

# THE CORSAIR

## *IPMS Phoenix / Craig Hewitt Chapter*

### Presidents Message

Hello everyone,

Our Swap Meet in August turned out quite well. I sold enough kits to almost pay for all those that I bought. I plan to donate those that I did not sell to the club. Thanks to Scott, our club sold many of our donated kits that were, for one reason or another, not fit for raffling. He also received many donated kits for future raffles.

Our next Modelzona will be here in only five months (February 1<sup>st</sup>, 2025, just after the Awards Dinner) and we have a lot to do in preparation. A new trophy sponsorship form is almost complete, along with a vendor form. Since we are changing from award coins to plaques, it is important that we sell enough trophy sponsorships to cover expenses. We should have little difficulty selling all the vendor tables, and we may have room for more tables than in previous years. As usual, 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.

I do have presentations scheduled for the club meetings in September, October, and November, but I would like to start filling up the schedule for next year. If you have offers of help with seminars, or ideas, please let me know.

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

Kevin

[kdhenthorn@aol.com](mailto:kdhenthorn@aol.com)

#### Corsair Stop Press Dates 2024

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

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# Club Swapmeet





## Club Swapmeet



## Tamiya P-51B 352<sup>nd</sup> Fighter Group”

by "Mark L. Rossmann"

### History

The 352nd Fighter Group was a unit of the Eighth Air Force that was located in the European Theater of Operations during World War II. The unit served as bomber escort, counter-air patrols, and attacking ground targets. It initially flew P-47 Thunderbolt aircraft before converting to P-51 Mustang in April 1944. The group was located at RAF Bodney England, for the majority of its service.

The group was assigned to the 67th Fighter Wing in October 1943, attached to the 1st Bombardment Division in September 1944 and further attached to IX Tactical Air Command in December 1944.

There were no group markings in the P-47 era. On the camouflaged P-51's, a bright blue was painted on the spinner and nose, later across the anti-glare panel. Dark Blue was on uncamouflaged P-51, with unit color on the rudder. Blue for 487th, yellow for 486th, red for 328th. Because of this distinctive blue nose, they earned the nick-name the "Blue-Nosed Bastards of Bodney".

Group scored 519 kills with the loss of 118. It also had the two highest scoring Mustang aces in the theater: George Preddy 23.83 Mustang kills out of his 26.83, John Meyer 21 Mustang kills out of his 24.

### Model

This is a Tamiya P-51B, #92216, the kit is the best on the market. As of this writing Eduard is releasing a "B" version, so I don't have a comparison. The engine detail is non-existent but aftermarket products can be found if you choose to display it with open engine cover. The flaps are positionable in the up or lowered position, control surfaces are all molded in place. The cockpit is well done and it can be displayed with an open or closed canopy. Kit comes with a positionable pilot figure and standing officer.

Tamiya provides two options: 1) Framework canopy, full D-Day stripes, striped antenna June 1944, 2) Malcolm Hood and under-fuselage D-Day strips August 1944. There are also some smaller decal changes, be mindful on the version you are building. You can lay the antenna flat and wrap the stripe around it, then attach it to the plane.





## Tamiya P-51B 352<sup>nd</sup> Fighter Group”

by "Mark L. Rossmann"

### D-Day stripes

I don't like to use the full D-Day stripe decal, what I do is: 1) Complete the painting of the silver on the model. 2) Tape off the exterior white boundary area of the wings and fuselage. 3) Spray Tamiya AS-20 Insignia White. Let dry 2 hours or more, then spray TS-26 Pure White. 4) Let dry for 24 hours, then completely mask over the white areas. Finish spraying the rest of the model. 5) Decal the plane. I take a sharp-edged knife; new blade is best. Using a straight edge, I cut out the black stripes. Then lay them down on the white areas and adjust. I like this best as it prevents my klutziness of taping the black stripes and painting. I invariably don't get the stripes in the right spacing and size.

For an OD aircraft I do the opposite paint the white first, mask it off, then paint the OD over Grey color and rest of model. Boundary lines demarked much better and no bleed through of the primary color.

In addition, Tamiya provides the frame masks and mask for the blue nose outline.

Overall, this makes a remarkably nice D-Day striped Blue Noser and recommend this kit. I also used the jeep from the Tamiya P-47 kit, also in P-51 kit, makes a nice supporting piece for the model.



## Tamiya P-51B 352<sup>nd</sup> Fighter Group"

by "Mark L. Rossmann"

### Aircraft:

'Snoots Sniper', P-51B-10-NA, 42-106703 – Disposition Unknown.

**Unit:** 328<sup>th</sup> FS / 352<sup>nd</sup> FG. RAF Bodney England – June 1944.

**Pilot:** Lt. Francis W. Horne – 5.5 arial kills, 1 probable, 1 strafing  
Crew chief S/Sgt. Arthur C 'Snoot' Snyder has a barber pole logo on aircraft that he serviced, denoting that he was also the squadron barber.

**Model:** Tamiya 92216; P-51B

**Decals:** Kit

### References:

Decal Sheet

Fine Scale Modeler Books - American Fighters over Europe

Osprey Aircraft of the Aces - #1 "Mustang Aces of the Eight Air Force" (1994)

Website: <https://valor.militarytimes.com/hero/27885>

Respectfully,

Mark L. Rossmann

In memory of Frank Cuden - TCAH





# *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

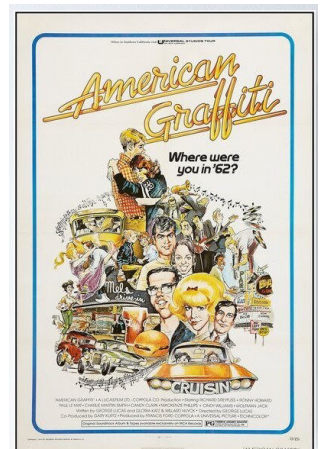
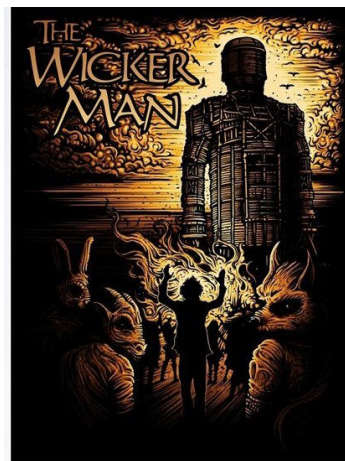
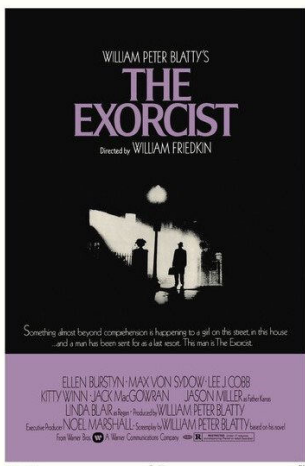
We had a great turnout for the club swap meet last month.

We had nearly 60 members in attendance which is a good response as so many people were out of town, also a good few were only just back from the Nationals.

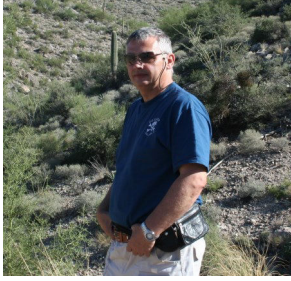
Our club lists 107 members in good standing and we regularly have an above 50% attendance at all of our meetings.

The Dirty Plastic continues this month with September/October issue from 1973

I thought you might be interested in some of the top movies that were showing in cinemas around that time. Is it really that long since we were all getting jumpy about The Exorcist and listening to Tubular Bells.







# EDITORS CORNER

## BY LYN GORTON

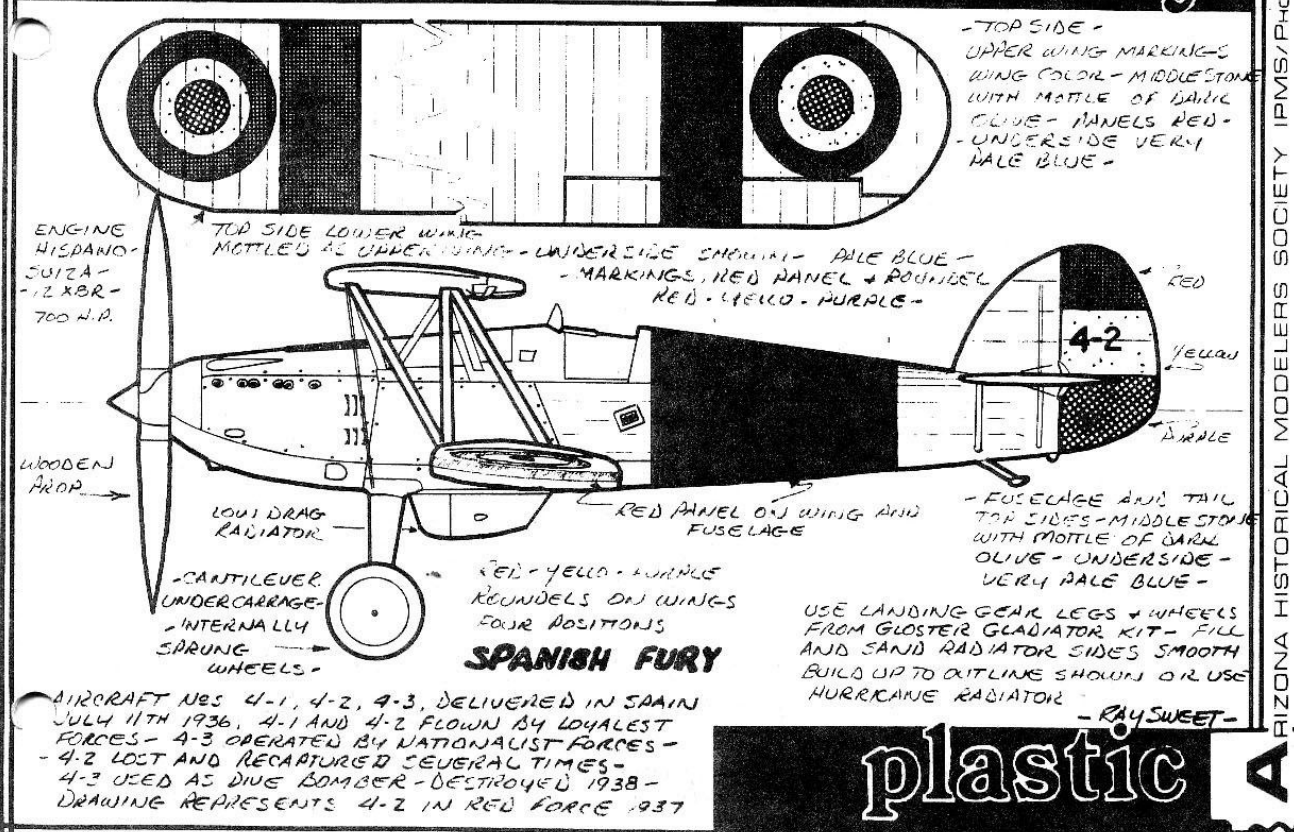
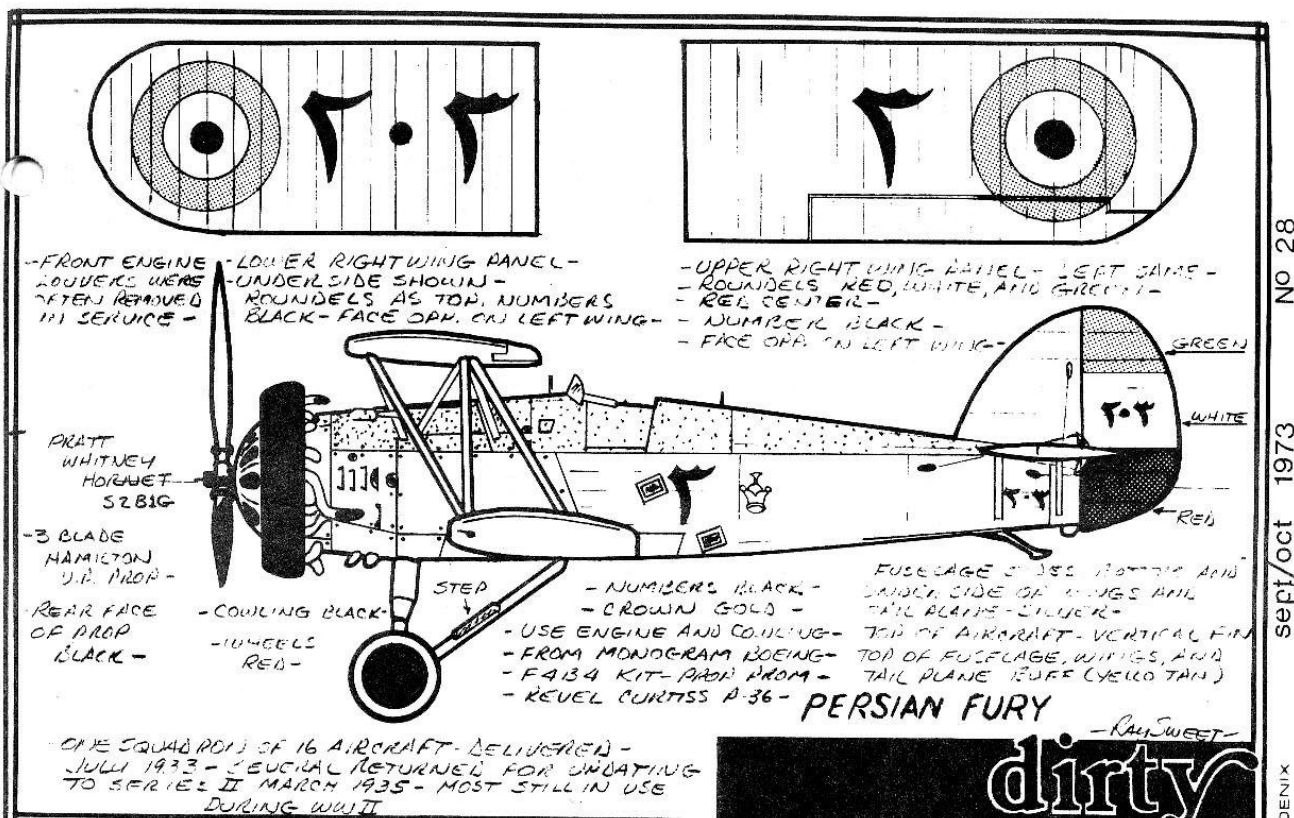
The following proposed themes for 2025 will be voted on at the upcoming September club meeting. Ballots will be provided at the meeting and members will be asked to vote for 10 themes for the 2025 monthly meeting contest. Prior to the vote there will be a brief question and answer period.

Please look these over and if you have any questions please bring those questions to the meeting.

- ☐ A day at the races (any racing topic, fact or fiction)
- ☐ Modern Warfare
- ☐ The Pacific WW2 (any model pertaining to the PTO)
- ☐ What If's (think it, dream it, build it, bring it)
- ☐ Armor, any time period
- ☐ VE / VJ day (celebrating the 80th anniversary) (Late war WW2) topics
- ☐ Sci-Fi (all)
- ☐ American Graffiti (Cruisin in the 60s), anything you'd see cruising your local blvd. in the 60s
- ☐ Vietnam war
- ☐ American Fighters (Any US WW2 fighter aircraft)
- Category options: ☐ 1/48 scale ☐ 1/72 scale
- ☐ Welcome to the braille scale: 1/72 scale aircraft
- ☐ Tiny Models (under 5 inches)
- ☐ Large models (12 inches +)
- ☐ Unarmed military vehicles
- ☐ Anything Japanese
- ☐ The British are coming (Category options: ☐ RAF ☐ Anything British)
- ☐ Figures
- ☐ Ships and Boats
- ☐ Helicopters
- ☐ Totally 3-D printed model
- ☐ Lend lease (a US topic in foreign markings)
- ☐ Peoples choice

# WHERE WE WERE

## Dirty Plastic September/October 1973



No 28

sept/oct 1973

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

plastic



# WHERE WE WERE

## Dirty Plastic September/October 1973

DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS/Phoenix. Subscriptions are \$3.00 a year.

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

### EVENTS:

**SOCIAL MEETING:** Monday, October 15, 1973. 7:30 pm. DeVry Institute of Technology, 4702 N. 24th St (Just south of Camelback). Room number to be posted in entranceway.

**BUSINESS MEETING:** Monday, Oct. 29, 1973. 7:30 pm. Brian Baker's, 1333 E. Thomas, Apt. 12. Call 274-3346 for details.

### SUPPORTING HOBBY SHOPS:

Val's Hobby Hangar, 4840 N. 59th Ave., Phoenix (934-6174)

Webster's Hobby Shop, 30 E. Camelback, Phoenix (266-5343)

Longman's Hobby Craft, 49 E. Broadway, Tempe (967-7241)

### THE PRESIDENT'S PAGE

BRIAN R. BAKER

Over the weekend, I had a chance to visit Tucson, my main excuse being the BAA Fly-In that was held at Ryan Field. High winds kept flying activity to a minimum, however, so greener pastures were located, in the form of the Pima County Air Museum, located adjacent to Davis Monthan AFB. While there, I had a long and interesting conversation with John Taylor, who lives on the facility in his trailer and serves as museum security, or chief of the "Rabbit Patrol." The museum is progressing slowly if not adequately, and the Tucson IPMS organization, the PIMA PIASANOS, has changed somewhat in both its personnel and character.

Due to personnel changes, few of the original model-oriented persons are still aboard. Instead, the newer members tend to emphasize museum activity and the restoration and renovation of the actual aircraft. Therefore, some changes have been made, and we are, for all practical purposes, dealing with a new group of people. The old scars and wounds are still aken welded, but it would probably be better to look ahead rather than backward. One of John's suggestions was to sell the remaining Revell JU-88's (1/72 scale) and turn the proceeds over to the Phoenix Treasurer (CKK) as a token effort. These kits are now paid for, by the way.

John suggested, and I agreed, that we should schedule a weekend meeting. A Sunday would probably be best for most of us, so we tentatively set up a Sunday in November. We can nail this down during the Monday night meeting.

As far as the museum is concerned, things are going along smoothly. The planes have been moved onto the museum grounds, (except for the KB-50, B-47, a helicopter and two Humd Dogs---they probably wouldn't get along with the jackrabbits) and the result is truly impressive. The aircraft are fairly well situated for photography in most cases, although some are in various states of disassembly.

The museum is still not officially open yet, although John is happy to show anyone around if they can rouse him away from his noisy airbrush.

A positive note is the fact that a local Tucson Flying Service has undertaken the task of restoring the Bell P-63 Kingcobra that was brought down from Sky Harbor Airport where it had been sitting for the past ten years or so. The airplane is in surprisingly good condition, considering the time it has spent in the open at the mercy of the weather and various kinds of collectors.

The Tucson area has some interesting airplanes stored there, if you can get at them. At International are stored a number of Lockheed Electras, Douglas DC-6's and DC-7's, and Convair 880's in various U. S. and foreign markings, as well as some Dutch T-33A's now re-registered in U.S. civil markings, and some ex-USAF SA-16/UF-1 Albatrosses. On another ramp were some Lockheed Lodestars, two Ex-German Navy UF-1's, an interesting Convair 340 (possibly ex-RCAP) and a civil-registered C-133B. At Ryan field, aside from a field full of C-47's which have been thoroughly cannibalized, the prototype Columbia XFL-1, a monoplane development of the Grumman J2P-6 floatplane, still sits, as it has for over ten years.

Incidentally, the Pima County Air Museum has over sixty aircraft on the museum grounds as of the present time. A partial listing follows: (Basic types should be accurate--designations may be slightly off.) (\* means the aircraft is disassembled)

North American T-60	Consolidated B-24J	Lockheed F-94C
Ryan PT-22/ST-3KR	Boeing B-29	Northrop F-89D
Fairchild PT-19	Martin RB-57D	Republic P-84P
Fairchild PT-26	Douglas B-65	Republic RP-84P
Vultee BT-13	Boeing B-47E	Convair P-102A
Douglas C-47-DL	Boeing KB-50	North American F-100
Douglas C-117D	Martin PW-5A	Douglas A-1
Douglas C-54	North American B-25J	Douglas TV-10B
Curtiss C-46D	Bell P-63	Douglas A3D
Beechcraft C-45	Lockheed 10A	Douglas A4D
Lockheed EC-121H	Lockheed F-50 (P-38)	McDonnell F3H-2
Lockheed C-133B	Republic P-84B*	Grumman F11F
Fairchild C-119C	Douglas B-18B*	Grumman F-9 & TV-9
Fairchild C-123	Boeing 307	Lockheed T-33B & T2A
Northrop C-125*	Douglas B-23	North American FJ-4
Culver PQ-14	Grumman HU-16/SA-16A	Vought F8
Boeing C-970 (Biafran A/L)	Douglas B-26B	Bell HTL
Boeing KC-970	North American F-86P/H	Kamen HTX or similar
Lockheed C-121A	North American F-86D	Beech AT-11*
Boeing WB-50D	Lockheed F-80C	Cessna UC-78*

### THE HAWKER FURY

BY RAY SWEET

At last, someone has issued a 1/72 scale kit of my favorite airplane. Thanks to Lesney and the new Hawker Fury kit, we are now able to construct all of the following aircraft. This list includes both prototype and service aircraft, and would make quite a collection in itself.

- |   |            |  |
|---|------------|--|
| 1. Hawker F20/27                              | 1927       | Stage in development of Fury.  |
| 2. Hawker Hoopes                              | 1928/      | Several engines and float version.   |
|   | 1930       | Progress towards Fury design.  |
| 3. Hawker Hornet                              | 1929       | Fury Prototype. Only detail differences from Fury I.   |
| 4. Hawker Fury I                              | 1930       | 21 aircraft. Kestrel IIS engines. Watts 2 blade airscrews (wooden) No. 1 Sqn. 3 aircraft No. 43 Sqn. 17 aircraft Total-48 aircraft.  |
| 5. Hawker Fury I (second batch)               | 1931/ 1932 | No. 1 Sqn. 25 aircraft No. 25 Sqn. 23 aircraft No. 43 Sqn. 7 aircraft (From 1 & 25) No. 3 F.T.S. 3 aircraft (From 1 & 25) Total-45 aircraft.   |
| 6. Hawker Fury I (third batch)                | 1932/ 1933 | No. 1 Sqn. 7 aircraft No. 25 Sqn. 3 aircraft No. 43 Sqn. 1 aircraft No. 3 F.T.S. 3 aircraft Trials aircraft. 1 aircraft Total-13 aircraft. All to 43 Sqn.  |
| 7. Hawker Fury I (fourth batch)               | 1933       | Total-20 aircraft. Replacements for above listed squadrons.  |
| 8. Hawker Fury I (fifth batch)                | 1935       | Total-1 aircraft. Company owned. Q-ABSE Trials machine. (Eh-wett)  |
| 9. Hawker Fury Interim                        | 1932       | Total-23 aircraft. Kestrel VI engines. No. 43 Sqn. 4 aircraft No. 25 Sqn. 14 aircraft No. 87 Sqn. 4 aircraft   |
| 10. Hawker Fury II.                           | 1935/ 1936 | Total-75 aircraft. Mostly replacement and training aircraft, for 25, 41, 43, 73 & 87 Sqn's. Some delivered to store. 6 aircraft, one with Hispano Suiza. 1 aircraft, A.S. Panther III engine. 16 aircraft, P.W. Hornet, 3 bladed prop. (Hamilton standard) |
| 11. Hawker Fury II. (second batch)            | 1936/ 1937 | 3 aircraft, R.R. Kestrel II's. 6 aircraft, Mercury VI 1 aircraft, returned for engine change. (Lorraine engine?)   |
| 12. Yugoslav Fury IA                          | 1932       | 10 aircraft, Kestrel XVI engines. 4 gun armament, cantilever undercarriage.  |
| 13. Norwegian Fury I                          | 1932       | 3 aircraft, Hispano Suiza engines, 700 h.p. Cantilever undercarriage.  |
| 14. Persian Fury I                            | 1933       | 1 aircraft. Special wing, spats. Several engines fitted at various times.  |
| 15. Portuguese Fury I                         | 1934       | 1 aircraft. Rebuild of #20 for Goshawk steam cooled engine.  |
| 16. Persian Fury II                           | 1935       |  |
| 17. Yugoslav Fury I                           | 1935       |  |
| 18. Yugoslav Fury II                          | 1936       |  |
| 19. Spanish Fury                              | 1936       |  |
| 20. High Speed Fury                           | 1933       |  |
| 21. High Speed Fury II                        | 1933       |  |
| 22. Hawker Norn                               | 1931       | Prototype Nimrod   |
| 23. Hawker Nimrod                             | 1931       | Prototype Nimrod for Service evaluation.   |
| 24. Hawker Nimrod I                           | 1931       | 11 aircraft. Naval Fury. Longer wings, interchangeable wheel-float undercarriage   |
| 25. Hawker Nimrod I (second batch)            | 1931       | 24 aircraft. No. 800 Sqn. HMS Courageous 5 a/c No. 801 Sqn. HMS Courageous 4 a/c No. 802 Sqn. HMS Furious 7 a/c  |
| 26. Hawker Nimrod I (third batch)             | 1932       | 19 aircraft, several trials a/c. No. 702 Sqn. HMS Glorious 3 a/c No. 800 Sqn. HMS Courageous 2 a/c No. 801 Sqn. HMS Courageous 4 a/c   |
| 27. Hawker Nimrod II                          | 1933/ 1934 | 6 aircraft, 4 aircraft to fleet. No. 800 Sqn. 2 aircraft, No. 801 Sqn., 1 aircraft, No. 802 Sqn. 1 aircraft. 2 aircraft for trials, Kestrel V, swept wings.  |
| 28. Hawker Nimrod II (second & third batches) | 1934       | 21 aircraft, all to above squadrons of Fleet Air Arm.  |
| 29. Danish Nimrod II                          | 1934       | 2 aircraft. Patterns delivered by Hawker. 10 more aircraft built in Denmark under license.   |
| 30. Japanese Nimrod                           | 1934       | 1 aircraft. Appears to be a Mark II with Mark I wings (from photo).  |
| 31. Portuguese Nimrod                         | 1934       | 1 aircraft. Kestrel V engine.  |

The total production of the Fury and Fury-related aircraft only amounted to 367, 10 of which were foreign built. This seems small by modern standards; however this design has always captured the imaginations of aircraft enthusiasts everywhere, and it did much to set the stage for the fighters of World War II. The Fury's and Nimrods served right up into World War II as fighter trainers and squadron hacks, and many RAF and FAA pilots learned their skills on these aircraft.

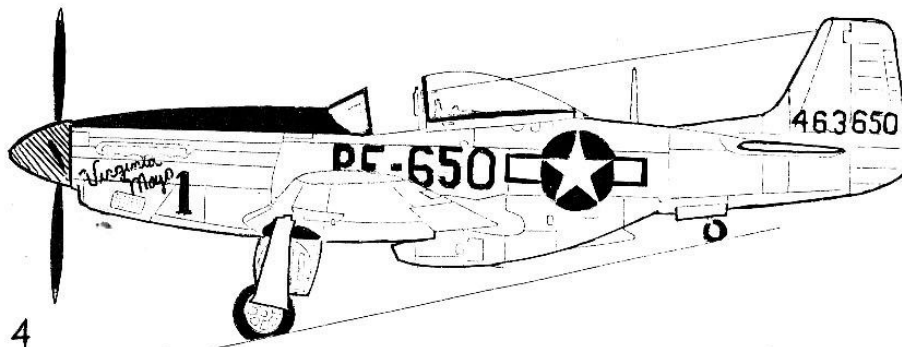
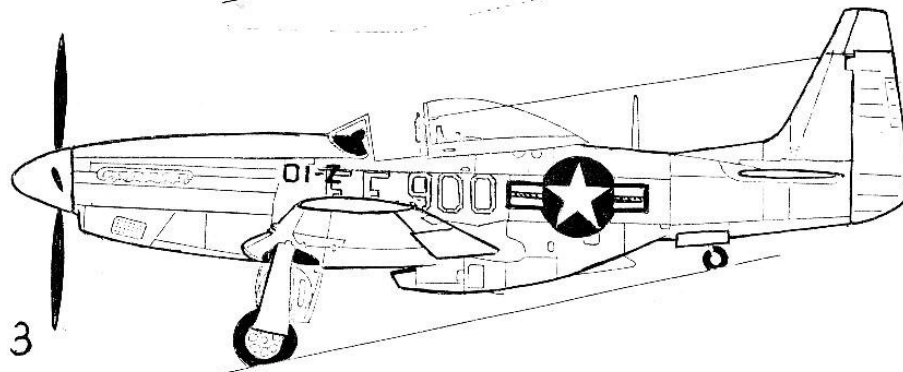
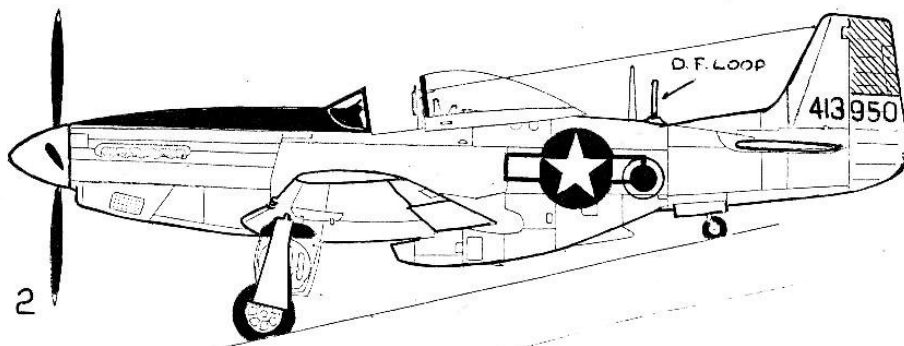
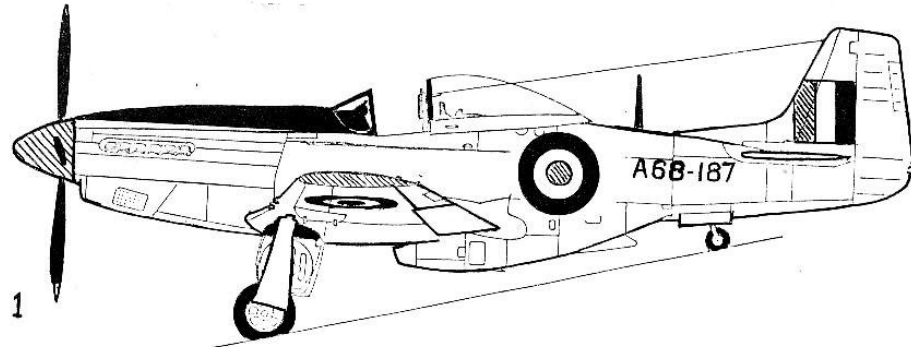
Over the next several issues of DIRTY PLASTIC, I will attempt to furnish drawings and data on most of the above listed aircraft with notes on the construction of those needing modification, along with what I can find on the necessary color schemes and markings.

### NEWS FLASH

For those who are not already informed, Pat Fowler took one of Chairman Charlie's models back to the IPMS National Convention at Columbus, Ohio, Ashlie back. After much soul-searching, the judges awarded First Prize to Chuck's Spitfire. Even though the model is in 1/32 scale, the trophy is bigger, and somehow, heavier. Congratulations, Chuck. You done good.

# WHERE WE WERE

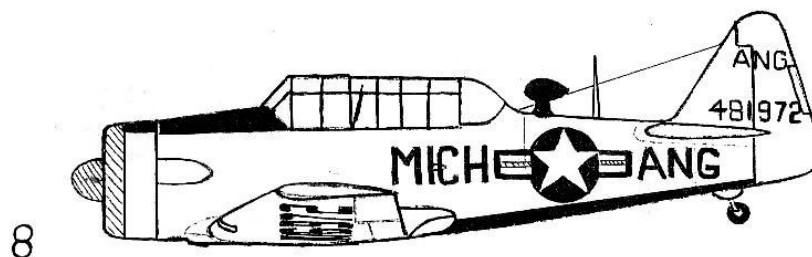
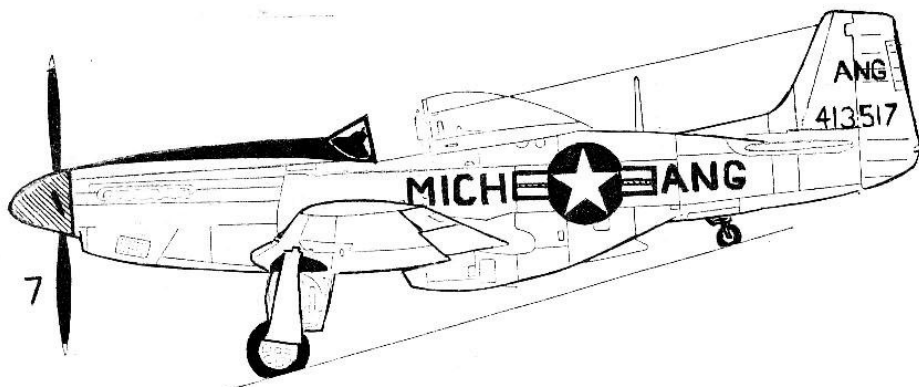
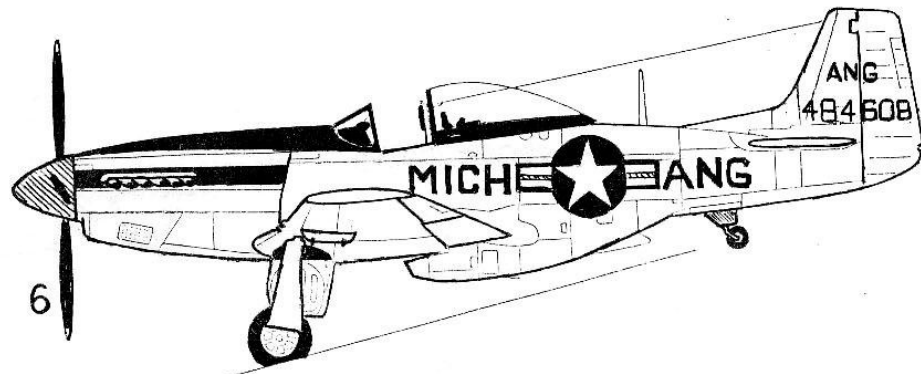
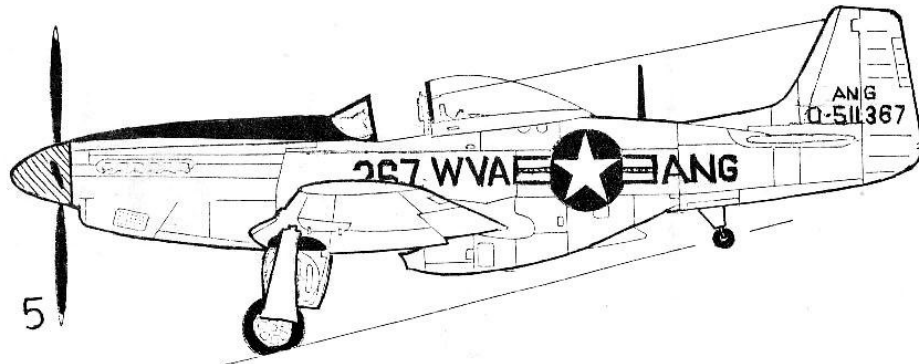
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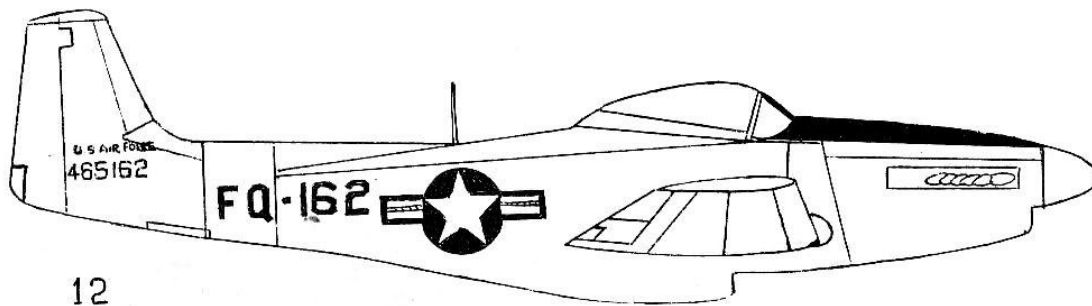
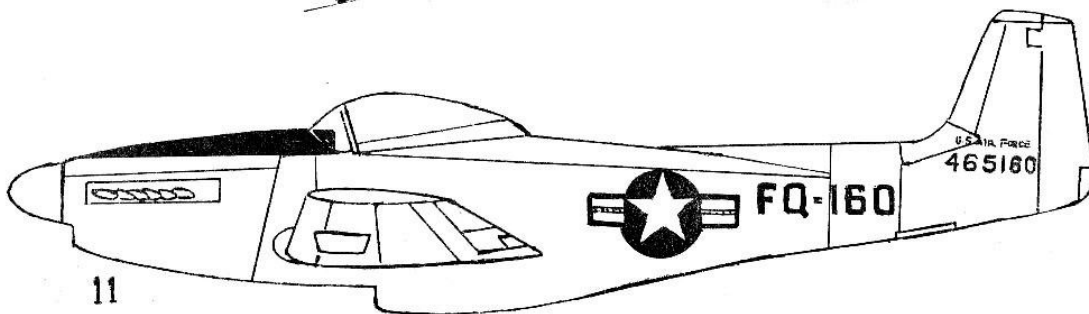
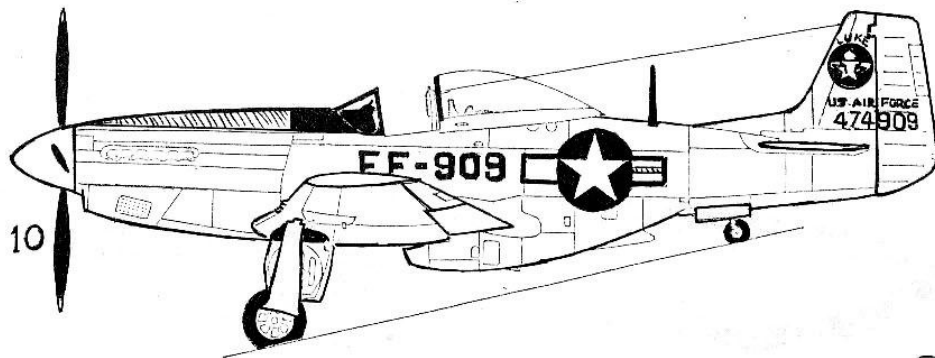
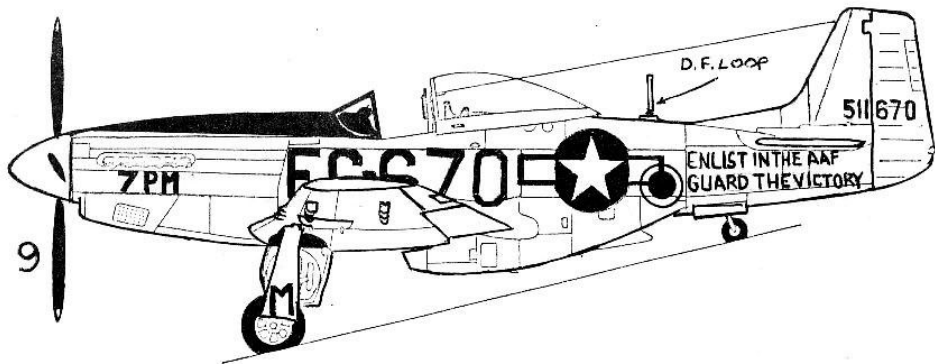
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*Dirty Plastic September/October 1973*



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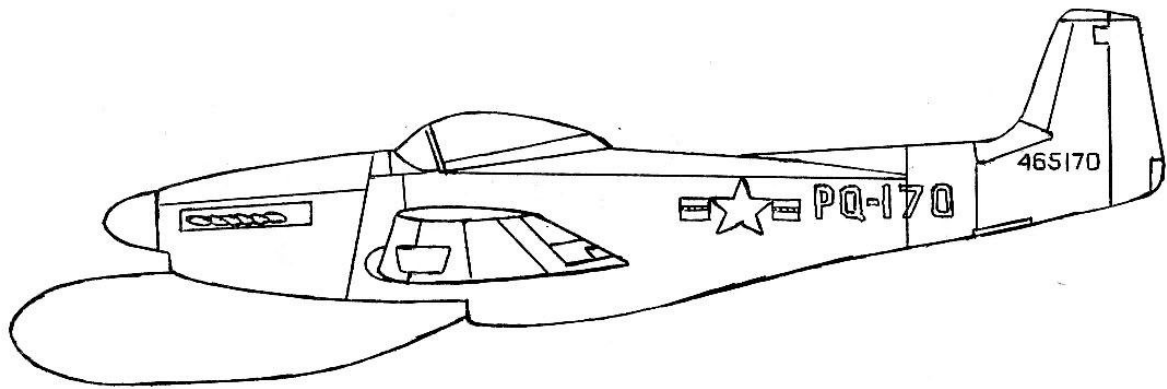
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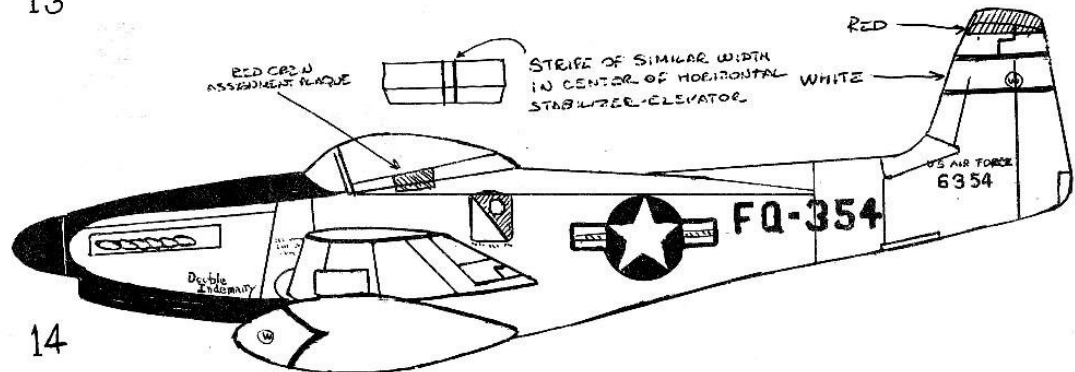


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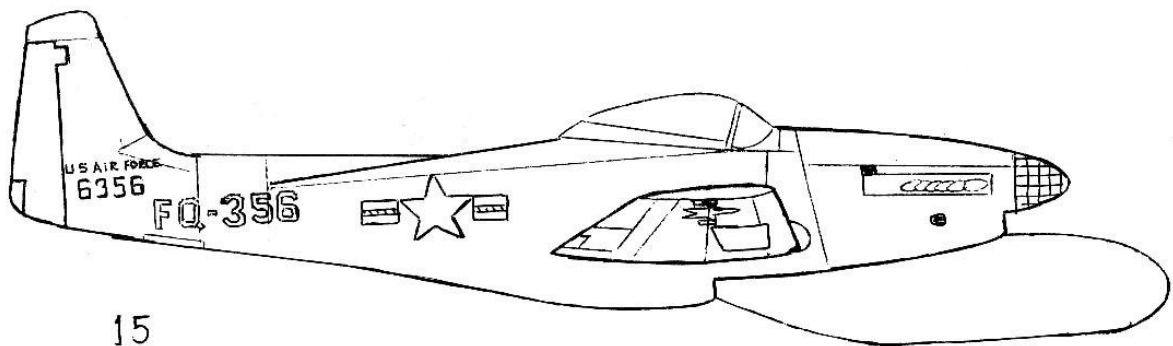
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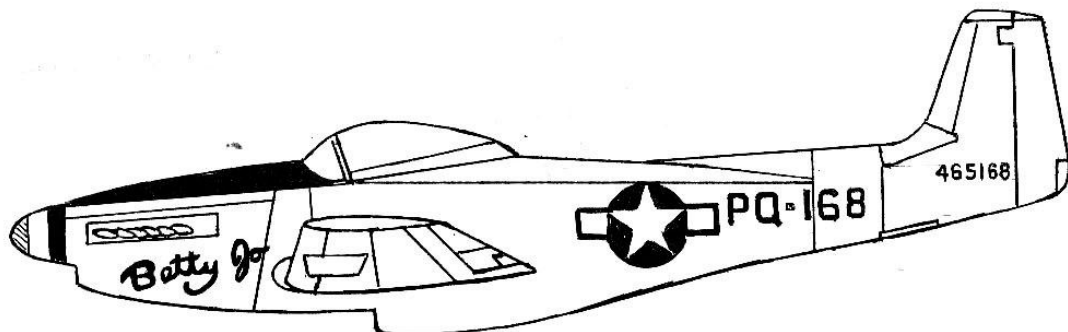
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14



15



16



# WHERE WE WERE

## Dirty Plastic September/October 1973

THIS MONTH'S CENTERFOLD

BRIAN R. BAKER

For those of us who relish the old-timers, the impending introduction of two kits in 1/72 scale, the Monogram F-52 Twin Mustang and the Hasegawa and Matchbox P-51D Mustangs, is most welcome. To welcome these needed additions to the 1/72 scale livery, we are publishing a series of Mustang and Twin Mustang profiles which depict both aircraft at somewhat late stages of their careers. Although a World War II aircraft, the P-51D survived in USAF and ANG service until the fifties, as did the P-52. Even today, P-51D's are to be seen in racing and other activities, and I suppose that some foreign air forces are still using them operationally. Only slight changes were made to USAF and ANG P-51D's during their postwar service. Many had their tailwheels fixed in the down position, with a streamlined fairing covering the strut. Other aircraft had bomb and rocket racks fitted to the undersides of the wings, although later wartime aircraft also had these. Different radio installations are evident, with some aircraft having DF loops or dual radio masts behind the pilot's canopy. A few aircraft were converted as two seaters, with elongated canopies including one Minnesota ANG P-51D which will be illustrated later.

The following data is available on the P-51D aircraft shown:

- (1) N.A.A. - Commonwealth CA-18 Mustang F.20, A68-187. R.A.A.F. Photographed at Mascot Aerodrome, Sydney, 1965. Silver overall, with black a/g panel and letters, and typical RAF roundels and fin flash. No Kangaroo on insignia. Red spinner. Sold to Adastral Aerial Surveys, Mascot, N.S.W.
- (2) N.A.A. F-5D (Photo-recon P-51D) Okinawa, about 1946 or 1947. Rudder color dark, possibly red or green. Serial and a/g panel black, with rest of aircraft silver. Note camera.
- (3) N.A.A. ETF-51D-25-NT 44-84900, Ol-Z. Specially modified P-51D, about 1953-54, location unknown. Silver overall, with late USAF markings barely visible, having been removed by chemical means. Note tail vertical fin. Ol-Z is black. No other markings except insignia.
- (4) N.A.A. P-51D-20-NA 44-63650, "Virginia Mayo." Photographed in flight over West Coast, about 1946. Possibly red nose, black serial, a/g panel, and markings.
- (5) N.A.A. P-51D-25-NT 45-11367N. West Virginia ANG. Near Charleston, W.VA, 1955. This unit had several. Silver, red nose, black markings.
- (6) N.A.A. F-51D-25-NT 44-84608 Michigan ANG, Romulus, Michigan, about 1953 or 1954. Silver overall, black markings, and red spinner. Black panel on exhaust stack position as shown. From photo taken by Marsh Beaubien, former unit member.
- (7) N.A.A. F-51D-5-NA 44-13517H. Michigan ANG. As above, (6) except for lack of black panel over exhausts.
- (8) N.A.A. T-6F-NT 44-81972. Michigan ANG. Romulus, Mich., 1955. Silver overall, with red nose and spinner. Note ANG-972 under and above wings in standard USAF position, and black panel under rear fuselage.
- (9) N.A.A. F-6D-30-NT 45-11670. Photographed immediately postwar in the U.S. Silver overall, black A/g panel, letters and numbers. DP 11 is silver.
- (10) N.A.A. F-51D-30-NA 44-74909, Carries Luke AFB markings. Photographed near Milwaukee, middle 1950's. Silver overall, black markings. A/g panel appears to be very faded and weathered ahead of first panel line as shown. Tail crest color unknown, but appear to be typical training command disk with white star and probably gold torch. Disk is probably blue.
- (11) N.A.A. F-82B-NA 44-65160. Photographed in the U.S., probably late 1940's. Silver overall, black markings.
- (12) N.A.A. F-82B-NA 44-65162. Reputedly used by Bendix Corporation for instrumentation tests. Photographed at Newark, N.J. during early 1950's. Silver, black markings.
- (13) N.A.A. P-82D-NA 44-65170. Glossy black overall, with red letters and numbers. Probably 1947, place unknown.
- (14) N.A.A. F-82E-NA 46-354. Long range fighter version at O'Hare Field, Chicago, about 1950 or 1951. Silver overall, with black A/g panel and letters. White bands with black outlines around rudders and horizontal control surfaces as shown. Similar markings on wingtips, with black edge on inside surface only. Crest appears on outside of left fuselage, in two colors, possibly red or blue and yellow. Nose appears to be glossy black, since props appear to be same color.
- (15) N.A.A. F-82G-NA 46-356. Night fighter, glossy black overall, red lettering. Bright silver spinners and two spots on front right cowlings as shown. Note tail fins.
- (16) N.A.A. F-82B-NA as F-82B-NA, 44-65168, "Betty Jo" at Wright Field, Air Force Museum, 1959. Silver overall with 1945 insignia and black markings. Spinner is probably red-white-blue front to back. "Betty Jo" dark, colors unknown.

### PAINT SPOTS

### GERMANY

C.K. Krause, Jr.



Well, here's another one. Again, Humbrol's color and considering their proximity to Luftwaffe source material I should assume accuracy. However, the adjacent color looks very "military", from

other source material, particularly Ries (I understand Ploqui mixed their color to match Ries) I think Humbrol blew it. Mixing with almost an equal amount of white would probably bring it closer to proper lightness but still not green enough. With this amount of documented difference I would normally consider presenting another sample; but since this is a widely available color probably unnecessary. My vote would be Ploqui/Polly S being accurate.

### GERMAN

Medium or lt. grey struts and wheel hubs; wells and U/C doors LM grey; oleos silver; oleo just boots flat black where used. Late war a/c carried bare metal finishes on struts, doors and hubs.

Propellers - Flat Black or Dark Green (71) overall.

THE SPRUE TREE

CKK

Have you noticed the number of reissues lately? First Aurora, then Monogram (welcome back), and now Revell with, among other things the C-130 in 1/40th scale, complete with Blue Angels markings (nice kit), the B-29 and Orion in somewhere around 1/25th scale and the HE 219 in 1/72nd. (I applaud the use of the actual model for box art). Micro-scale is entering the field with a postwar Navy group.

For a number of years the American Manufacturers have been dormant, relying on foreign subsidiaries to complete with the quality inundation, particularly from Japan. I have a feeling the above portends a reemergence of American manufacturers with new kits to delight the modelers fancy. We never had it so good.

The other night, in lieu of counting sheep I started a list of possible future 32nd scale kits (and I still predict a 32nd scale B-17 someday). It didn't take much recounting to realize there is an impressive number already considering Revell only made it popular with their first kits in 1967. Anyhow, it would be interesting to conduct a poll of your preferences, both as to model and scale so drop me a postcard. Since this rag goes out to a few manufacturers I'm sure they would be interested cause we're their customers.

In case you're curious my desires would be: Wright Flyer, something from WWI, some of the 30's racing planes, P-26, SBD, and A-4. (and then after they brought those out I'd like . . . . .)

MODELWORLD VOL. 2, #1 has an interesting article on converting the B-52 to 003, the X-15 Mother Ship. Continuing, it mentions two B-52's, 003 and 008 with the statement that the Mother Ships are still working. 008 is however 003 has been down in NASDC (Davis Monthan AFB, Tucson) a number of years.

Being well documented in my files and if I can find some decent B-52 drawings to work from (and time) would like to draw this for D/P. If anyone can point me in the proper direction I'd like to obtain some basic B-52 drawings and without loss of an arm or leg the X-15 kit.

For those who wonder why letters to Brian come back answered by me; 2033 N. 11th Ave. is my home address; and still being bookkeeper, treasurer, secretary and other odds and ends I open hand and field most behind the scenes D/P paperwork. So far Brian hasn't objected to me opening mail addressed to him particularly since many contain subscription renewals (assisting a bleeding and badly beaten treasury), comments and compliments, (appreciated) and sometimes publishable material (very much appreciated) so don't worry whether you address it to Brian, D/P, JMS Phoenix, or myself. Although confused, we have an understanding mailman. If anything is especially for Brian just mark it "personal" or "Krause", keep your mitts off and it will go straight to Brian.

Several months ago I mentioned RANDOM THOUGHTS' 1969 reprint (and said it was good), and gave you an address. Rick moved around in the interim and you can now order your reprints at: Rick Johnson, 150 Ravenhill Road, Winnipeg, Man R2K 3K6, Canada.

Mick Roth stopped on his way through town, and with him were a number of new releases for CENTURIAN. Some of the new ones are air and ground shots from Vietnam, some of which should be on a calendar. Of recent vintage is the F-15, including a wild refueling shot from the boom operator's window. CENTURIAN, P.O. Box 5815, Las Vegas, Nevada 89102 for catalogue.

AIR COMBAT, Challenge Publications, \$1.50. With one notable exception, resurrection of the dead doesn't work very well. The demise of AIR COMBAT was a definite loss to the Historical/Modeling Fraternity.

The rights were obtained by Challenge Publications who, in their own words: "... decided that the magazine was due for a complete overhaul. It went into our shop and our writers and photographers went to work." Yep! and gone was the crisp style and photo presentation and in its place stands another challenged publication.

This is doubly unfortunate as the Editor is Michael O'Leary who has made such an excellent revision in AIR CLASSICS. I suggest the go back and reread their old issues of AIR COMBAT before unleashing their glorious writers and photographers on the next installment.

FIFTEENTH AIR FORCE COMBAT MARKINGS - 1943-1945, E.A. Munday, A Beaumont Publication, (English) \$2.00

Horizon Hobbies, P. O. Box 398, Enfield, Conn. 06032

Beginning with a brief history of the Fifteenth Air Force, Mr. Munday has quickly gone into the markings of each bomb wing and bomb groups with simple but comprehensive black and white plus identifying color(s). Line drawings with occasional forays into individual aircraft markings.

If this wasn't enough charts of 1944 operations, a list of representative aircraft, CO's and bases as of 30-4-45 and a further breakdown into squadrons are included. Sharp photographs grace both inside covers.

In descending order it shows B-24's, B-17's, P-51's, P-38's and a P-47.

Although showing more general rather than specific markings it is an excellent reference for both historian and modeller.

Quite a bit is enclosed within its slightly more than two dozen pages. Very good and I hope the beginning of a series.

NEW HASEGAWA-MINICRAFT AFV RELEASES ANNOUNCED. (1/72 SCALE)

MONTH	CAT.#	SUGGESTED LIST PRICE	DESCRIPTION
Sept.	711	1.50	German Sd.Kfz. 7 8-Ton Half-Track
Oct.	712	1.00	German Kubelwagen & BMW Motorcycle
Oct.	713	1.00	German Schwimmwagen and Kettenkrad
Nov.	714	1.50	German 8 Ton Half-Track w/20mm Quad A.A.
Nov.	715	1.50	U.S.A. Sherman Tank M-4 A38B
Nov.	716	1.50	Japanese Refueling Truck & Accessories
Dec.	717	1.50	Japanese Starting Truck & Accessories
Dec.	718	1.50	German 7 Ton Half-Track w/37mm A.A. Gun



# WHERE WE WERE

*Dirty Plastic September/October 1973*

ANOTHER CURTISS HAWK.

JAMES MAAS

We received a letter from Jim Maas, Callicoon Center, New York, of FLIGHT PLAN, who submitted this drawing of a Curtiss BFC-2, which was actually a modified F11C-2. The aircraft, BuAer # 9333, is from VB-6, which was partially equipped with these aircraft during 1938. Aircraft is silver overall (grey areas repainted silver) and tail color is true blue. The cowl top is yellow, as is the wing top. Wing chevrons were probably reversed (that is, they sprayed outwards toward the front rather than the usual practice) and a small black #17 appeared directly over the center section. No hood was fitted, although the BFC-2 rear fuselage modification appears to be standard.



maas73

Address Correction Requested

dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY (PHMS/Phoenix)  
PIMA PAISANOS (PHMS/Tucson)

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



FIRST CLASS

# Membership

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- . Monthly contest awards**
- . Annual club Awards party**
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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**



## 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**



## September Raffle

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

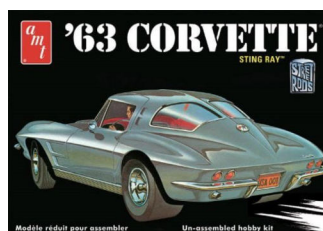
Item A: 1/48 Tamiya F4U-1D Corsair



Item B: 1/72 Italeri F-104 Starfighter



Item C: 1/25 AMT '63 Corvette



Item D: 1/48 Revell F/A-18E Super Hornet



Item E: 1/35 Border Pz.Kpfw II



Item F: 1/35 MRC UH-1C Huey Hog



Item G: New Item from Hobby Depot: 1/72 Airfix B-24H





## UPCOMING EVENTS

Awards Dinner—11th January 2025  
 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](http://www.ipms-phoenix.com) for more meeting info.

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

364 N. 7th Ave.  
 Phoenix, AZ 85003

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

### 2024 Chapter Officers

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

## Useful Links

Bjorn Jacobsen—Aircraft Dioramas	<a href="http://www.dioramas-and-models.com">www.dioramas-and-models.com</a>
Plasmo—good visual instructions on “You Tube”	just search for plasmo
Trumpeter replacement parts	<a href="mailto:Joanna@trumpeter-china.com">Joanna@trumpeter-china.com</a>
Special Hobby	<a href="http://www.specialhobby.Ev/contact">www.specialhobby.Ev/contact</a>
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MRCsupport@modelrectifier.com	
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Fine Scale modeling techniques	<a href="http://paulbudzik.com">http://paulbudzik.com</a>
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Spare parts for Airfix	<a href="http://support.airfix.com/hc/en-gb/articles/360019394159-Spare-Parts">support.airfix.com/hc/en-gb/articles/360019394159-Spare-Parts</a>
Video tour of USAF Museum in Ohio	<a href="https://aerodynamicmedia.com/usaf-museum-storage-video/">https://aerodynamicmedia.com/usaf-museum-storage-video/</a>
New digital magazine	<a href="http://www.phoenixscalepublications.co.uk">www.phoenixscalepublications.co.uk</a>
Swiss page covering aviation.	
Wide range of military subjects, airshows, color profiles, etc.	<a href="http://WINGS-AVIATION">WINGS-AVIATION</a> , <a href="http://www.wings-aviation.ch">www.wings-aviation.ch</a>
WW2 Video reference Site –Lots of Documentary DVD	<a href="http://www.victoryfilms.us">www.victoryfilms.us</a>

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



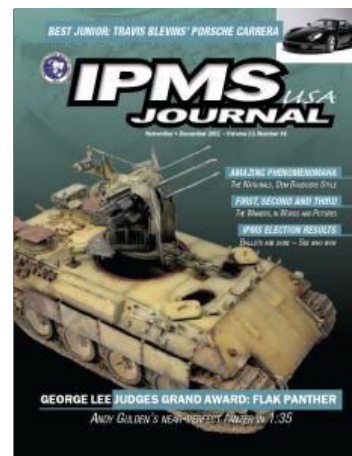
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\$30 annual membership includes a one year subscription to the IPMS Journal. Visit [www.ipmsusa.org](http://www.ipmsusa.org) to download a membership form. Or you can write to:

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



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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## space in miniature

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by Mike Mackowski.

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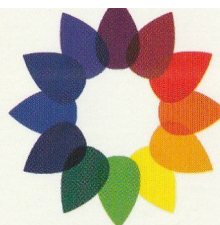
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## DESERT SCALE CLASSIC

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Phoenix, Arizona

[dsc-hq@cox.net](mailto:dsc-hq@cox.net)  
[DesertScaleClassic.org](http://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**  
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