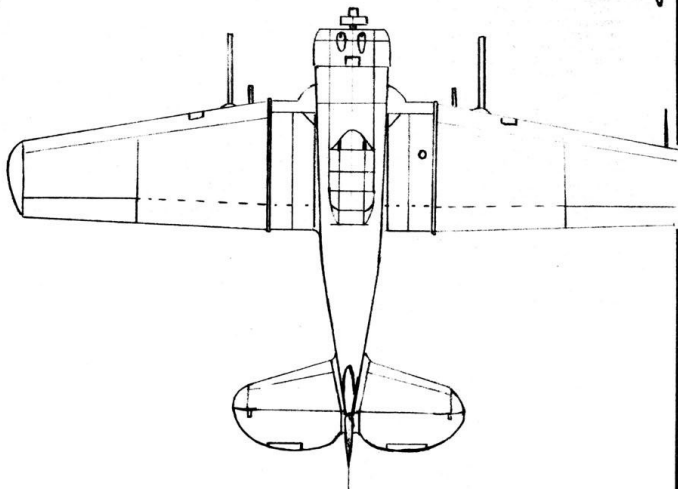
North American P-64, XB-KUU. Used postwar in Mexico. Later stated to have been based in Phoenix, Arizona, and used for cloud seeding. Silver overall, with black letters. Note added radio mast and DF loop. Also, engine change resulted in new airscoop. Landing gear fairing deleted.



North American P-64. Used in U.S., middle 1960's. This was XB-KUU. New U.S. number unknown. Note canopy modification. DF loop not installed, VOR antenna is installed aft of LF mast. Bizarre paint scheme includes correct tail stripes and incorrect U.S. star. Stripes and trim on fuselage are red, with blue above and below. All striping and blue disk outlined in white. Other colors unknown. Help?



North American NA-68 in Thai configuration. A good three view exists in Green's Fighters, Vol. 4, p. 135.



EDITOR - BRIAN R. BAKER 2035 NORTH 11TH AVENUE PHOENIX, ARIZONA 85007

SUBSCRIPTIONS: \$3.00 / YR

WHERE WE WERE

Dirty Plastic November 1973

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EVENTS:

SOCIAL MEETING: Monday, November 19, 1973. 7:30 pm. Longman's Hobby Craft, 49 E. Broadway, (Tempe). A program is planned.

BUSINESS MEETING: Monday, December 3, 1973. 7:30 pm. Chuck Krause's, 2033 N. 11th Ave., Phoenix, Ariz. Call 253-5430 for details.

SUPPORTING HOBBY SHOPS:

Longman's Hobby Craft, 49 E. Broadway, Tempe. (967-7241)
Val's Hobby Hangar, 4840 N. 59th Ave., Phoenix. (934-6174)
Webster's Hobby Shop, 30 E. Camelback, Phoenix. (266-5343)

THE PRESIDENT'S PAGE

BRIAN R. BAKER

THE OOH! AH!! DEPARTMENT

Yes, Marshall, there is a Santa Clause. One would think so, at least, from the seeming profusion of new kits that have arrived in the local hobby shops in the past few weeks. The Johan P-47D and BF-109F/G kits have been in two stores now (and mine are now in Webster's display case) and the Monogram P-52G Twin Mustang is now at Webster's. Nearly everybody has the new Frog Sea Venom by now. Also, Monogram has two new German SP guns in 1/48 scale (I think) and Airfix has come out with a Matilda Tank in 1/76. So, all in all, there's plenty of new stuff to build.

THE EVENT OF THE CENTURY

An event of almost Watergate importance was observed at the State Fairgrounds last week. Among Heinz Jacobs's excellent entries in the hobby division was an AMERICAN (Yes, I said AMERICAN) model, a 1/48 scale P-47D. There was a ribbon on it, as it was excellently done.

THE NEW JO-HAN KITS

The JO-HAN firm, already established as a model car manufacturer, has finally come out with the first two of a new line of 1/72 scale aircraft, including the Messerschmitt BF-109F/G and a Republic P-47D. The BF-109 is undoubtedly the best 1/72 scale 109 on the market today. With a minimum of flash, the kit goes together easily (although one landing gear tab had to be trimmed and some putty was required) and has several good features. The prop can be assembled and painted before it is installed on the fuselage. The gun-breech fairings can be added or deleted without and carving or sanding of the basic fuselage structure. A combination of armament is available, including a bomb, rocket tubes, and underwing cannon. The canopy comes in three separate pieces, which facilitates painting, and the seat is excellently done. Panel lines are done Frog style, and although slightly overdone, are not nearly as gross as the typical Airfix and Revell boiler rivets. All in all, the Johan BF-109 is an excellent kit and is to be highly recommended. It can be made into any of the BF-109F and BF-109G series, and with a little modification, could be built as a "K" with minor surgery.

The Jo-Han P-47D is as good as their BF-109. The outline is accurate, and the kit can be made into either the P-47D-25 (Razorback) or the P-47D-25 plus (with the bubble canopy). The only drawback is the pilot's seat, which could easily be replaced with a seat from the Revell kit or made from scrap. The prop looks very nice, and little putty is required to fill the cracks. The decals look adequate, although the painting information contained on the plan sheet looks a little elaborate for the novice modeler, and decals are not provided for the invasion stripes. The extended fin fillet is not provided, so to build a late model P-47D, this would have to be added. The kit is good, however, and is destined to become a standard, in my opinion.

MONOGRAM has finally coughed up the North American P-52G Twin Mustang that they have been for so long holding out in front of us like a carrot in front of a donkey. The wait was worth while. Webster's has a couple of dozen, so they'll be in stock for a while. The casting is nothing short of beautiful, although it is done in semi-gloss black plastic instead of the silver which would have been better. Maybe we only batted .500 in our coverage of the P-52 in last month's issue, but maybe the P-52D will be out next month. I'll do a review of the P-52 in next month's DP.

AGENDA FOR THE NEXT SOCIAL MEETING.

As many of you may know, Bill Carvin, a longtime employee of Webster's Hobby Shop, is in charge of classifying and judging the model entries in the State Fair. Anyone reading the categories and classifications would immediately notice that they would be more appropriate for 1933 than 1973. For example, there is no distinction between a standard "from the box" kit and a "conversion." The guy who does a Schmitteneimer SH-98 out of an old Airfix Corsair cowl and tail hook has to enter his model in the same category as a standard kit-built model.

Bill has suggested, and I have agreed, that we as an organization should give him our opinions on how the model entries should be classified. We could also give him some pointers on judging that he and the other judges may have overlooked. It is a question that we should try to answer, and I'm sure that Bill will appreciate any help we can give. We'll discuss it at the next meeting.

NEW AND IN VIEW:

BRIAN R. BAKER

The grapevine's resounding echo has provided us with some information concerning some impending releases. The Japanese Hasegawa firm has released a Beechcraft T-34B Mentor in 1/72 scale, along with a Nakajima KI-49-II "Helen" twin-engined medium bomber. These are reported available in Japan at this time.

Marsh Beaubian came up with the new ITALAERI catalog, and there were some interesting 1/72 scale aircraft shown. The drawing on the subcover depicted a C-47 towing a Waco CO-4 glider. I hope that this is a hint, as they only work in 1/72 scale. The official listings said that they had a Lavochkin LA-5FN, a Gotha GO-242 and GO-244 glider or powered glider-transport (the kit is convertible to either version), a Cant Z-501 Flying boat, the SAI 3.55 Torpedo bomber (a P-51 with different landing wheel, radiators, and a torpedo along underneath, we think.), a Junkers JU-86, and a Cant Z-506 floatplane, a Soviet Sukoi SU-7 jet attack aircraft, and last--but not least---a Junkers JU-168.

SUPERMODEL, another Italian firm, is reputedly working on a 1/72 scale Fiat CR-32 fighter biplane, which should fill in some important gaps in a lot of collections.

CONVERSION CORNER: THE N.A.A. P-64

BRIAN R. BAKER

As many of us who begin investigating the origin of popular aircraft types have found out, seemingly standardized aircraft often have very interesting, from a modeling viewpoint at least, variations, and the North American AT-6/SNJ series is certainly no exception from this rule. The Hawk kit of this famous aircraft, done in the versatile 1/72 scale, lends itself well to a variety of reasonably simple conversions, some of which will be covered in this issue of D/P.

Designated NA-50 by North American, the P-64 was developed during 1938 and 1939 as a fighter derivative of the basic NA-16 trainer, using the basic airframe coupled with a more powerful engine. Seven NA-50 fighters were ordered by and delivered to Peru by May 1939, these aircraft being subsequently used by the Peruvian Air Force against Ecuador in the action which occurred during 1941. The NA-50 was an early version of the aircraft, with the SNJ-2 type rudder and a constant chord cowl. The landing gear was similar to that of the BC-1A and AT-6A.

Six NA-68's were ordered by Thailand during 1940, and these differed in a number of respects. The cowl was more streamlined, with a slightly modified fairing joining the wing and forward fuselage. The angular rudder of the AT-6 was used, and the location of the nose-mounted machine guns was changed. A modified landing gear was used, and two 20 mm. cannon were mounted in fairings underneath the wings. Immediately outboard of the wing center section. A detailed three-view of this aircraft appears on page 135 of William Green's *Fighters*, volume 4. Photographs of three variations of the aircraft appear in Gordon S. Ansbrough's *North American Aircraft Album No. 6*, and these are very useful in building a model of this aircraft.

The NA-68's were ready for delivery in 1941 when the six aircraft were seized by the U.S. government to prevent their falling into Japanese hands, since the Japanese were, at that time, threatening to move against Thailand. The aircraft were subsequently used by U.S.A.A.F. advanced fighter-training schools, and were serialized 41-19082 through 41-19087. The underwing cannon were removed, but the aircraft were apparently used with their original Thai sand-and-spinach camouflage, being designated as fighters mainly because they were single seaters. One P-64 survived the war, and was registered XB-KUU and used for a time in Mexico before eventually returning to the U.S. where it has been photographed with a modified cowl, and probably a different engine.

THE CONVERSION

The NA-50 and NA-68 offers little challenge to the experienced modeler, since it is a relatively straightforward conversion of the Hawk AT-6 kit. The wings should be cut down to an overall length of 6.25", with the tips being rounded in approximately the same shape as the AT-6. The ailerons and flaps on the outer wing panels should be about even in length although leaving the ailerons as they originally were, with the aileron slightly shorter, would not be improper exercise of "modeler's license." The landing gear from the kit can be used, with the NA-50 using the kit doors while the NA-68 and P-64 must have doors cut to the shape shown in the accompanying drawings. Do not attach the wings to the fuselage until all modifications have been completed.

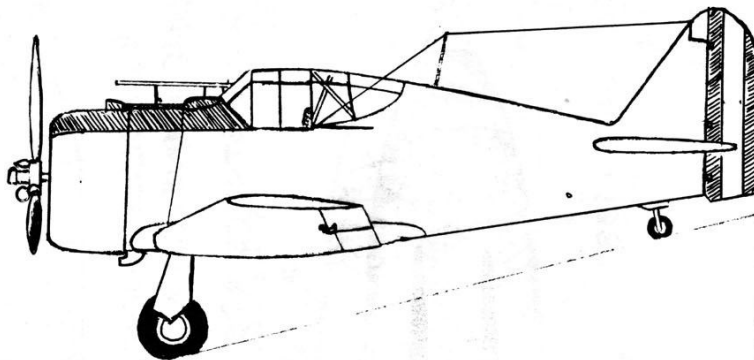
The fuselage is by far the most involved modification required in order to make a P-64. The fuselage must be shortened to an overall length of 27", or exactly 4.5" in 1/72 scale. Since the original AT-6 was 29" long, the difference comes out to exactly 1/3 of an inch. I cut the fuselage off directly behind the wing-join line, and after removing the section of fuselage, reglued the structure. I then built up the structure with putty, forming a smooth line towards the tail. Fortunately, the pilot's seat appears to be in exactly the same position relative to the wing on the P-64 as on the AT-6, so there is no relocation required there. Even the forward portion of the AT-6 canopy can be used without modification, although the rear section must be either made from scrap or vacuumformed.

The engine and cowl must be replaced. I used the cowl from a Revell P-36A, since it already has the machine gun protrusions cast in the proper locations. Any replica of a nine cylinder Wright R-1820 Cyclone may be used. I used the excellent three bladed prop from a Monogram P-36A, with the shaft extension shortened and counterbalances added for effect. The exhaust stack was almost flush with the fuselage, in the same location as on the AT-6, and should properly be drilled out. The wheel fairings should extend well ahead of the rear of the cowl.

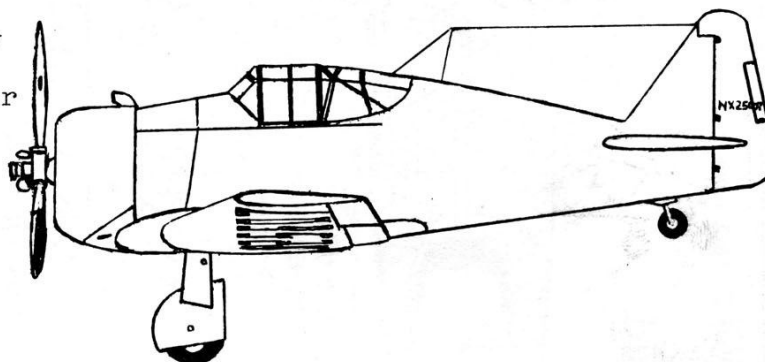
WHERE WE WERE

Dirty Plastic November 1973

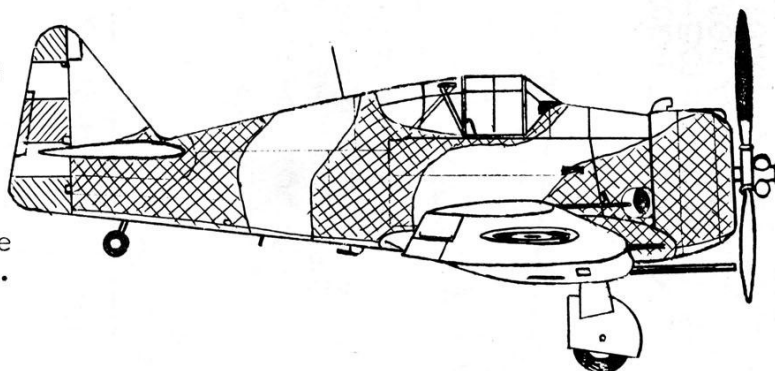
North American NA-50. One of 7 ordered by Peru. Note the early type rudder, ring and bead sight, and early style cowlings. Silver overall, with semi-gloss black a/g panel. Red-white-red roundels and tail stripes.



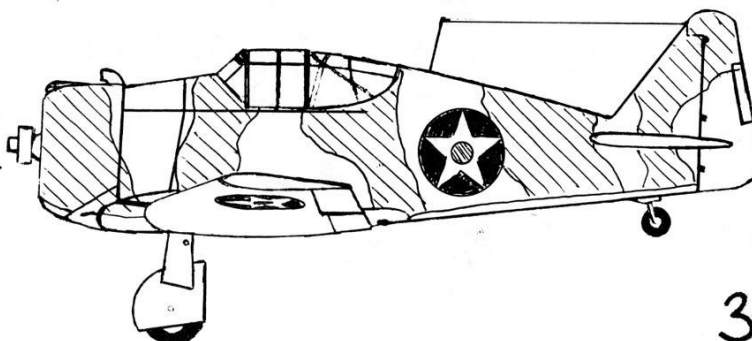
North American NA-68. Company demonstrator in U. S. civil registration, NX-25607. Silver overall, with black numbers on rudder and wing panels, lower left and upper right. From photo, fuselage appears to be pale grey.



North American NA-68. Prior to shipment to Thailand, 1940 or early 1941. Brown and green topsides, with either pale grey or light blue under sides. Note 22 mm cannon in fairings under wings. Thai markings, red-white-blue-white red tail stripes and roundels.

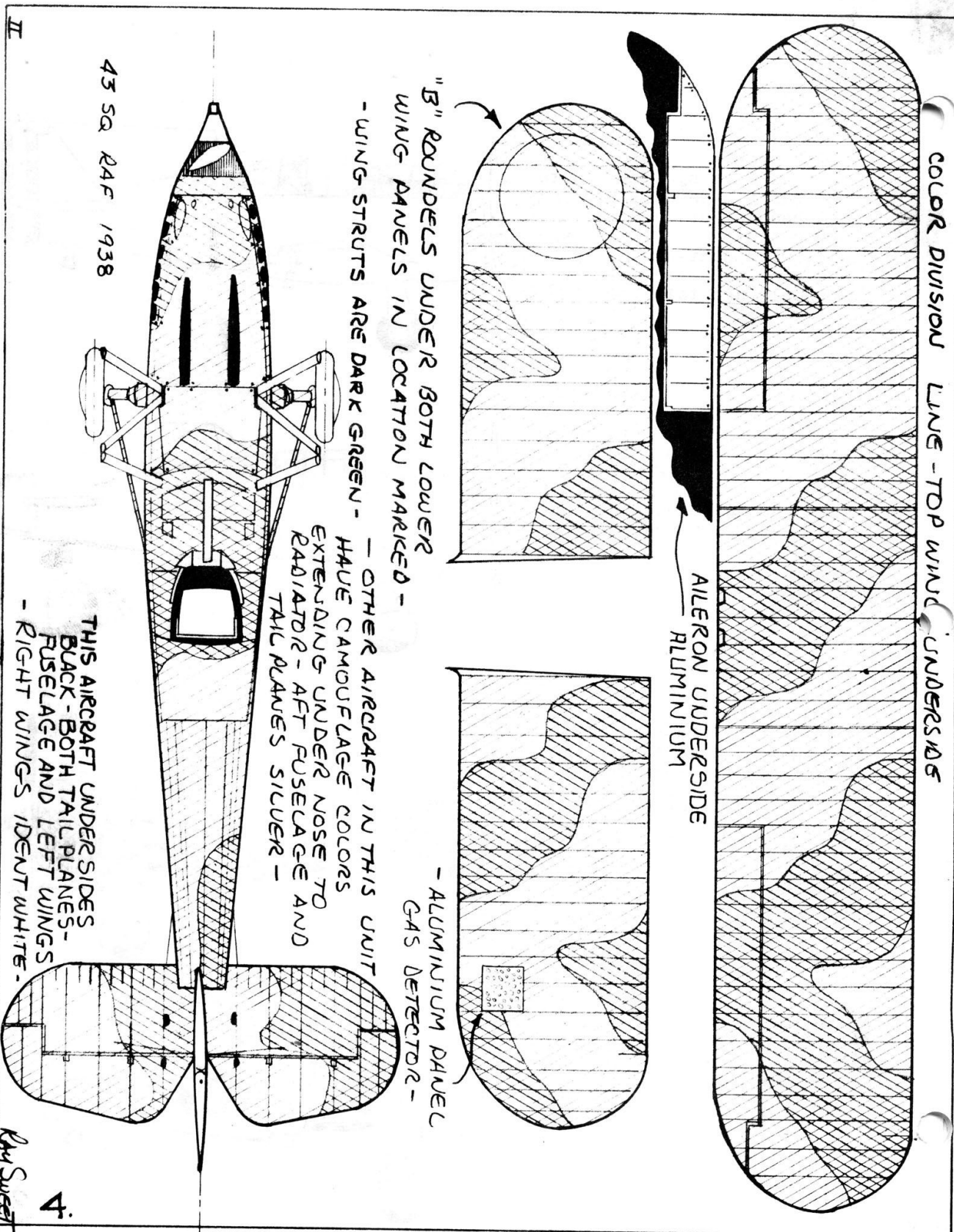


North American P-64 (NA-68). Aircraft taken over by Army Air Forces during 1941. Thai camouflage with U. S. stars replacing Thai roundels. Underwing cannon were removed.



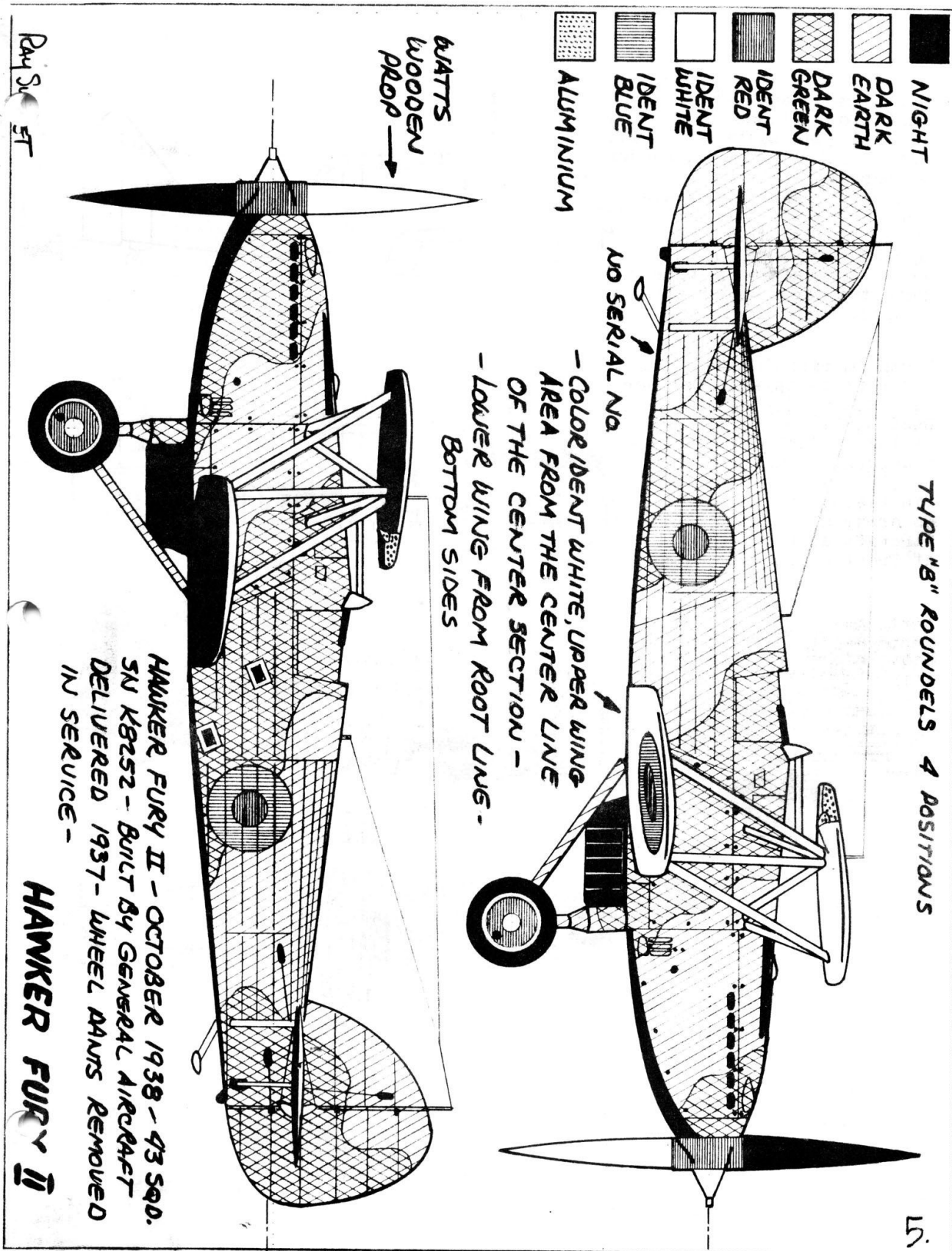
WHERE WE WERE

Dirty Plastic November 1973



WHERE WE WERE

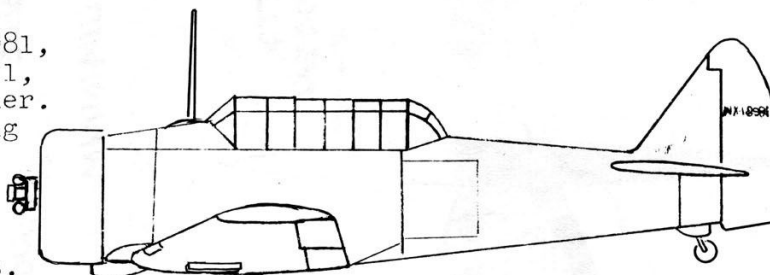
Dirty Plastic November 1973



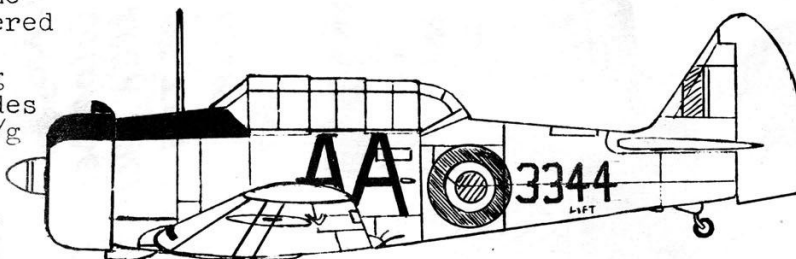
WHERE WE WERE

Dirty Plastic November 1973

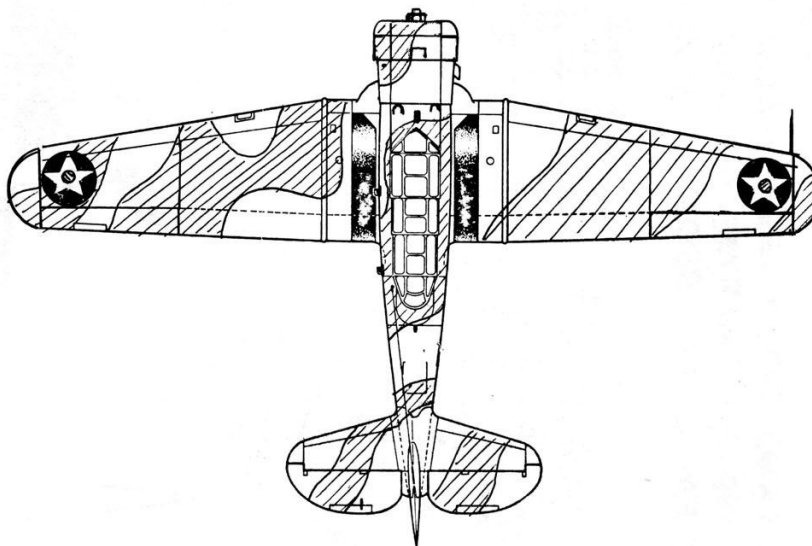
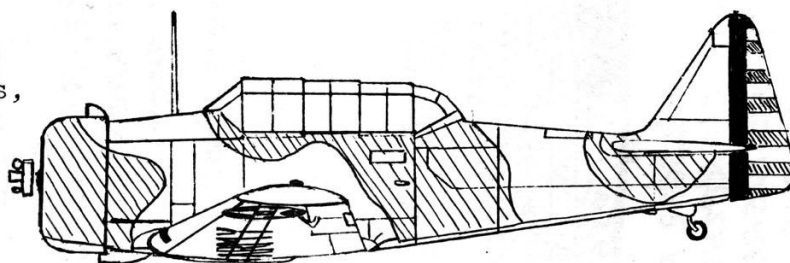
North American NA-44 Demonstrator. Licensed NX-18981, aircraft was silver overall, with black license on rudder. Numbers do not show on wing underside, although C.A.A. regulations of the time would dictate that they appeared on upper right and lower left wing panels. Note two racks under wing panels, each side.



North American NA-44. Same aircraft as above. Delivered to R.C.A.F. during 1940. Used until 1947. Training yellow overall. Black codes and serial. Matt black a/g panel, late roundels and fin flash. Note spinner. No armament or bomb racks. Aircraft as photographed at Trenton, Ontario, 1946.



North American A-27/NA-69. Photographed in Philippines, 1941, in Thai camouflage with U.S. Army markings. Probably brown and green topsides, with light blue or grey undersides. Aircraft carried black wing walks as AT-6.



WHERE WE WERE

Dirty Plastic November 1973

The cockpit should be detailed with a floor, a seat and instrument panel. A four-posted crash bar was located just aft of the pilot's seat; this is easily constructed of scrap, and should be zinc chromated as should the seat and cockpit interior.

The tail unit can be used "as-is" and be careful not to knock off the tailwheel while refinishing and re-shaping the rear fuselage.

There are seven different color schemes I can think of that could be applied to the two basic versions of the P-64, and this variety provides the modeler with a number of possibilities for interesting conversions. If you've always wanted to build a Peruvian military aircraft, now you've got an excuse.

ANOTHER 'QUICKIE' CONVERSION

BRIAN R. BAKER

While we're on the subject of AT-6 conversions, a type that requires only minimal changes in order to produce a minor but interesting combat type is the little known Model NA-44, ten of which were used by General MacArthur's forces in the Philippine Islands until his force was overwhelmed by the Japanese early in 1942. Ten of these aircraft, Model NA-69's originally originally destined for Siam, were redesignated A-27, and operated in original Thai camouflage with the early-type stars in four locations and rudder stripes.

The Hawk AT-6 can be easily converted to this type, the only major difference being the replacement of the Pratt and Whitney R-1340 engine and cowling with a larger Wright R-1520-P52 Cyclone. This necessitates the use of a larger diameter cowling and a three bladed prop.

Begin by assembling the T-6 in the usual manner, and remove the DF loop and radio mast immediately behind the rear cockpit. If the later American and Thai version is to be built, the fin and rudder assembly can be left unchanged. The prototype, and the Canadian version, on the other hand, had a rudder similar to that of the Navy's SNJ-2. Other fuselage modifications include the addition of machine gun fairings immediately ahead of the pilot's cockpit. The air intake on the left side of the fuselage must be removed and filled in with putty, but the scoop in between the wheel wells can be smoothed down somewhat and retained. Be sure not to knock off the tailwheel, as this is standard on most of these aircraft.

The wingtips require rounding, but since the span is the same as the AT-6, this offers no problem at all. The only problem is the age old one---that of the embossed stars and bars which are grooved into the wings and fuselage sides. These just have to go, and maybe someday we can convince Hawk's toolmakers to go over the dies with a Dremel Tool and grind them away. Until then, Green Stuff or Allos. Landing gear is standard, and the canopy can be used as is, except that extra frame lines should be painted or taped on to simulate the early type cockpit cover.

THE COMING TOGETHER OF BLACK AND WHITE

RAY SWEET

During the Summer Air Exercises of 1937, Observer Corps HQ asked that a special ID marking be devised for the undersides of friendly fighters to aid in recognition. The similarity of Fury fighters to Hart bombers, and of Demon fighters to Hart bombers, made quick identification very difficult. Also, at this time, several Blenheims were being used as long rang fighters, and these were almost identical to the bomber versions. After extensive trials, it was decided that the most effective system was an all white starboard underwing, offset by the rest of the aircraft undersides being painted night black. The Observer Corps and the AA Defense units reported the success of the system when it was first used during the Home Defense Exercise of August, 1938.

One month later, the Munich Crisis plunged Britain into mobilization. All operational aircraft were hastily camouflaged. Squadron identification markings, aircraft serial numbers and other markings were removed, and all fighter aircraft were to use the new black and white scheme. Due to the hurried instructions from higher command levels, the aircraft markings were not uniform, with demarcation lines varying considerably from squadron to squadron. This variation in underside demarcation lines was also evident within squadrons, and aircraft from individual squadrons sometimes varied in underside patterns.

A standard Form was designated in April, 1939, but until that date, confusion reigned supreme.

The Fury fighters were camouflaged in dark earth and dark green with an A and B pattern, the B pattern being a mirror image of the A. However, it seems that the wings of the aircraft were sometimes switched, apparently during maintenance, and there are photos of aircraft with A fuselage patterns and B wing patterns together; A fuselage, A lower wings and B upper wings, and so on, and again, where the aircraft were in service for a short time, the patterns are varied. I have one drawing showing squadron code letters applied; however, there are no photos to support that they were ever used in service. Some aircraft have gas detect panels on the lower right wings; again several photos show aircraft without them. Some aircraft had the green-brown patterns extended right under the nose to the radiator. The aircraft usually had the fuselage aft of this line the tailplanes underside silver. Some had the roundel painted over on the black, or night, side. All aircraft were without roundels on the upper wing. The drawing reflects the official scheme as of September, 1938 when it was introduced, and almost all alleron undersides were left silver. Next month we will do the high speed Fury and some of the profiles of the the markings of squadrons before the war.

AN OFFICIAL STATEMENT FROM TUCSON:

JOHN M. TAYLOR

To Whom It May Concern:

This is to officially notify all persons that Don Sproule, former president of the Pima Palsanos, I.P.M.S. Tucson, is hereby and permanently removed from office and membership in I.P.M.S. Tucson. Also, Don Sproule is not, nor has he ever been, an official of the Pima County Air Museum. This action has been taken out of necessities created by Don Sproule, including the misuse of names of either or both the above organizations listed, and the defrauding of persons, businesses, and other clubs, and the disappearance of all I.P.M.S. Tucson monies dating from January, 1972 to July, 1973.

Mail received by I.P.M.S. Tucson indicates that several persons in the I.P.M.S. national membership have been led to believe that Don Sproule is responsible for, or is an agent for the I.P.M.S. Phoenix publication, *DIRTY PLASTIC*. This is not correct.

I.P.M.S. Tucson is currently indebted for the sum of four hundred and forty five dollars. This is due to the actions of the above Don Sproule. This sum does not include the missing I.P.M.S. Tucson funds, which total two hundred and ten dollars.

Signed
John M. Taylor (Signature)
Secretary,
I.P.M.S., Tucson.

OBSCURE (VERY) AFV'S OF THE BRITISH ARMED FORCES

B. R. BAKER

I.M.M. Type E-IN-303 Armadillo Mk. 1A

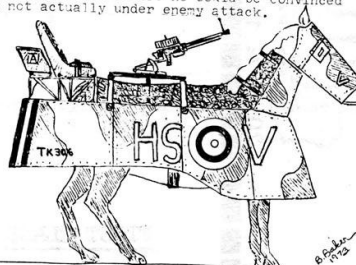
With the threat of Operation Sea Lion, the German plan to invade England during the summer of 1940, and the possibility of large scale commando raids against R.A.F. aerodromes, it was not unlikely that the Air Staff was considering every contingency in their attempts to solve what later proved to be a not insoluble problem, that of aerodrome defence. In was certainly not incongruous with staff planning objectives, therefore, that the Air Staff, in March, 1940, issued Specification AFV/39, which called for the construction of a prototype of an unconventional aerodrome defence vehicle, designed to counter the not unanticipated airborne assaults which the Germans apparently had in mind. The vehicle had, according to the specification, to be mobile, easy to maintain, simple to construct, and operable by semi-skilled troops such as might be found in the Home Guard units available for such duties. A fuel other than petrol was specified, and a rapid-fire weapon was to be installed, which was to have a 360 degree radius of fire. The specification was widely publicized in the London area during the summer of 1940, the result being a deluge of weird designs being submitted by numerous cranks and crackpots. Most of the resultant entries were relegated to the M.C. file, but one seemed promising enough to be selected by the Air Staff for prototype construction.

The Armadillo Mk.1A was the brainchild of Ian Knotworthy Dustcover, an assistant to the assistant curator of the Imperial War Museum in London. Dustcover had previously noticed that a large collection of armour, suitable for both men and horses and dating, some of it, back to Anglo-Saxon times, was languishing unused in the basement of the museum, and he was upset by the fact that it was not collected when the scrap metal drives were initiated during 1939 and 1940. He prudently surmised that this historical material should, in some way, be used to help win the war, and to help stem the tide in Britain's "finest hour." He therefore submitted his plan to the Air Staff, who, somewhat amused by the simplicity of the idea, consented to the building of a prototype.

The original prototype was constructed from original 15th century German equestrian armour, with Saxon chain mail serving in the support role. The armour plate was hung over the horse's back, with the mail adding flexibility. The driver sat directly over the stern portion of the horse, where he operated a .303 calibre Lewis gun which was mounted on a welded steel tripod with a Scarff mounting. A steel turret was tested, but this was too heavy, even for the super-heavy Clivedales then in use. The horse's legs tended to buckle under the weight, and since there was no way to reinforce the horses, the idea was dropped.

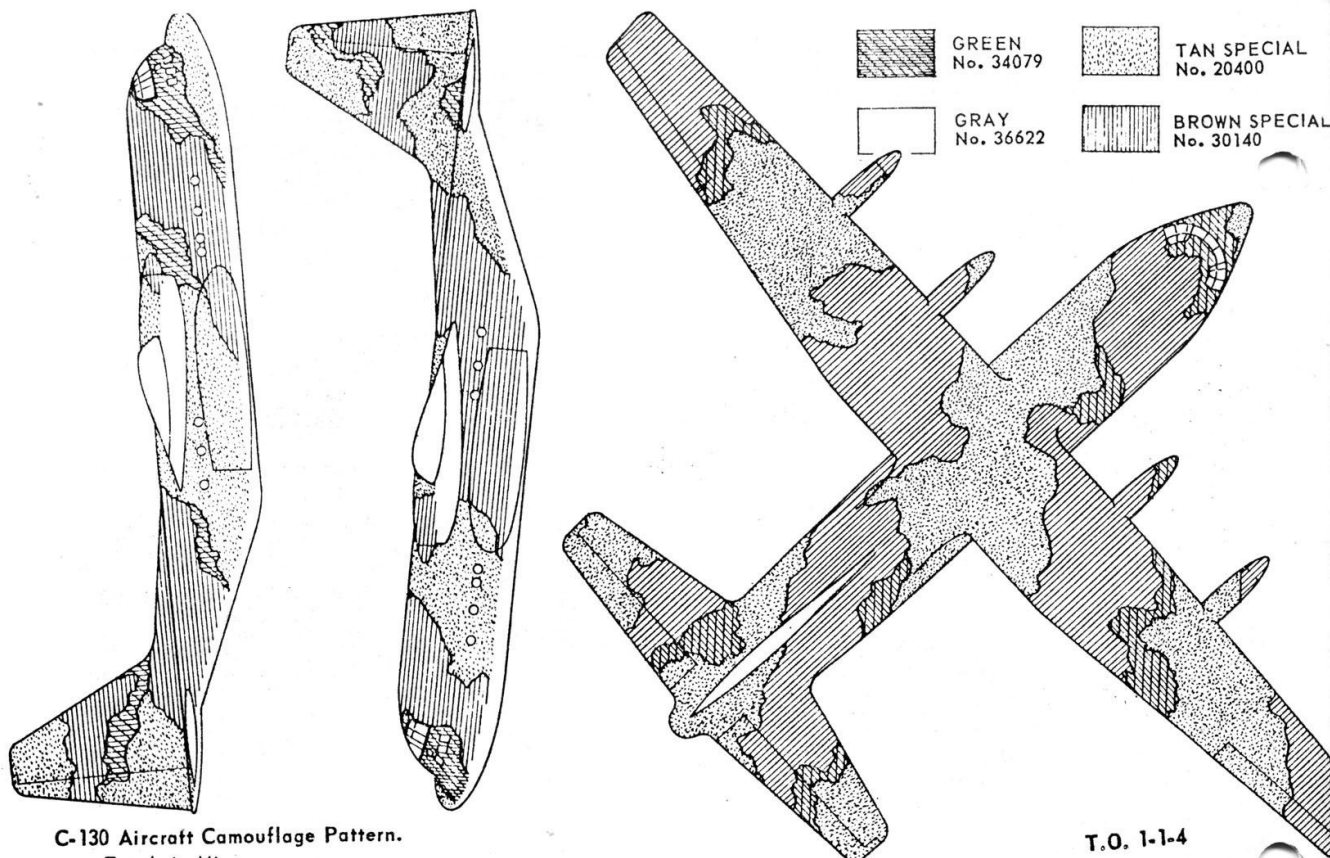
Pilot production models were issued to Home Guard units defending aerodromes in Southeastern England, and their service records such that Air Vice Assistant Squadron Orderly "Biff" Billingsborough, the famed fighter ace credited with two and a half victories, was quoted as saying, "Yes, I think I can recall them."

The crisis over, only two units were to operate the Armadillo past 1941. The first unit, the First Equestrianancers, served in the defence of several Sussex aerodromes before being transferred to the Azores, where they languished until late 1944. Then the beginning to develop scrap metal and pet food exporting industries. Bermuda, and their only claim to fame, was shipped to was a unique machine gun salute given in honour of Sir Winston Churchill after one of his particularly productive trips to the U.S. to visit "Franklin and Eleanor." As Sir Winston disembarked, the salute was given, with 21 guns. The PM's reaction was not surprising---he hurriedly reboarded his Liberator, and the pilot had almost started his takeoff run before he could be convinced that the aerodrome was not actually under enemy attack.



WHERE WE WERE

Dirty Plastic November 1973



C-130 Aircraft Camouflage Pattern.
For Asia Minor

T.O. 1-1-4

Address Correction Requested

dirty plastic

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



FIRST CLASS

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

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

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

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: Airliners/Mike Pabis
Saturday 19th BnB

MAY 2024

Tuesday 7th, 7pm
Seminar/Speaker:

NOVEMBER 2024

Tuesday 12th 7pm
Seminar/Speaker: Aircraft
Photography/Brian Baker
Saturday 16th BnB

JUNE 2024

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

DECEMBER 2024

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

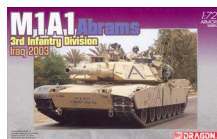


November Raffle

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

November raffle items have been selected with the 2025 club contest categories in mind:

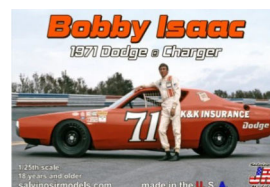
Item A April Contest: Armor, 1/72 Dragon M1A1 Abrams



Item B April Contest: Armor, 1/35 Tamiya Sturmgeschutz IV



Item C May Contest: A Day at the Races, 1/25 Salvinos JR Models
Bobby Isaac 1971 Dodge Charger



Item D June Contest: Ships and Boats, /35 Trumpeter USS Texas



Item E July Contest: The British are Coming!, 1/48 Airfix Spitfire Mk XIV
w/aftermarket extras



Item F September Contest: The Pacific, 1/48 Accurate Miniatures SBD-# Dauntless



Item G November Contest: The Great War, 1/48 Eduard SPAD XIII



Special Item : New from Hobby Depot, Limited Edition “The Bloody Hundredth” 1/48 B-17F. **\$10.00 per entry**. Tickets will be sold at both the October and November meetings with one winner drawn in November.



UPCOMING EVENTS

Awards Dinner—11th January 2025 (Tickets on sale at November/December meeting only)

Modelzona 1st February 2025 (Flyer on last page)

Modelzona 1st November 2025

The 2024 IPMS Craig Hewitt Chapter Awards Dinner will be held on Saturday, January 11, 2025 at Chompie's. For those of you who want to google the venue, the address is 3212 E Cactus Rd, Phoenix, AZ 85032. This year's dinner will be similar to last year's, featuring a full buffet and cash bar. In addition to the 2024 club awards, there will be a game planned. Additional information will be given at the club meetings and in future editions of The Corsair.

Thank you.
The Social Committee



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
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Online magazine for all things avionic	www.wingleadermagazine.co.uk
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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.



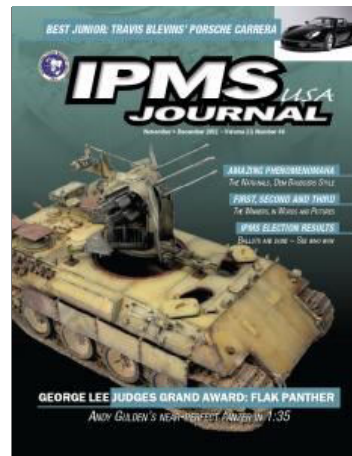
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\$30 annual membership includes a one year subscription to the IPMS Journal. Visit www.ipmsusa.org to download a membership form. Or you can write to:

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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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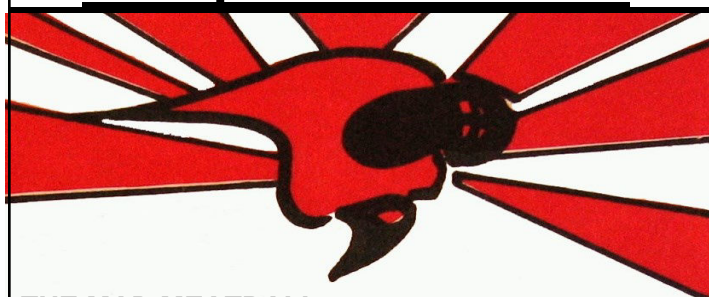
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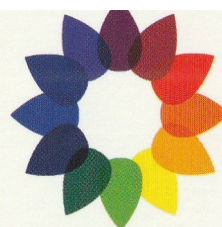
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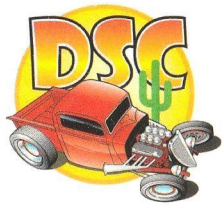
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MODELZONA 2024.5

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Saturday, February 1st, 2025
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Model Registration - 9am to Noon

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(additional models - \$1 each)

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

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

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