



# THE CORSAIR

*IPMS Phoenix / Craig Hewitt Chapter*

Presidents Mes-



## Corsair Stop Press Dates 2025

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

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## White Elephant Pictures

The club had its annual white elephant gift exchange at the December meeting. The event was well attended and we had 105 gifts on the table for the start



Jon Carroll was once again the MC as he is the only one with a suitable shirt and Ed Kucharski had the honor of keeping track of all the steals, and there were a lot of them once we got going

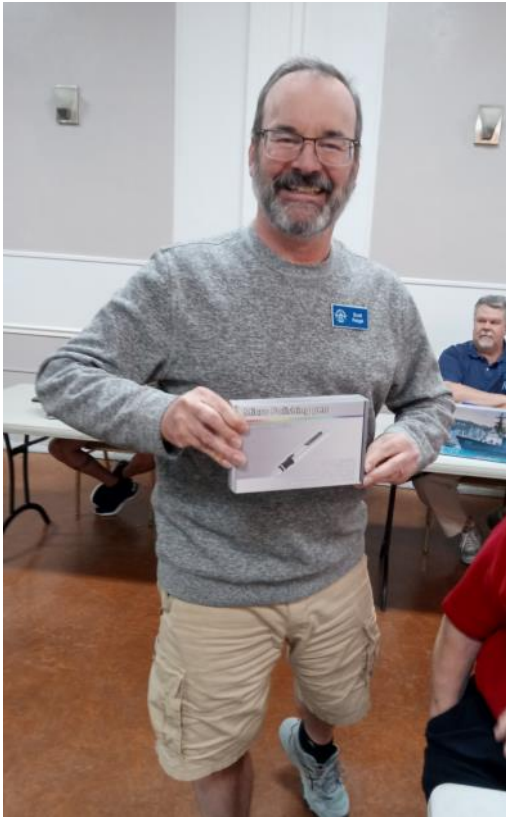


Mark Krumrey led the event off having been lucky with his first to pick ticket





## White Elephant Pictures



Scott Reigel had the first steal of the night when he elected to steal A Micro Polishing Pen. Knowing that Scott builds a lot of small scale ships I suspect his finishes will be a lot smoother in the new year



Ed Kucharski drew the final ticket and was justly rewarded for his work on keeping tabs on all the steals as nobody stole his book



## Club Dues Reminder

A reminder letter supported by our treasurer.

"Only members of Good Standing" will be eligible to receive any of the benefits associated with club membership, and I did not want you to miss out by not renewing your club subscription for 2025.

I know some of you are already paid through 2025 so please ignore this group letter.

For those of you unsure about your standing you can see me at the meeting or just email me ([lyngorton@hotmail.com](mailto:lyngorton@hotmail.com)) and I will tell you if you need to pay dues.

The easiest way to pay dues is to pay Bill with cash at the meetings. If you are unable to attend meetings Bill Dunkle will be only too glad to give you his postal address and cheque details if you want to mail in your subscription.

Bill's email address is [BDUNKLE@msn.com](mailto:BDUNKLE@msn.com)



## Orangecon

By Craig Brown

I wanted to share some thoughts about a contest I attended recently. Sam Bueler and I attended a show known as “Orangecon” which was held on October 6, in Orange County, CA. This show is held annually in the fall and hosted by the Orange County IPMS club which is in region 9. I have attended this show previously as it’s typically easy to get to and usually has a good turnout. I have also found the vendors to be pretty good as well. Brookhurst Hobbies is also located nearby which I usually stop at when I’m in this area.

This year was no exception as the model count was around 550 models with 140 modelers registered, mostly from the S. Cal, Vegas, and Arizona. Mark Krumrey and Mark Rossmann from our club also attended. Mike McFadden also had an entry with his scratch built Lunar Rover.

The quality is always top notch at this show, and I have made some friends over the years I always enjoy seeing and talking shop.

I entered models in six different categories including collections, a first for me. All my entries were in aircraft except for the collections category. In this category I entered five classic Aurora Monster models. I built several of these as a kid and over the last few years have decided to start building them again.

The aircraft I entered were:

1/24 Airfix Spitfire Mk. IV

1/32 Lancaster B Mk.1

1/32 F-16D Block 52

1/48 Me-410

1/48 XB-58 Hustler

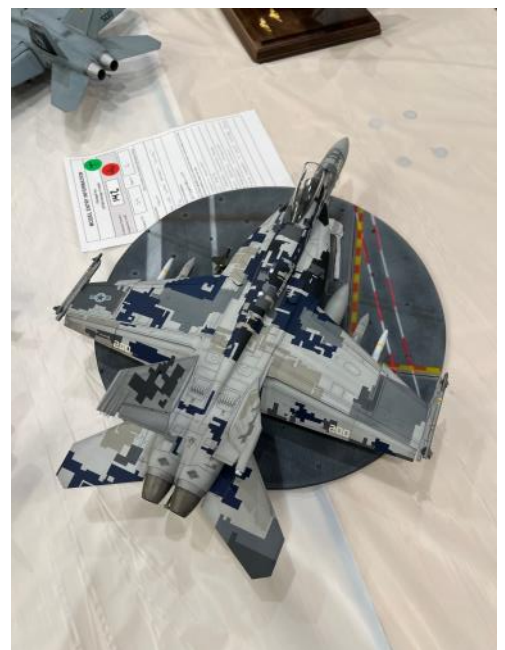
I managed to place with four of my entries, the B-58 and Lancaster won first, the F-16 won second, and the Aurora Monsters won third. Mark Krumrey won second place with his RE. 8 biplane. Mike McFadden won first in the Sci-Fi/Real Space category with his Lunar Rover and the Rover also won best Sci-Fi subject. I also walked away with a couple of kits to add the never-ending stash and had a great time overall. If you’re ever thinking about going to this show it’s well worth the drive.

Check out the pictures on the next few pages



## Orangecon

By Craig Brown





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By Craig Brown





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By Craig Brown





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## Orangecon

By Craig Brown





# *2025 Club Contest Themes*

January: No Contest

February: Sci-Fi: (Any scale, Figure, Vehicle. including 3-D printed)

March: American Fighters WW2: **1/48 scale only** (Any American Made Fighter Aircraft flown by USA during WW2)

April: Armor: (Any scale, Any armored land vehicle. Wheel or Track driven)

May: A Day at the Races:  
(Any scale vehicle used for organized racing)

June: Ships and Boats: (Any scale, Civilian or Military)

July: The British are Coming:  
(Anything British; Ship, Vehicle, Figure, Airplane)

August: No Contest / Club Swap Meet

September: The Pacific:  
(Any model, any scale representing the PTO and SEAC campaigns during World War II)

October: Peoples Choice: Any Model, Any scale.  
(Judged and voted on by the present attendees of this monthly meeting)

November: The Great War WW1: (Any model representing WW1)

December: No Contest / Holiday White Elephant



# EDITORS CORNER

## BY LYN GORTON

This being the last Corsair issued in 2024 I would like to wish you all a merry Christmas and Happy New Year

That being said I draw your attention to a number of things in this edition.

At the time of writing our members in good standing is at 56% of the total membership which means the other 44% have not yet renewed their dues for 2025.

On page 4 you will find information to help you submit a cheque through the post.

Once we have passed the January meeting I, (as membership chair) will be sending individual reminders to all who are still outstanding.

If you are not in good standing you will not be entitled to club benefits (see page 24).

You will find all of the competition themes on page 11 (No contests in January/August/December)

Also on page 13 you will find new rules for the monthly competition and how points will be awarded.

As always I am still looking for articles from our membership to place in this newsletter.

Articles can be anything that is of an interest to our members

Check out Craig Browns article on Orengecon on page 5 as a good example

Articles can be submitted directly to me.

Pictures should be jpg format and text can be any plain text—word docs are Ok but I usually have to alter the format so they fit the Corsair page. I use publisher to construct the newsletter and convert it to PDF so that it can be emailed.

publisher docs are in the region of 50 mgs and the pdf is only about 6.

You will find all of the 2025 Corsair “Stop Press” dates on the front page anything for submission for the current month must be in by then.

**I can not extract or paste PDF pages into publisher or the PDF that goes out so please do not submit PDF items.**

Modelzona is fast approaching and on page 14 you will find an article from Wendell detailing volunteer and sponsorship opportunities





# EDITORS CORNER

## Proposed Point System for Modeler of the Year Competition

By Terry Schuler, Contest Coordinator

After discussing this issue with many of our members and giving this a lot of thought, A new point system has been derived for our "Modeler of the Year" competition.

Under the current rules, 1 point is given for each model entered, and an additional 2 points are awarded for winning, That's it!

What I've noticed over the past few months of judging our monthly contest is that we have a lot of very talented model builders, and with the current point system, 2nd and 3rd place is completely ignored and some of these are very competitive to the winner. Given the fact that annual model show competitions always award 1st through 3rd, I believe it would be much more fair to also award points to 2nd and 3rd place.

I believe this should also increase interest / competition and therefore increase the number of models on the tables each month.

### Point System for the Monthly Meeting contest

1 point for entering the Monthly Meeting contest. (despite the number of models entered).

1st Place = 5 points

2nd Place = 3 points

3rd Place = 1 Point

The current \$20 gift certificate award would still "only" be awarded to the first place winner.

No points awarded for DIspay only models. However these models would retain availability to be entered into a future contest.

No Sweeps allowed.

### Including Modelzona

With two Modelzona shows this year, it would be just too much fun not to ignore these events in this year's competition.

### Point system for Modelzona

1 point for entering the contest, (despite the number of models entered)

1st Place = 5 points

2nd place = 3 points

3rd place = 1 point.

Placing in multiple categories would be allowed!

Sweeps are allowed.

Yet to be decided: Should up to date point totals be posted in the Monthly issue of the Corsair?

Happy Modeling !

# EDITORS CORNER

## ModelZona 2045.5 Is Coming To Phoenix, Arizona! IPMS Craig Hewitt Chapter

**We are seeking club members to assist with some important upcoming events at the next ModelZona**

### ModelZona Setup

El Zaribah Shrine Auditorium 552 North 40th Street - Phoenix, AZ 85008  
Friday January 31, 2025 - 12:00 Noon

Setup and Tear-down will be much easier this year since we are paying to rent the venue and staff services but this makes trophy sponsorship's and raffle income more critical. We are striving for a "break even" event to have fun, promote the hobby and our club. Calling All Sponsors - If you have been considering sponsoring a "Best Of" category (Best Aircraft, Best Military Vehicle etc....) - the deadline is fast approaching to have your name engraved as sponsor on the trophy.

### Make & take

A volunteer is needed to oversee the running of the make and take table, and some more volunteers are required to help out for an hour or two in the actual making of the kits

**Calling All Volunteers For – Setup for ModelZona 2024.5 will be Friday January 12:00 PM to? PM, Tables will be set up by the venue staff (we must cover with butcher paper—main contest tables only and set up our registration and signage).**

**If you are available Friday afternoon your help will be invaluable! Reply to me if you are available or just stop by ....**

**Calling All Photographers—to help us get photos of all the models. If you have a digital camera—reply to me or see me at the January meeting ! Calling All Judges—If you have judged before please do it again. If you have not judged before this is a great time to start. Your judging team will guide you and the experience will make you a better modeler!**

**We greatly appreciate your sponsorship and support of ModelZona. This sponsorship will allow you or your or business to purchase an award trophy package to be presented to the first, second, and third place entries in a category and, if desired, a special award so deserving modelers can be recognized for their hard work. As a sponsor you will be recognized in our Sponsorship Display and a link from our web site if desired.**

Wendell Rogers - 2025 ModelZona Chairman  
[Tex36th@aim.com](mailto:Tex36th@aim.com)



# EDITORS CORNER

## Model Zona Category Sponsorship Opportunities.

First, I would like to thank all of the members and club supporters that have already submitted your sponsorships! It is greatly appreciated.

If you have not yet done so, please consider sponsoring any of the remaining categories. The available categories should be listed on the Model Zona website. I will be available to collect your payment at the January meeting. Please send a message to Wendell Rogers and Mike Ronnau so that your sponsorship can be noted.

### **Here is why it is important that I ask for your support:**

As your treasurer, I think that it is appropriate that I provide you with a brief overview of why these sponsorships are important to the financial health of our club. First, I should note that the club is currently in a good financial position, but it would not take but a couple of hiccups and we could become limited in what we can do.

As it pertains to Model Zona, it has cost the club about \$5000 per year to put on the show. This number includes all related costs (venue, table rentals, awards, raffle prizes, printing, etc.). With the change in venue, the total cost will exceed that number with the revised cost of the venue alone being \$5000.

We have and will continue to offset these costs through actions such as category sponsorships.

In 2022, we were very fortunate to have had 100% of the categories sponsored, what a fantastic testament to all of us. In 2023, the level of sponsorships dipped to 75% of the categories having sponsors. With 6 weeks to go, we are currently at about 50% of the categories having been sponsored.

There currently exists the possibility that Model Zona may lose money for the first time in many years. At the end of the day, our goal is to operate Model Zona as a break event. To do that we need participation, attendance, and sponsorships.

So, I ask that if you are able, to please consider sponsoring a category.

Respectfully,

**Bill Dunkle**

**Treasurer, IPMS PHX Craig Hewitt**

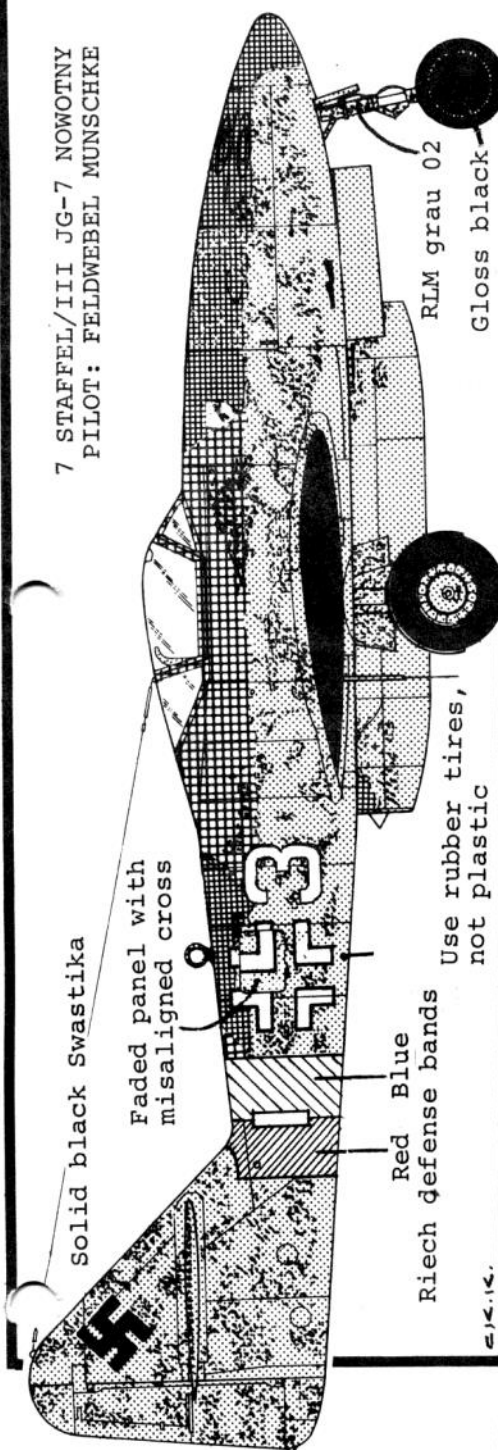
# WHERE WE WERE

*Dirty Plastic January 1974*

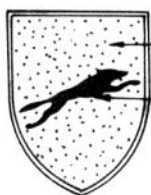
## A dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY IPMS/PHOENIX

7 STAFFEL/III JG-7 NOWOTNY  
PILOT: FELDWEBEL MUNSCHKE



JAGDGESCHWADER 7



MEDIUM BLUE

BLACK

**STEVE  
COOK'S**

*Luftwaffe*

*me-262-1a*

Based at Parchim, Germany. Flown on 25 April, 1945 to Dubendorf airfield in Switzerland, Feldwebel Munschke declared his own peace, celebrating with a 10 minute air-show before landing.

Intered by the Swiss and ground tested, an engine fire prevented the aircraft from any further flying. There it sat, a derelict at the end of the runway until August 1957 when it was turned over to the Deutsches Museum in Munich.

Completly restored and painted in bogus markings it has been mounted on poles and sectioned to expose the interior structure.

Although this particular machine is well known and much illustrated, it has never been presented before with this degree of precision and detail. It has often been depicted as having yellow/red Reich's defence bands, which is wrong.

This is the only Me 262 remaining in Germany, and the sole example with R4M rocket mounts.

2033 NORTH 11TH AVENUE PHOENIX, ARIZONA 85007

SUBSCRIPTIONS \$3.00/YR



# WHERE WE WERE

## Dirty Plastic January 1974

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DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS, Phoenix. Subscriptions are \$3.00 a year. Membership dues are \$6.00 paid on an annual basis.

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

### SUPPORTING HOBBY SHOPS:

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

### ARIZONA HISTORICAL MODELERS' SOCIETY

The Arizona Historical Modelers' Society (IPMS, Phoenix) is an organization of model enthusiasts dedicated to the improvement of this activity in the Phoenix area, and the collection and distribution of information concerning modeling of aircraft, ships and vehicles, and their historical backgrounds. The AHMS is entirely an amateur organization, all members and officers serving without pay, and frequently at their own expense.

### Officers of the AHMS are:

President: Brian R. Baker, #3, 4430 N. 28th St, Phoenix Ariz. 956-1518.  
Secretary-Treasurer: Charles K. Krause, Jr. 2033 N. 11th Ave., Phoenix, Ariz. 253-5430.  
(ALL CORRESPONDANCE SHOULD BE ADDRESSED TO THIS ADDRESS.)

### MEETINGS

Monday, January 21, 1974. 7:30 pm.

### SOCIAL:

Monday, Jan. 21, 1974. 7:30 pm.  
Frank Hunter's, 6218 W. Mariposa, Phoenix. (934-4635)

### BUSINESS

Monday, February 4, 1974. 7:30 pm.  
Brian Baker's apartment. #3, 4430 N. 28th St., Phoenix. (956-1518)

### NEW AND IN VIEW

Brian R. Baker

This section will be necessarily short this time, since some of the members have discovered that writing is not difficult, and can actually be fun on occasion.

A few new items have become available in recent weeks, despite the seasonal lull in demand that usually follows the holidays. The Revell Helen is now available, and Marsh Beaulieu reports that he received the Airfix Martin B-26 and the Frog Canberra from Squadron. I managed to get the Fiat CR-32, and have started on it.

### KIT REVIEWS: Revell DC-10 and L-1011

Ray Sweet

A short time ago, DIRTY PLASTIC received a number of kits from the Revell Company, for comment and review. At the last gathering, I received two of these. On looking inside the boxes, it was apparent that the DC-10 is the better kit from the standpoint of tooling. The panel, door and control outlines are much finer, and what surface detail there is is also better. Both kits have reasonably accurate outlines, although I have no 1/44 scale accurate drawings of either aircraft for comparison. As both of these models are obviously aimed at the younger market, I thought it might be unfair to review them from the standpoint of thirty years of modeling experience. So I handed one to each of my teen-aged sons and stood back, waiting for comments.

The DC-10 went to my 16 year old, who had no trouble at all with the assembly--all the parts just clicked together and even a warped left fuselage half aligned itself quite easily as the plastic is quite heavy and will stand a lot of working. The instructions are easily followed and well drawn. I think that there should have been fitted windows for the sides as the recessed glass is quite noticeable on the finished model. To scale, the windows are recessed about 6 inches. As Craig has his own airbrush, he used Floquil White on the body and Humbrol sea grey for the wings. The unpainted areas were painted with Pactra Silvalair Aluminum dope, thinned 3 to 1, then the whole aircraft was sealed with Floquil Crystal Coat for protection. When the time came to apply the decals, he remarked on the good quality and ease of application. The decal sheets on both kits are really way above average for kits of this type. They go on easily, shrink down over the detail well, and stick fast, and they are very well printed. The finished DC-10 is a good representation of the aircraft, and can be easily constructed by the age group it is meant for.

The Lockheed L-1011, also in 1/44 scale, went to Doug, who is 14, and it was as different as night and day to the DC-10. First, the detail and general outline looked as if it were a vacuumformed kit instead of an injection molded one. Due to round corners which should be square, and a butt jointed wing assembly, it is much harder to assemble properly. Also, it has no windows at all, so I shouldn't have complained about the DC-10. After considerable struggle and alignment problems, the aircraft was ready for paint. Once again, we used the airbrush, Floquil white, Humbrol sea grey, and the silver dope. The final result was a reasonable representation of the aircraft; however, it was not easily constructed, requiring almost four times as many hours, much arm waving, and a few words I didn't know fourteen year old boys knew. Again, the real star of this kit is the decal sheet, which was very well printed and easily applied. This sheet contains the Rolls Royce decal for the engines, which I rescued for a more important (I think) place on a Fokker F-27 I will build some day.

Both kits are adequate for the market intended, though the DC-10 is very much the better of the two. When finished, both are attractive and colorful models which any air-minded young man should be happy to display.

### GUEST EDITORIAL

Ron McCracken

As some of you may have heard, or deduced from the long lines at the local gas station, there is a shortage of petroleum, also known as oil. Since plastics are made, in part, from petroleum based products, an avenue for considerable speculation has been created. So that's what I'm going to do--speculate. I have some good news and bad news. First, the good news. Maybe, just maybe, we will start to see something else from the manufacturers besides an endless procession of P-40's, ME-109's and Zero's. Now the bad news. These kits will cost a lot more than they do now. And since I hate to end anything on a dismal note, I'll discuss the bad news first.

The simple fact is that as soon as the present inventory of kits is sold, the price is going to go up. It cannot help but do so, since the price of raw materials is already on the increase. This is not speculation, but fact. You might well say, "What else is new?" since kit prices have gone up right along with everything else in the country. The problem is that the price of petroleum is not increasing at the same rate as before, but at a vastly accelerated rate. The price of gasoline for example, is going up, this month, by 11¢ per gallon. This is roughly a 25% increase in one month! In a few months, gasoline is predicted to cost roughly twice what it does now. Extend this rate of increase to other petroleum based products, and you can see what this will do to the price of models. Domestic kits will start costing as much as imports do now, and I shudder to think what Frog or Airfix imports will run. However, the picture is not all gloom, unless you want row upon row of cheap P-40's. However, in this case, lay in your supply now.

The good side is entirely speculation based on the probable result of the price increases to come. As you know, plastic kit manufacturers must cater to the toy market to some extent in order to make money. They can sell 10,000 P-40's at 79¢ each easier than 2000 P-37's at \$3.95 a copy in order to make the same profit. Remember that tooling costs are the same no matter how many, or few, kits you produce. And the tooling costs are mostly what you pay for in a model, especially a limited run. However, when the price of plastic starts to climb, a larger proportion of the sales price will be absorbed by material costs. Also, since the price will no longer appeal to the kids as a toy anymore, the manufacturers will have to rely more fully on the modeling enthusiasts (that's you and me) for a market. And we won't be satisfied with a bigger and better P-40. We'll be hollering for the P-37.

So maybe all is not lost after all. We may have to pay more for what we get, but maybe the manufacturers will decide to make better use of a scarce and expensive material than they have in the past.

### KIT REVIEW: The Sutcliffe Vacuforms

Brian R. Baker

I have recently seen a profusion of vacuform kits advertised in various periodicals, and one manufacturer, a British firm operating as "Sutcliffe" has a decidedly large selection of rather interesting kits available. I have not bought any of these myself, but I had the occasion to examine several of these that a friend had obtained, and frankly, I was quite appalled that any reputable kit dealer would handle them.

The Sutcliffe vacuformed kits appear to be made with female molds, which is probably their only redeeming feature. Otherwise, detail is extremely heavy to the point of absurdity, and even the ones with accurate outlines would require several large tubes of "green stuff" to bring the details back to a semblance of reality. The forms themselves appear to be rather hurriedly done, and the wood grain even shows through in some cases, a testimony to the accuracy of the molding process in reproducing the original work.

Most atrocious of all was the Martin B-10 kit, which I had thought of buying before I saw this one. Accurate outlines of the B-10 are readily available, so I am wondering still why Sutcliffe used the old *Aircraft of the Fighting Powers* drawing, which is COMPLETELY inaccurate, even to wing and tail shape. It would be easier to create a B-10 by scratch-building than it would be to try to build an accurate B-10 from that kit.

In short, my opinion is to stay away from the the Sutcliffe kits and stick with the Airmodel, Rareplanes, Warbirds, and those nice Canadian kits that have been available recently.

### KIT-MODIFICATION REVIEW: The P-35

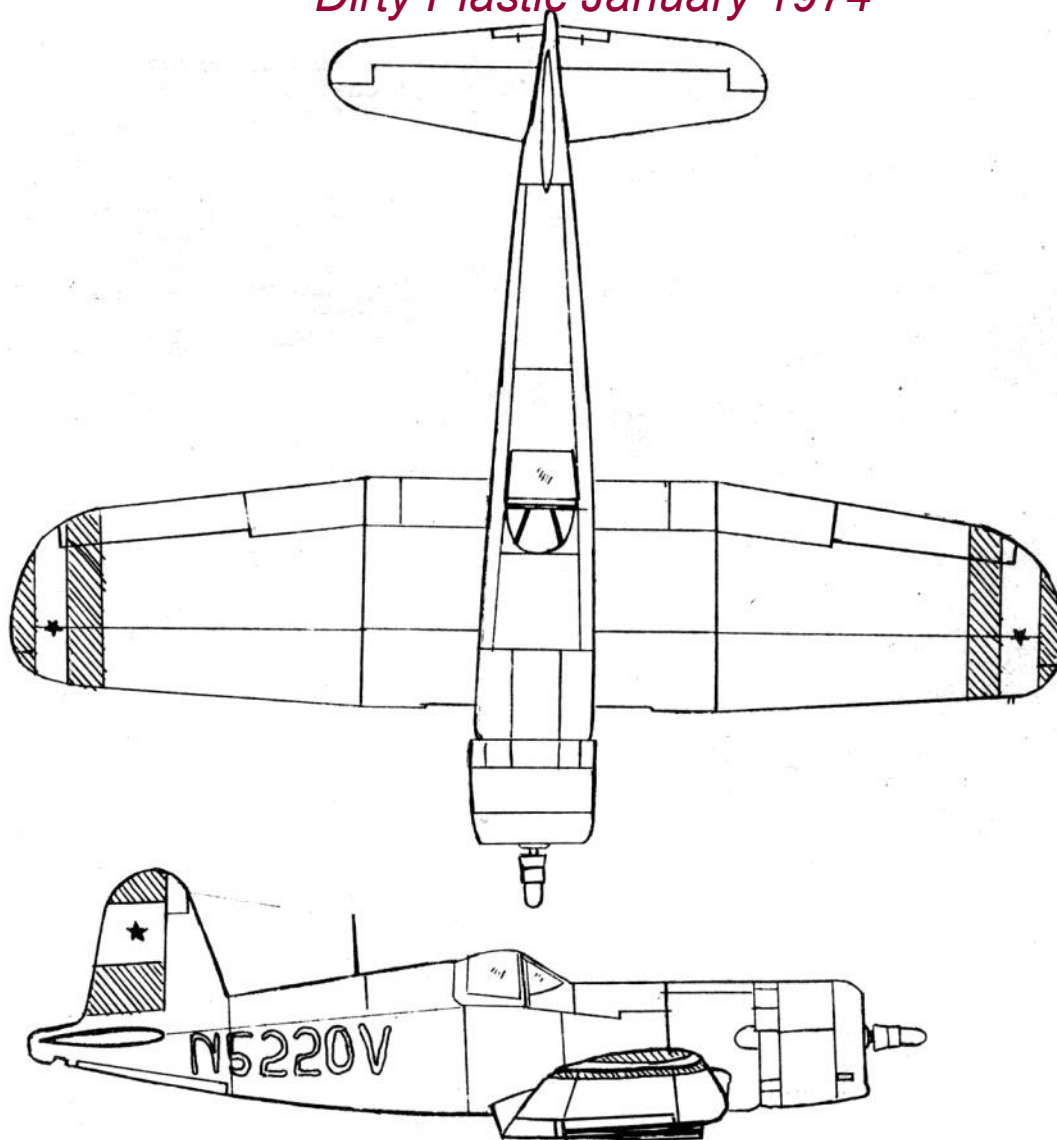
Ron McCracken

Having desparately wanted a P-35 kit for years, I finally ran out of patience and decided to either convert or scratch-build. The only kit available is a Rareplanes vacuformed kit, and that is not much easier than scratch-building. Then one day I read in Air Classics that the Reggiane RE-2000 was practically a copy of the P-35, and off I ran to buy a kit and try it. As it turns out, although the RE-2000 is not a carbon-copy of Severson's brainchild, it is not all that difficult to undo the improvements made by the Reggiane people. The conversions consist primarily of a different canopy and some modifications to the landing gear. For after checking kit dimensions with a scale ruler and comparing outlines with a picture of the P-35, I found that even the basic components could be used without modification. Even the trim tabs are in the proper locations! Incidentally, if you try this, buy the Supermodel RE-2002 Ariete instead of the RE-2000. The Ariete's cowling is a much closer match. I found this out the hard way after filing down the RE-2000 cowling to the right taper.

1. Carve away the main landing gear fairings, EXCEPT for the forward 5/32".
2. File down the remaining portion of the gear fairings until they protrude 3/32" below the wing surface. Otherwise, the gear fairings will be too deep.
3. The kit wheel wells taper to the rear. They should be carved straight. See illustration.

# WHERE WE WERE

*Dirty Plastic January 1974*



Chance Vought F4U-4 Corsair. N5220V. Former Honduran military aircraft. Aircraft is glossy sea blue overall. Honduras national markings include equally wide bands of pale blue and white, with a small blue star of the same shade in the center, the point facing upwards and forwards in standard U. S. fashion. Four rocket racks were fitted to the undersides of each outer wing panel, in standard F4U-4 practice. Four of these aircraft, numbered N5220V, N551V, N5212V, and N5217V, were stored at the Blythe, California, Municipal Airport, where they were photographed on July 4, 1959. Note that there was no dull blue anti-glare panel ahead of the windshield, and that the 'N' numbers were roughly painted on, probably from an aerosol can. Licenses were dull white. I can find no record that Honduras ever operated these aircraft, so they may never have been delivered. There were also several P-38's, some 'J' models and one rare two seat 'M' models stored in the southwest during this period of time. These will be featured in later issues.



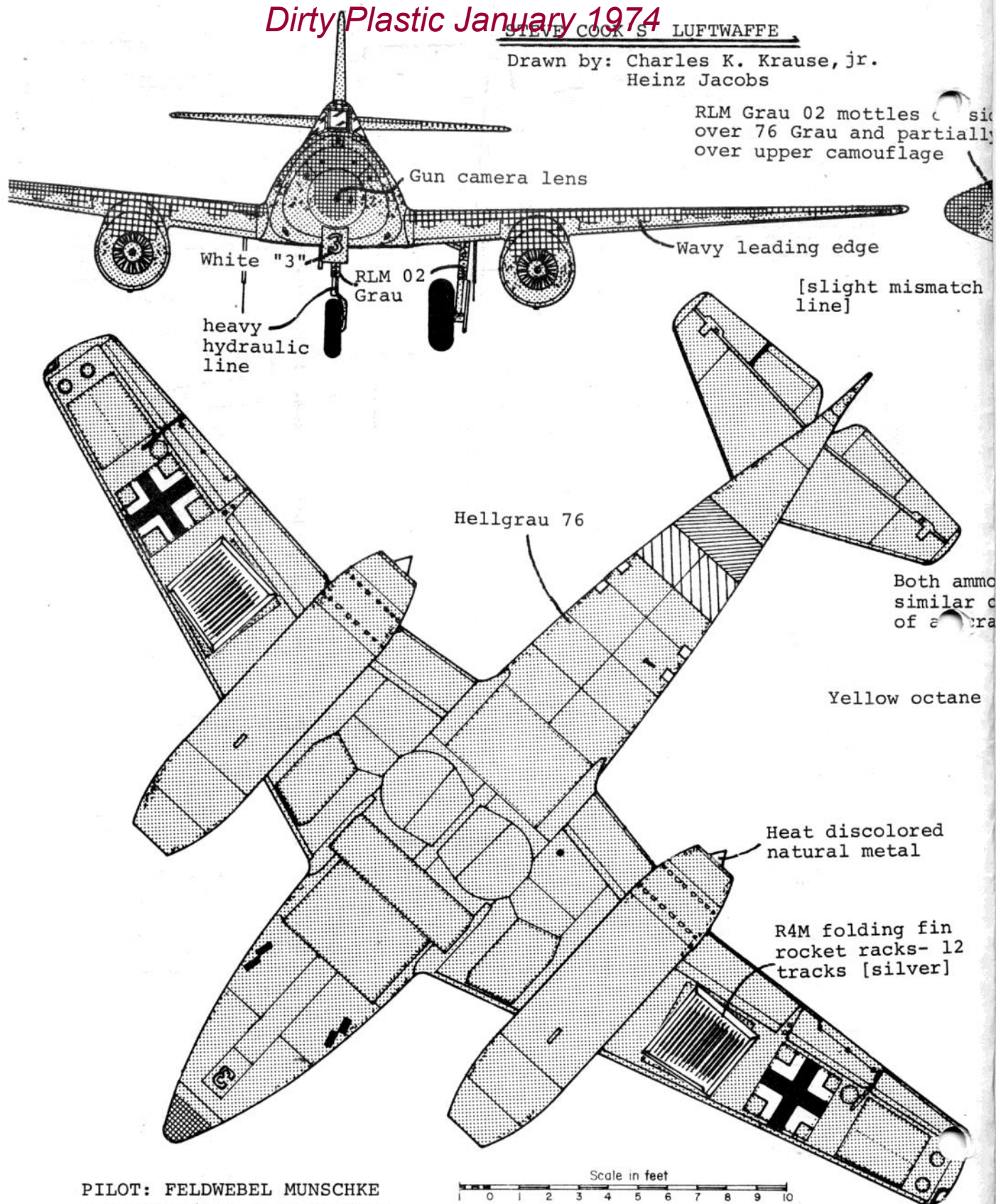
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*Dirty Plastic January 1974*

STIEVE COCK S LUFTWAFFE

Drawn by: Charles K. Krause, jr.  
Heinz Jacobs

RLM Grau 02 mottles (side)  
over 76 Grau and partially  
over upper camouflage

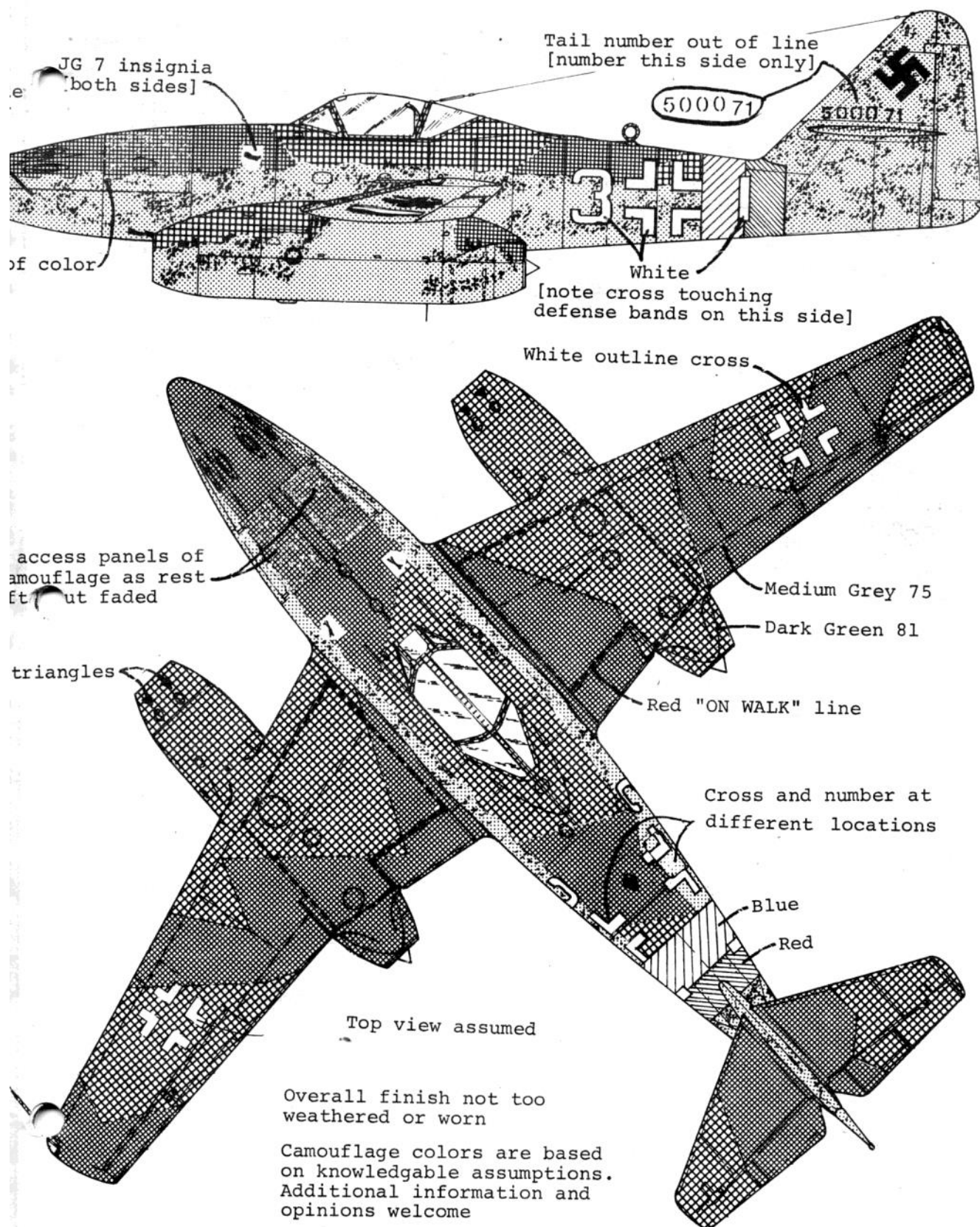


PILOT: FELDWEBEL MUNSCHKE  
7 STAFFEL/III JG-7 NOWOTNY



# WHERE WE WERE

*Dirty Plastic January 1974*

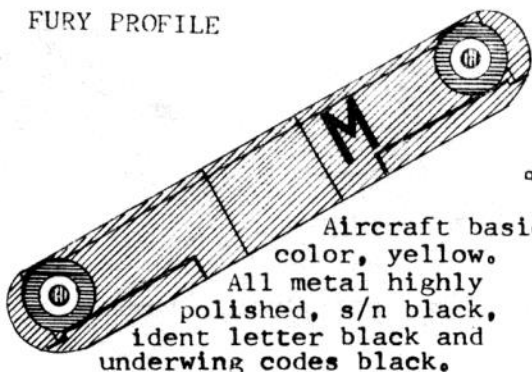




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*Dirty Plastic January 1974*

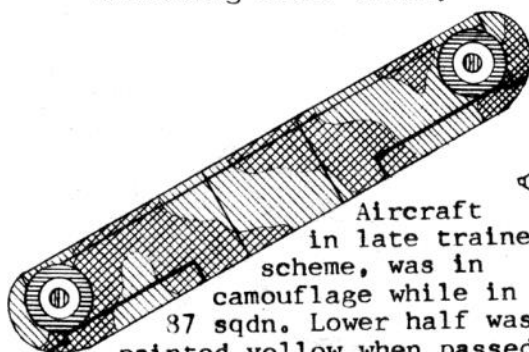
## FURY PROFILE



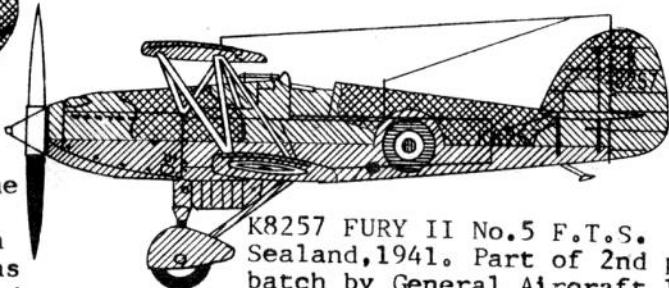
Aircraft basic color, yellow. All metal highly polished, s/n black, ident letter black and underwing codes black.



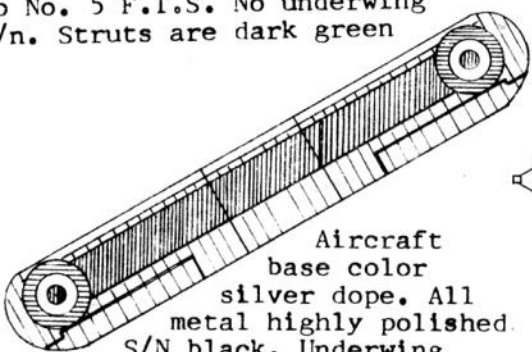
K5680 FURY I, No. 3 F.T.S. 1936  
Part of fifth production batch, by Hawker in 1935 to spec. 13/32



Aircraft in late trainee scheme, was in camouflage while in 87 sqdn. Lower half was painted yellow when passed to No. 5 F.T.S. No underwing s/n. Struts are dark green



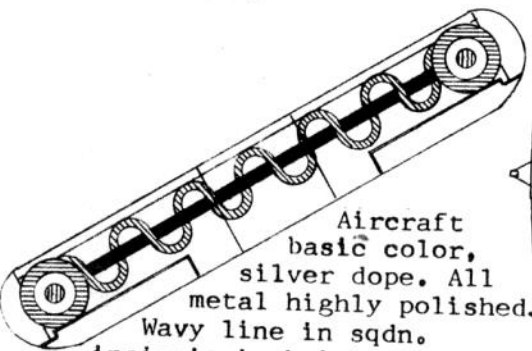
K8257 FURY II No. 5 F.T.S. Sealand, 1941. Part of 2nd production batch by General Aircraft 1937. First issued to 87 sqdn. but passed to #5 F.T.S. when #87 relieved Gladiators June 1937



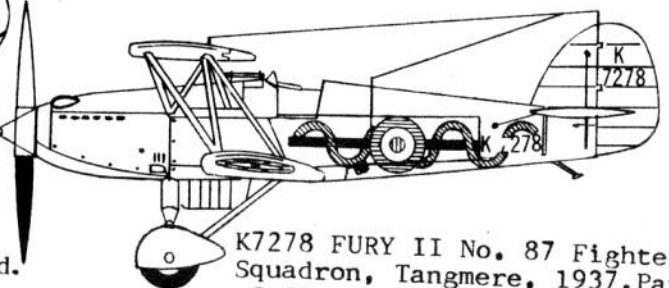
Aircraft base color silver dope. All metal highly polished. S/N black, Underwing codes black.



K8242 FURY II No. 41 Squadron, Catterick, 1938. Part of 2nd production batch, by General Aircraft 1936. spec. 19/35. Replaced by Spitfires Jan. 1939



Aircraft basic color, silver dope. All metal highly polished. Wavy line in sqdn. insignia is bright green



K7278 FURY II No. 87 Fighter Squadron, Tangmere, 1937. Part of first batch by Hawker, 1936. R.R. Kestrel engines. Replaced by Gladiators in June 1937.

ROUNDEL DIAMETERS AND SIZE FOR S/N NO. AND LETTERS  
REMAIN THE SAME AS ON SHEET ONE, DEC. 1973 ISSUE



R.S. '73



# WHERE WE WERE

## Dirty Plastic January 1974

7



4. Using .030 sheet plastic, construct the sides of the wheel wells, extending to the back of the existing circular well. Then fill the crescent shaped holes remaining with scrap plastic and putty, and sand smooth and flat when dry.
5. The P-35 wing had a straight center section, with the dihedral built into the outer panels. The RE-2000/2002 had the dihedral built into the center section. To correct this, first score the lower wing panel deeply along the inside center line. Then gently bend the outer wing panels downward until the dihedral is removed. Now cut the outer wing section free, using the panel line just outboard of the wheel wells as a cutting line. Now cement all the sections of the wings together. File the necessary dihedral angle into the base of the outer wing panels and then cement these panels to the center section. Or, if you prefer, lay them aside and cement them on after the rest of the aircraft is assembled.
6. Fuselage and stabilizers go together straight out of the box. No modifications are needed.
7. File rocker-arm bulges from cowlings.
8. For P-35 version, remove 3/32" from back of cowlings, even with cowl flaps on lower step. Measure it on the upper step. For P-35A version, leave cowl as is.
9. Armament.
  - a. P-35. Drill out gun troughs on top of cowl. The troughs start behind the cowl ring and extend back to the cowl flaps. These should go right behind the RE-2002 gun locations. Fill in the old gun ports. Add sprue gun barrels. P-35 had no wing guns.
  - b. P-35A. Fill in old gun ports on top of cowl. Add new gun fairings on cowl top. Also, add guns to wings. Kit has good ones.
10. Canopy. Vacuform a new one.
11. Landing gear. Cut old struts down, 3/8" from base of mounting pins to bottom. Make wheel mount of .020 sheet plastic. Use Fujimi P-47 wheels and hubs, or reasonable facsimile thereof.

(author's Note)

There are several good sources of information on the P-35 series. The William Green book, *Fighters*, Vol. 4, has a good three view. The Harleyford U. S. Army Fighters book has a 1/72 scale drawing. The Profile on the P-35 has some excellent photographs and drawings, along with useful color information. And last but not least, the Hareplane vacuform kit has a finely detailed drawing that should prove to be extremely useful.

CHAIRMAN CHARLIE'S SPRUE TREE

Charles K. Krause

I see that last month I was made a chairman. The only trouble is I don't know what of. (That's like a vice-president, ed.) As for the name, Sprue Tree, it branches around and contains diverse and interesting plastic items. This is my intent.

This month we are beginning a new series for all Luftwaffe fans: "Steve Cook's Luftwaffe." The popularity of this particular air force has made it well-chronicled, but yet there are innumerable areas of speculation and gaps. Steve Cook, a Delmar, New York, subscriber, has submitted a number of fascinating drawings, and in future months, depending upon how fast we can draw them, these will be presented. Many of these will be based on incomplete data, so if any of you have additional data, please pass it on to Steve or myself.

We've sort of made this an almost all Luftwaffe issue, and the JU-87B drawings on the back cover help to continue this theme. These are from an old His-Air-Dec, and I have reason to believe that they were taken from original German drawings. The scheme was used far more often than given credit for. Colors 70 and 71 are very close, and many times will photograph with almost no difference between the two. Yet, armed with this drawing to show me what to look for, I was surprised at the number of JU-87B photographs that show two-toned schemes.

I've been behind on my Paint Spots. The series isn't dropped. Lack of time has slowed me down, but they will be back soon.

I've been trying to build, or rather finish, a model; Revell's 1/32 scale Tony. It's a nicely cast and engraved kit, but I made the mistake of asking Ray Sweet if he had any information. He went and pulled out John Beamon's article on building the kit, and now I'm involved in relocating the engine, cockpit, fin and elevator sites and other sundry items so dear to the heart of anyone wanting to build and complete just a simple model.

While on the subject of 1/32 scale, I was looking over Revell's Harrier. They are to be congratulated on bringing out an interesting kit, and a number of their recent and future issues are of more imaginative than you would have expected, even a few years ago.

Judging from the photographs, having seen one, and from reviews, the Harrier seems to be accurate in outline, but I think they used the same die-maker as the P-4. Yeah! Same sparse, raised detail. As soon as they fire the S.O.B. and do the excellent surface detail seen on any number of their other 1/32-scale kits, I'll think more kindly thoughts.

While on the Harrier, I hope that Micro-Scale comes out with a decal stencil sheet of this one. These don't come with the kit, and they are all over the aircraft. Also, dirty up the model before display, as the underside of the Harrier was usually filthy due to the downward jet exhaust and resultant rocks and dirt thrown up.

Until next month.

Charles K. Krause, Jr.  
Chairman of ....?

Charles K. Krause, Jr.

## BOOK REVIEW

LUFTWAFFE CAMOUFLAGE AND MARKINGS, 1935-1945. Vol. 1. K. A. Merrick. Australia: Kookaburra Publications, 1973. 165 pages, about \$14.50

I've grown rather jaded by the proliferation of publications regarding the Luftwaffe, and was doubtful when this book arrived. After reading it, I can't wait for the next two volumes to be published.

Although the Luftwaffe wasn't officially born until March, 1935, we are taken to the early 1930's when DO-17's were transports and HE-51's were for "sport". Registrations and colors are detailed for these quasi-civilian aircraft, rapidly proceeding to their official military birth. Detailed drawings showing markings and the Balkenkreuz variations speed us on our way. Succeeding chapters cover the Spanish Revolution, preparation for war, and finally, Blitzkrieg. The book stops all too soon in early 1940.

The author has used a number of new and fresh (to me) photographs, all well captioned to illustrate pertinent data, and a myriad of variations. If this isn't enough, Geoffrey Pentland has provided his excellent color drawings, supplementing a large number of black and white diagrams, including stenciling and the theory behind the splinter camouflage.

If you have any interest in the Luftwaffe, this book is a must for your library.

## KIT REVIEW: The Supermodel Fiat CR-32

Brian R. Baker

Several days ago, I started the assembly of the Supermodel Fiat CR-32, and I was thankful that somebody had finally come out with a kit of this historically significant aircraft. The kit, which sells for \$1.50, makes up into several versions, and comes with decals for at least five different aircraft. The molding is excellently done, in soft, medium (almost RIM) grey plastic.

Although the kit is basically accurate, it is, quite frankly, a nightmare to build. In an attempt to re-create the delicate warren-truss wing strut assembly, they worked out a system of bumps to glue the struts to. The instructions, albeit in Italian with some English sub-titles, are not clear. Even the drawings do not tell EXACTLY where the struts should be glued to the stubs. In addition, the top wing does not appear to be at the correct angle of incidence, having a somewhat negative angle when viewed from the side. I don't know what the designers had in mind when they made up this arrangement, but I wish they had some it on something else, as this had the possibility of being a kit that I had intended to make seven or eight of. With the struts being so complicated, the assembly of the kit ceases to be fun, and after exhausting my extensive collection of Churchillian invective, I shall let sleeping Fiats lie, and build something else for a change. Incidentally, if one intends to do a version with intricate camouflage, better think twice, as it is a very hairy proposition.

## ANOTHER SOLUTION TO THE ENERGY CRISIS

Brian R. Baker

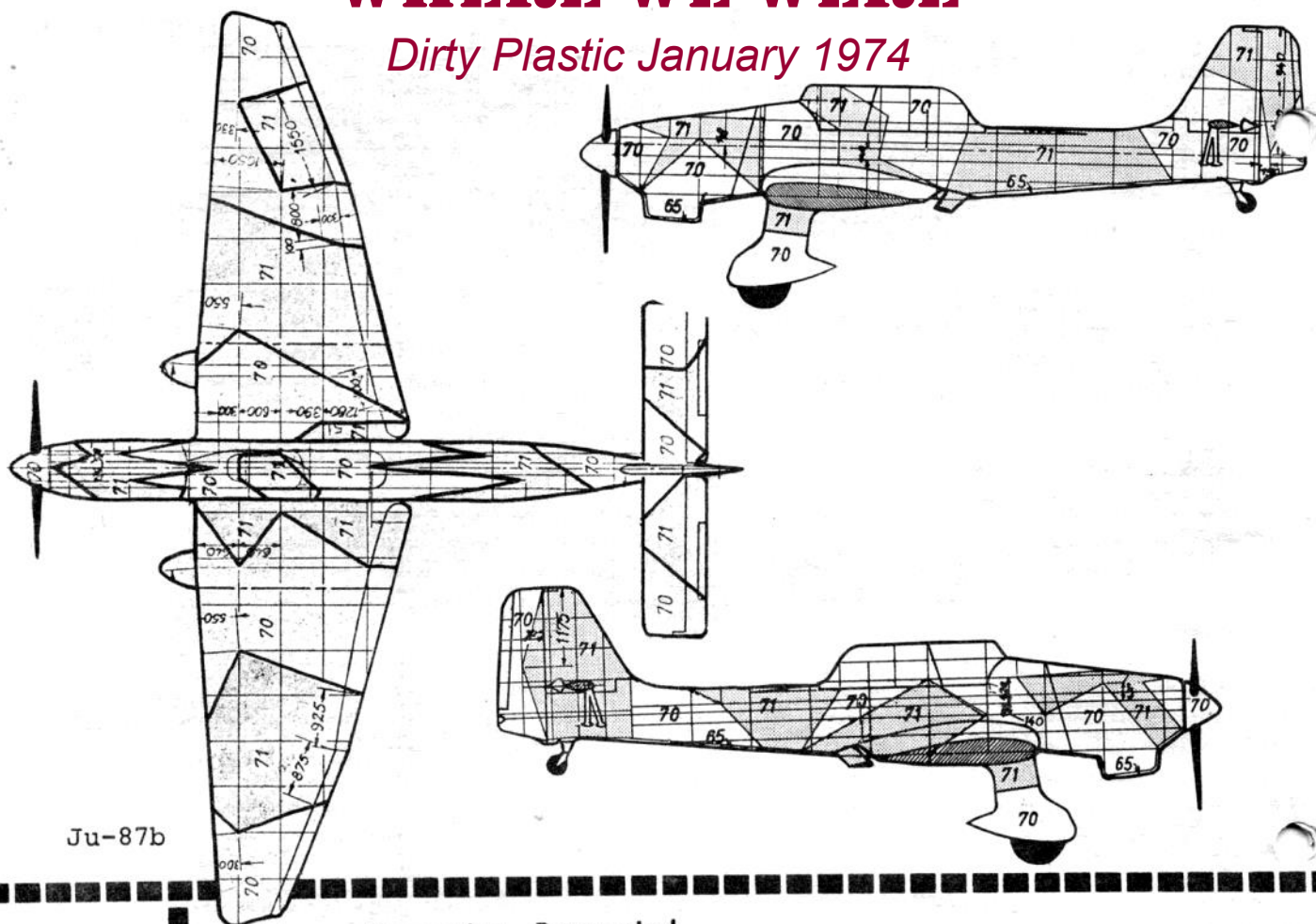
I recently had a friend look over my "private air force," and although he appeared pleased, he asked the usual embarrassing question, "Don't you have a B-17? A B-24? A P-38? And so on." The fact is that I have been guilty of building large numbers of single types, and neglecting some of the less colorful, but significant aircraft of the various periods. I have therefore turned over a new leaf, and have vowed that this year, I will build some of the "oldies but goodies" that I've been storing in my closet for the past ten years. The results are as follows.

- (1) Airfix Lockheed Hudson. The new Profile gives many variations of this aircraft, although the emphasis is on British versions. The kit has real possibilities, and is quite impressive when completed.
- (2) Revell Douglas A-20. This kit was in the bunch that Revell sent, and make up into a reasonable model. The detail is a little heavy, but it is repairable. The decals may be accurate, but I couldn't prove it, so I used data from the *Camouflage and Markings* series.
- (3) Revell Focke Wulf FW-200C. This large four engined aircraft is basically accurate if you have the time to repair the flaws and remove the rivet boiler bolt plates. The gear, however, is completely wrong, and has to be rebuilt to be correct. It can be done, though. The props are usable, although not the best. The completed model is impressive.



# WHERE WE WERE

*Dirty Plastic January 1974*



Ju-87b

Address Correction Requested

dirty plastic

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LAST ISSUE - - - -



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- . Modelzona**
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- . 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**



## 2025 CLUB MEETING CALENDAR

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

### JANUARY 2025

Tuesday 7th 7pm  
Seminar/Speaker:

B&B Session 18th

### JULY 2025

Tuesday 1st, 7pm  
Seminar/Speaker:

B&B Session 19th

### FEBRUARY 2025

Tuesday 4th 7pm  
Seminar/Speaker:

B&B Session 15th

### AUGUST 2025

Tuesday 5th 7pm  
Event : **Club Swapmeet**

B&B Session 16th

### MARCH 2025

Tuesday 4th, 7pm  
Seminar/Speaker:

B&B Session 15th

### SEPTEMBER 2025

Tuesday 2nd 7pm  
Seminar/Speaker:

B&B Session 20th

### APRIL 2025

Tuesday 1st 7pm  
Seminar/Speaker:

B&B Session 19th

### OCTOBER 2025

Tuesday 7th 7pm  
Seminar/Speaker:

B&B Session 18th

### MAY 2025

Tuesday 6th, 7pm  
Seminar/Speaker:

B&B Session 17th

### NOVEMBER 2025

Tuesday 4th 7pm  
Seminar/Speaker:

B&B Session 15th

### JUNE 2025

Tuesday 3rd 7pm  
Seminar/Speaker:

B&B Session 21st

### DECEMBER 2025

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



## January Raffle

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

**Item A** Courtesy of Desert Scale Classic: 1/25 MPC 1969 Dodge Charger



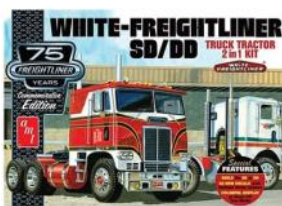
**Item B** Courtesy of Hobby Depot: 1/72 Airfix DeHavilland Mosquito



**Item C** 1/144 Minicraft Blue Angels Support R5D-3



**Item D** 1/25 AMT White Freightliner SD/DD



**Item E** 1/35 Takom Typhoon K Russian MRAP



**Item F** New from Hobby Depot: 1/35 Tamiya Panzer I Ausf. B



**Item G** New from Hobby Depot: 1/48 Clear Prop F-86A





## 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.

### *2025 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>
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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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<a href="mailto:MRCsupport@modelrectifier.com">MRCsupport@modelrectifier.com</a>	
Rivet detail and schematic drawings	<a href="http://www.airwar.ru">www.airwar.ru</a>
Fine Scale modeling techniques	<a href="http://paulbudzik.com">http://paulbudzik.com</a>
“How to “Videos	<a href="http://Youtube.com/Andyshobbyheadquarters">Youtube.com/Andyshobbyheadquarters</a>
Online magazine for all things avionic	<a href="http://www.wingleadermagazine.co.uk">www.wingleadermagazine.co.uk</a>
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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.



## Join the IPMS/USA!

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



## CONTENT NEEDED!!!!

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

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

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



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# MODELZONA 2024.5

What happened?  
We lost our lease!

## OUR NEW LOCATION IS:

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552 North 40th Street - Phoenix, AZ 85008

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

**OPEN TO ALL MODELERS**  
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### SPECIAL AWARDS FOR:

Best Moving/Transport Subject  
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**VENDOR TABLES** (8ft. Vendor tables - \$50 each)  
For vendor info contact Keith at: [avalon\\_war\\_books@yahoo.com](mailto:avalon_war_books@yahoo.com)

**GENERAL ADMISSION - \$5**

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Visit our website for more info: [www.ipms-phoenix.com](http://www.ipms-phoenix.com)

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