



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Presidents Message

Hello everyone,

This year Modelzona will be held on November 14th. We will be starting to organize and get ready soon. That would also include asking for help during setup the day before, and during the contest. Some areas where we might need help are:

- Judging
- Photography
- Make-and-Take
- Raffle (This would also include raffle prize donations.)

One thing that we will need to do soon is to pick a theme for Modelzona 2026. If you have any ideas, please let me know. Stay tuned for more announcements about Modelzona.

I currently have presentations scheduled during the monthly meetings for March, April, and May. Currently, I have nothing after that. There are five more meetings this year that could have a presentation. Please let me know if you have something you are willing to present at a meeting.

That's all for now. Keep on modeling!

Kevin

kdhpolarbear@yahoo.com

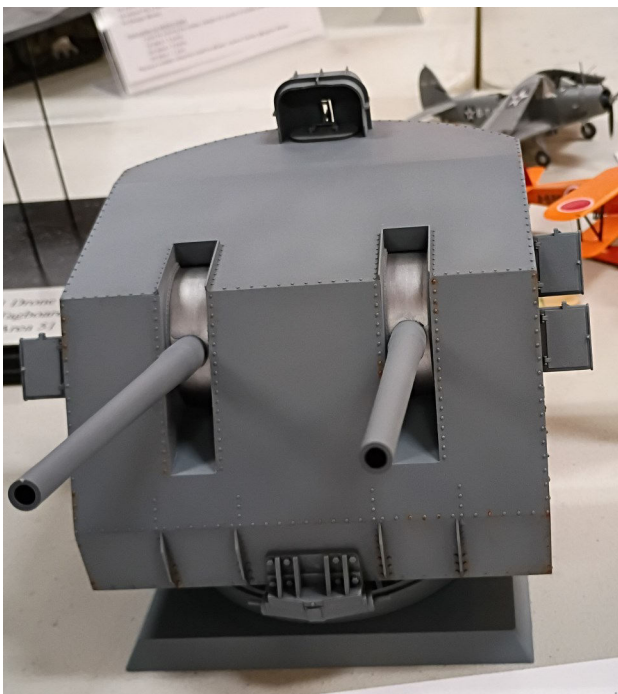
Corsair Stop Press Dates 2026

January	25th
February	22nd
March	22nd
April	19th
May	24th
June	21st
July	26th
August	23rd
September	20th
October	25th
November	22nd
December	20th

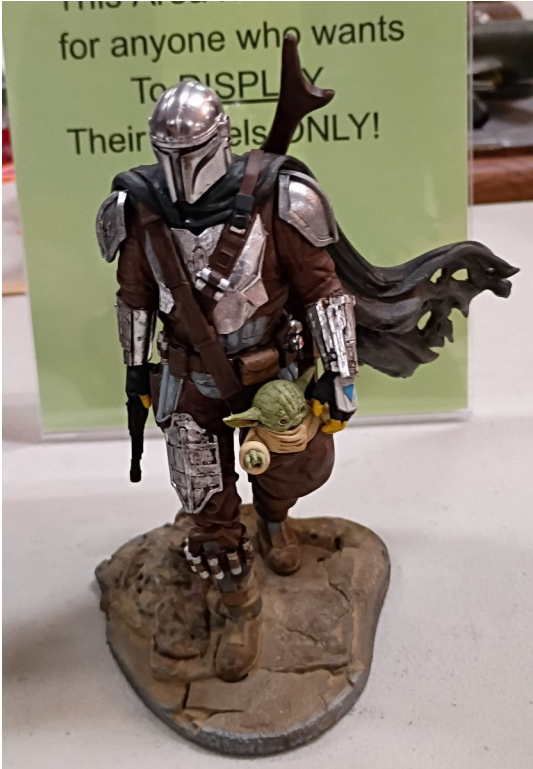


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February Display Pictures



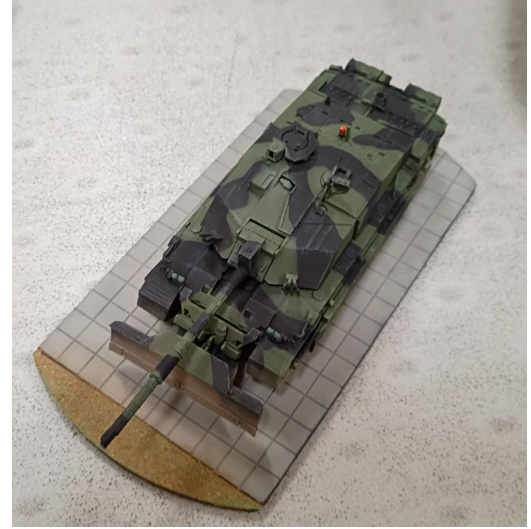
February Display Pictures



February Competition
"Braille Scale "any subject 1/72 or smaller



February Competition
"Braille Scale "any subject 1/72 or smaller



February Competition
"Braille Scale "any subject 1/72 or smaller



February Competition
"Braille Scale "any subject 1/72 or smaller



February Competition Winner



Terry Schuler
F4U Corsair

February Raffle Winners



February Raffle Winners



"Indochina Hellcat" "Hasegawa F6F-5 1/48" By "Mark L. Rossmann"

History:

As WWII ended the colonial powers shifted their priorities to retaining territory before the war. Japanese Army and Air Force staff remained in many places as allied governments moved to reclaim their former empires, but was slow to occur as post WWII was reeling to recover from this world-wide catastrophe. The Potsdam conference had divided Indochina along the 16th parallel, with Nationalist Chinese in charge of the north and the British in the south.

The air war over French Indochina represents a very interesting and unique period of modern history. A war fought with obsolete weapons, against an enemy without a single aircraft, a situation unheard of in modern times. It was a war that paralleled the long struggle that was to occur for 30 years with French and U.S. involvement. There was extraordinary variety of aircraft that served in the conflict. From seized Japanese *Oscars*, *Jakes* and a *Rufe*, through French-built Ju-52's acting as bombers. British Spitfires, Mosquito's and U.S. King Cobra, C-47's, Invaders, Hellcats on through to Bearcats, Corsairs, the French war effort in the air had a truly broad spectrum of aircraft.

The French Aeronavale received 124 F6F-5s and 15 F6F-5Ns in 1950. Squadrons were deployed aboard the carrier *Arromanches*, used in action in the ground-attack role in Indochina up to 1954.



As the attrition of the *Seafire*'s and *Dauntless*'s occurred, the F6F-5 Hellcats and SB2C Helldivers began to replace them, no carrier had been sent to Indochina for two years (1949 and 1950). The situation was deteriorating; the CV *Arromanches* led by Capitaine de Vaisseau Granger-Veyron, cast off in August 1951 with two squadrons. The 1F squadron equipped with F6F Hellcats, led by LV Varela de Casa and the 3F squadron, led by LV Waquet equipped with SB2C Helldivers. CV *Arromanches* remained in Indochina until May 17th, 1952; the missions of the two squadrons were strikes against bridges, roads, railroad tracks and CAS. During these missions' casualties occurred as LV Gautriaud and SM Jacq of the 3F squadron, LV Lenglet flight deck officer and SM Geoffroy of the 1F squadron were both killed flying Hellcats.

"Indochina Hellcat" "Hasegawa F6F-5 1/48" By "Mark L. Rossmann"

At the end of August, returning to Indochina, the Arromanches under the command of Capitaine de Vaisseau Laha had aboard 12F squadron equipped with Hellcats, led by LV Vercken and 9F with Helldivers, led by LV Bourragué. Like previous operations, the squadrons struck communication routes between North Vietnam and China, mostly CAS missions for troops fighting in the Tonkin Delta. October 1952, the Arromanches moved west off of Thailand due to catapult problems for repairs, the Hellcats and Helldivers were transferred to Haiphong-Cat-Bi AFB. After repair, Arromanches retrieved her squadrons, missions off the carrier continued until they were delivered back to Cat-Bi AFB. They provided the same missions working with the French Air Force. In April of 53, the CVL La Fayette took 12F and 9F squadrons on board to continue missions. In June, 12F and 9F squadrons returned to France aboard the La Fayette



The Arromanches left France on September 9th of 1953, with the 11F (ex-1F) and the 3F squadrons armed with Hellcats and Helldivers, commanded by LV Castelbajac and LV Marmier. Missions again consisted of CAS and strikes over North Vietnam. In December, an 11F Hellcat was shot down north of Hanoi, with its pilot KIA. In January 1954, the squadrons began missions over Dien Bien Phu, In March LV Doe de Maindreville of the 11F and his aircraft crashed in Along Bay. 11F then transferred to Haiphong Cat-Bi, while 3F transferred to Hanoi-Bach-Mai. Further losses occurred in subsequent months, 11F losing a Hellcat and pilot KIA over Dien Bien Phu, the commanding officer of the 3F crashed near Meos, the Hellcat of LV Klotz (11F) was shot down but he survived, SM Robert's Hellcat was shot down but he died in the captivity of the Viet-Minh.. On May 7th 1954, the retreat of Dien Bien Phu occurred, the French Navy units continued to carry fight to the Viet Minh until July 21st when the treaty at Geneva was signed. Losses occurred, in May a 14F Corsair and pilot were lost, a Hellcat and pilot of 11F were lost in June and the last casualty a Corsair and pilot of 14F in July. 3F and 11F squadrons remained in Indochina until September when they were flown aboard CVE Dixmude, arriving back in France in November. The last French naval missions were carried out from January to June 1956 by the CVL La Fayette armed with F4U-7 Corsairs belonged to the 15F squadron.

"Indochina Hellcat" "Hasegawa F6F-5 1/48" By "Mark L. Rossmann"

The Model:

This is a Hasegawa Hellcat that was built in the late "90's" with U.S. naval markings of the PTO. It was seeing its age, so I stripped off decals and the small parts and repainted it with Testors rattle can Dark Sea Blue. Final touch up to over sprayed areas and some weathering provided the matt for a new set of decals, dull coat spray finished it off. This represents a Hellcat from Flotilla 1F, flying off the Arromanches in 1952.

Decals are from Berna Decals in France, (BD 48-24) F6F-5 Hellcat. It contains decals for Flotille 1F, 12F, Escadrilles 3S and 57S, cost was about \$18.00



The rebuilt model, I think, turned out to satisfactorily represent a French Hellcat.

References:

Time Life – World War II "The Aftermath: Asia"

Berna Decals – BD 48-24.

Air War Over Indochina Website – by William Alcott

French Fleet Air Arm Site(www.ffa.net)

2026 Club Contest Themes

January: Moving On: Cars and Trucks (Any scale. Automobile, Truck, Race car, Motorcycle)

February: The Braille Scale: 1/72 scale or smaller (Any Airplane, Land Vehicle or Water craft)

March: Large Scale: 1/32 scale or larger (Any Airplane, Land Vehicle or Water Craft)

April: The Vietnam War: (Any Scale, Any Aircraft, Land Vehicle, Water Craft. Including Figures, and Armored Vehicles.)

May: Ships and Boats: (Any Scale Civilian or Military)

June: Figures: (Any Scale: Includes, 3-D printed, Injection mold or Resin)

July: Armor: (Any Scale, Any Armored land vehicle. Tracked or wheel driven)

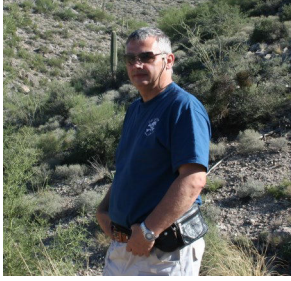
August: No contest / Club Swap Meet

September: The ETO: (Any 1/48 scale model aircraft, Depicting use in the European Theater of Operation during World War II)

October: Sci-Fi: (Any Scale, Any Figure or Vehicle)

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

December No Competition (Club White Elephant)



EDITORS CORNER

BY LYN GORTON



Another club turnout with 60% of the members in good standing present. There was a good entry for the competition which was “Braille Scale” ie anything 1/72 or smaller. The March contest will be going the other way ie 1/32 or larger. Those in attendance saw Craig Brown presented with the Modeler of the year award. And Terry Schuler presented with the member of the year for all his work on the monthly competitions. Well done to both





EDITORS CORNER

BY LYN GORTON

An Invitation from Alan Martel

Build and learn session.

All are invited, but focusing on the NW guys.

11 AM to whenever we raise the white flag.

We are on the permanent schedule for the second Saturday every month. Same time. We have use of the clubhouse, 50x100 foot space, multiple tables, plenty of chairs. Refrigerator available, but we will likely order pizza or something. We are allowed to paint (including airbrushing!) But lacquers are frowned upon.

Address is 11411 N. 91st ave, Casa Del Sol resort.

Peoria, AZ 85345

The gate code for entry is #0908

If anyone needs further details, they can call or text me at 323 216 9406, or my email is also available

I'd love to see a good turnout, and as the interest grows (hopefully),

We can seat 50 – 60 comfortably

WHERE WE WERE

MARCH 1975

DIRTY PLASTIC ISSUE NO. 43 FEBRUARY-MARCH 1975

DIRTY PLASTIC is a publication of the ARIZONA HISTORICAL MODELERS' SOCIETY, IPMS/PHOENIX. Subscriptions are \$3.50 a year. Membership dues, including a subscription to DIRTY PLASTIC, are \$6.00 a year.

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SUPPORTING HOBBY SHOPS

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

ARIZONA HISTORICAL MODELERS' SOCIETY

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

OFFICERS AND STAFF (So you know who to blame. . .)

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SPECIAL ANNOUNCEMENT: THIS IS OUR LAST ISSUE (As a Monthly. . .)

No doubt, most of the readers have wondered whether (1) the Congress has refused further appropriations for our publication, and that we have had to withdraw to a narrower perimeter, or (2) we have quit publication and gone back to building models, girlwatching, and other non-cultural but satisfying activities. Actually, both are blatantly untrue. The problem has been the usual one for publications of this kind: Time. Most of the people involved in the publication of Dirty Plastic work full time, and have numerous other commitments. (The editor, for example, works at three different jobs besides this one.) Therefore, time has caught up with us, and after some serious soul searching (Yes, we think we do have souls, or at least soles) we decided that since the main purpose of our journal has changed from that of a meeting announcement paper to that of a publication providing original, unpublished information on aircraft, ships and military vehicles, that we would publish more information less frequently. The basic mathematical formula, stating that four deadlines a year are a little easier to meet than twelve, leads us to believe that a quarterly would be a solution to the problem.

A quarterly, you say. That's another way of saying that we out-of-staters are getting the same treatment we got from the Squadron Magazine. No, not really. Each quarterly will contain what three issues, monthly style, of D/P would have contained. Therefore, you will be getting the same information less frequently. Anyway, that is what we decided. It will allow us a little room for breathing, and the first gigantic quarterly issue will (hopefully) be out in about one month. Pray for us, light candles, etc.

NEW AND IN VIEW

BRIAN R. BAKER

During my vacation from editing Dirty Plastic, I did manage to build a couple of models. There has been somewhat of a deluge of 1/72 scale stuff of late, including some very good models and some very welcome revisions and reissues.

From Norm Taylor, stationed in Japan, comes the news that the Hasegawa FW-190 should be in the shops any day now. Their Spitfire is now available, I have built one, and I can only say that it should have come out years ago. From my vantage point, it appears to be flawless, and can be built in the Mk. I and Mk. II versions, including the early Mk. I with the flat topped canopy and two bladed prop. At \$1.75 the kit is a skosh expensive, but it is a beautiful kit and well worth buying.

Also from Norm Taylor, I received examples of the L/S revisions of their old Yokosuka Judy dive bomber kit in 1/75 scale. There are actually two kits, packaged separately. One is the old Model D4Y-2 with the liquid cooled inverted Vee engine. The other is the D4Y-3 with a radial. The only different is the engine, which attaches ahead of the firewall. And I had already bought a Ki-100 to convert the older kit.

Checking my scale drawings, the new kit appears to be a complete revision of the molds, although closer examination reveals that some components are merely changed, such as the outline of the wingtips. Unfortunately, they left the embossed insignia disks in the wings and fuselage, but since the aircraft was, to my knowledge anyway, used only by the Japanese, and since their markings were fairly consistent, this should prove to be a minor problem, since decals can be applied over them. The basic kit outline appears to be adequately accurate, and some new details have been added. The cockpit interior, although not up to Airfix P-51D or Hasegawa standards, is nevertheless an improvement over earlier IS kits. An engine of moderate detail is provided, and the propeller looks nice. A fairly detailed instrument panel was also redone, and all in all, it is a decided improvement over the older kit. One major improvement is the absence of the bomb bay doors, which, on the old kit, could be left open--in fact should be left open, since they did not look right when closed.

I don't know what the local price on the L/S Judy kits will be, but I would suspect between \$1.00 and \$1.50. This one cost 35¢ in Japan.

A new line of 1/72 scale armor has recently arrived locally. These are produced by E.S.C.I., an Italian firm. It was a case of flooding the market, since a total of seven new kits were released at one time. Two of the kits that I obtained from Longman's were duplicates of other kit issues, the Hanomag Sd. Kfz. 251/1 and the Hetzer. But the other five were entirely new, and now make the need for conversions unnecessary. The kits include:

Tank, Pz.Kpfw. II Ausf. F	SP-ATG Marder III
Tank, Pz.Kpfw. III Ausf. M	Tank Destroyer Hetzer
Self Prop. 105 mm Howitzer Wespe	SP-155 Howitzer Hummel
Halftrack, Sd.Kfz. 251/1	

I've built two of these, and they are very nice kits. Assembly is straightforward, with minimal flash. The tracks, however, and a little stiff, and the vehicles look realistic on y when heavily loaded. I filled my Pz.Kpfw. II with BB's, and it looks nice, provided, of course, that you don't rattle it. Then it sounds funny. They are worth buying, though.

Perhaps the best of the new releases in 1/72 scale aircraft is the Italaeri Junkers JU-188. If anything, it is better than their previous releases. It is accurate, easy to assemble, and well detailed. The instructions are a little difficult to decode at times, but with decent reference material, it is not difficult to construct a magnificent model of the JU-188. Parts are included for two versions, the Jumo and BMW-powered types. The castings are extremely well done, and the cockpit detail, which is visible because of the large amount of glass in that section, is very nice. I did find it difficult, however, to find out exactly where the instrument panel should go, as the drawing leaves a little to be desired on this point.

All in all, the Italaeri, even at around six bucks, it to be highly recommended. And there is an added bonus. If the cockpit area is chopped off, and the wingtips are modified slightly, you will have a beautiful Junkers JU-88G. By adding fuselage sections, some of the long fuselage versions can be made. This aircraft has a lot of developmental potential.

Incidentally, Matchbox is reputed to have a JU-188 on the market. I don't have one yet, but it may be as useful at the Italaeri version, and is probably a lot cheaper.

The French Heller firm has not been standing by idly while other firms get out the kits. I've obtained their P-51D (reviewed elsewhere), the ME-262B-1/II night fighter, and the ME-109E. They also have a P-47M that has been out for some time. All of these are nicely molded, and the BF-109E looks especially nice, certainly nicer than the Matchbox kit, but at double the price, I don't know how many I'll buy.

Two more ME-262's have been released recently, one by Matchbox depicting the ME-262A-1 fighter and fighter bomber, and the other, a much superior kit in my estimation, by JoHan, depicting ALL of the major versions. The JoHan kit has the right landing gear doors, which is nice for a change, and follows the same practice as their P-47D, with interchangeable rear fuselage sections for the single and two seat versions. The radar is usable, or it could be replaced with a scratched unit. The one thing missing is the fuel tanks, which the two seaters often carried. Bombs are provided, but these don't look right on a night fighter.

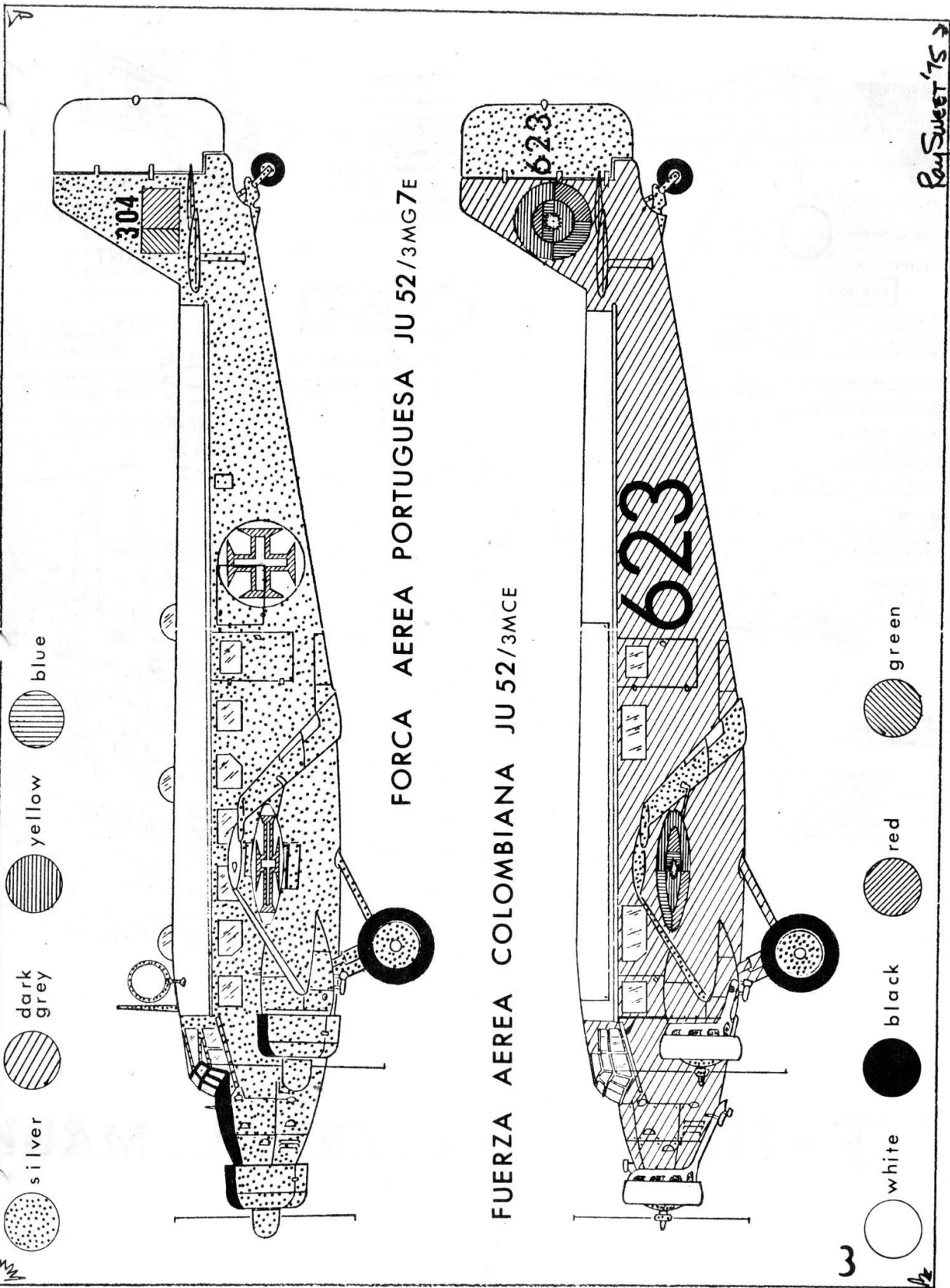
KIT REVIEWS: THE P-51D'S HAVE ARRIVED, EN MASSE.

B. BAKER

How long have we been hacking away at old Lindberg and Airfix P-51D's, trying to get an acceptable model and later filing off the rear fuselage of a Monogram P-51B with the same goal, only to be frustrated, finally saying, "Aw, to Hell with it. I'll build another FW-190 instead." Well, the time has come, and when it rains here, we get flooded, especially when THREE P-51D's appear at the same time, following a FOURTH, the Matchbox kit, which looked good for a while.

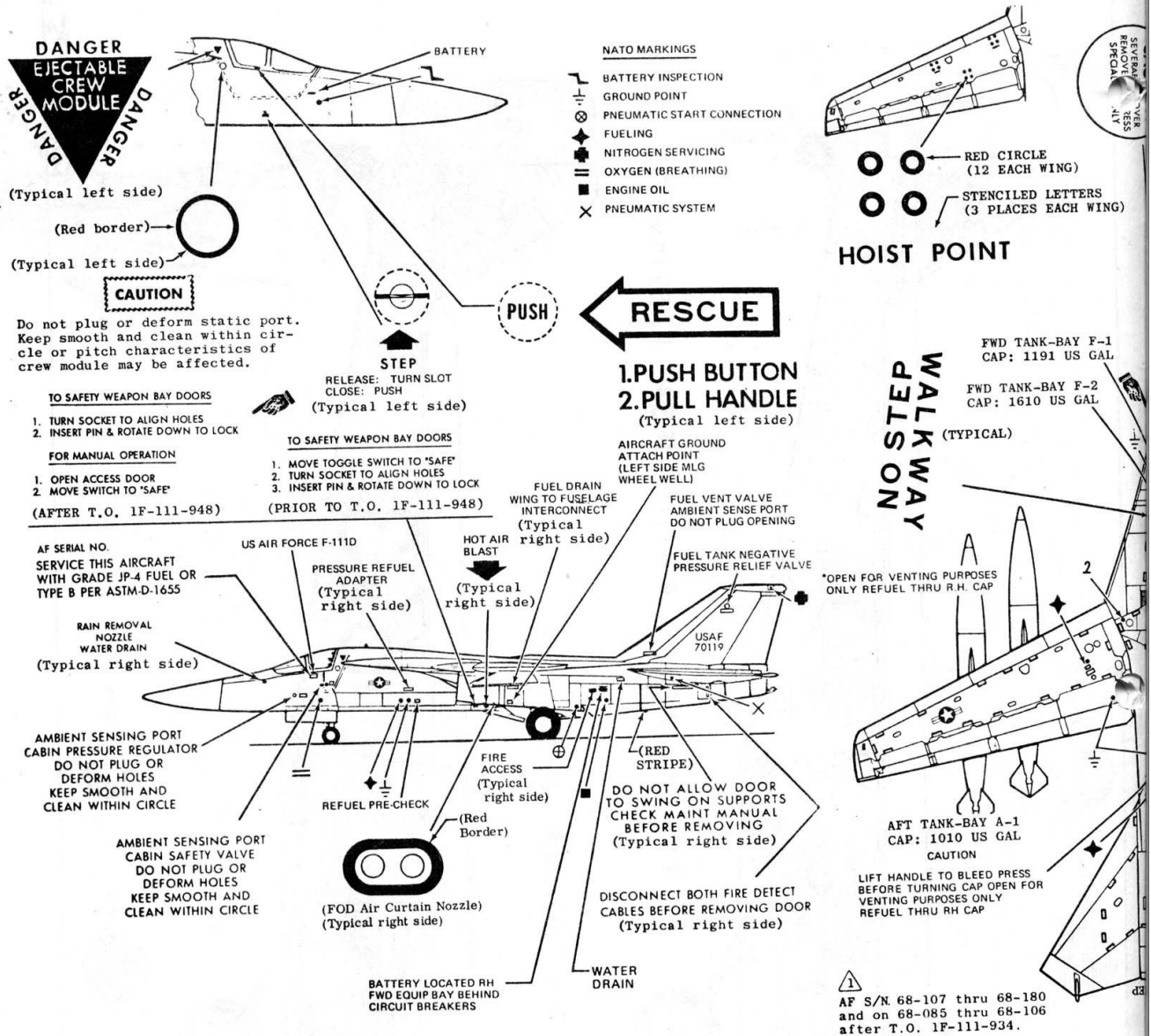
WHERE WE WERE

MARCH 1975



WHERE WE WERE

MARCH 1975

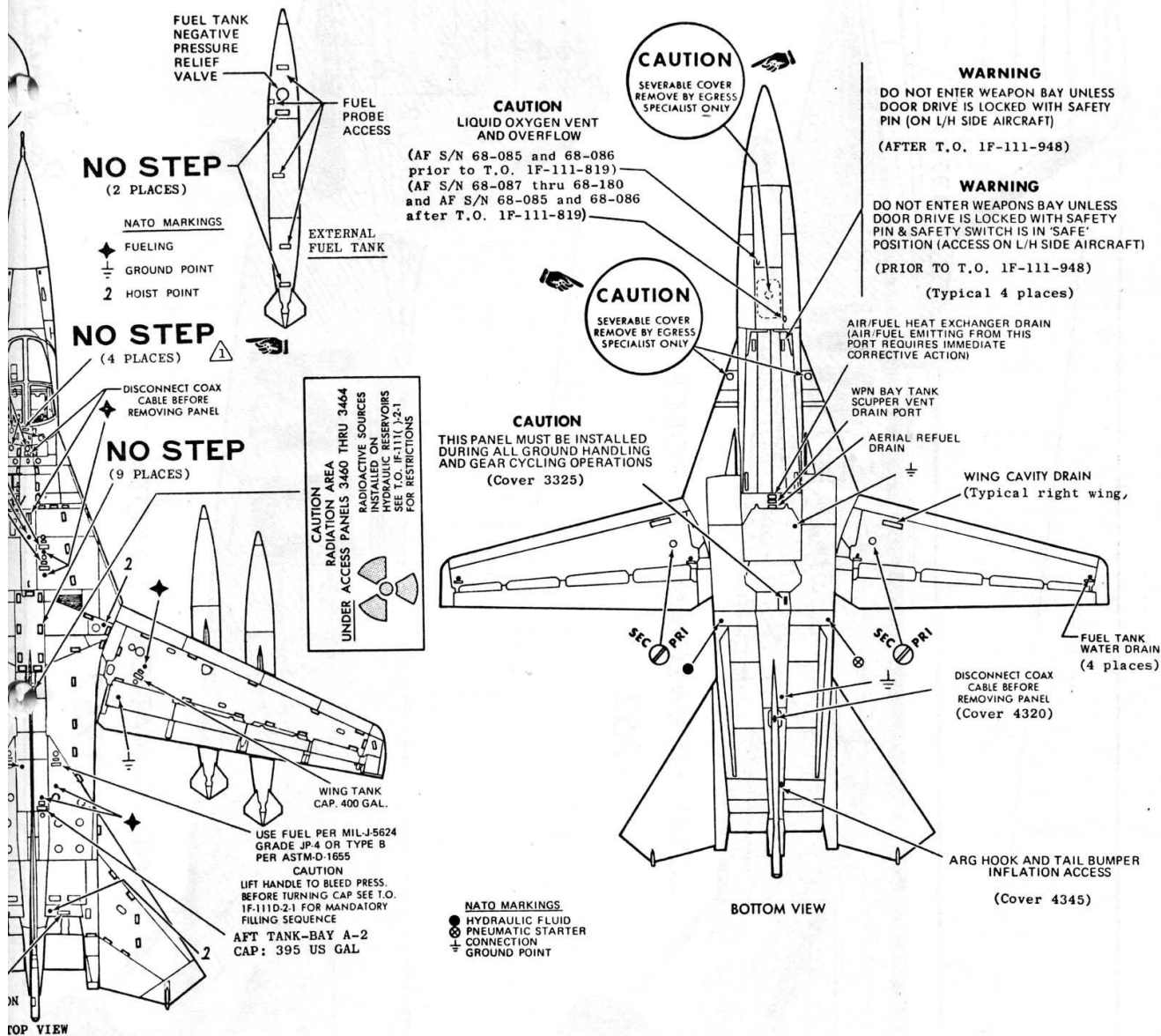


F-111D

EXTERNAL MARK

WHERE WE WERE

MARCH 1975



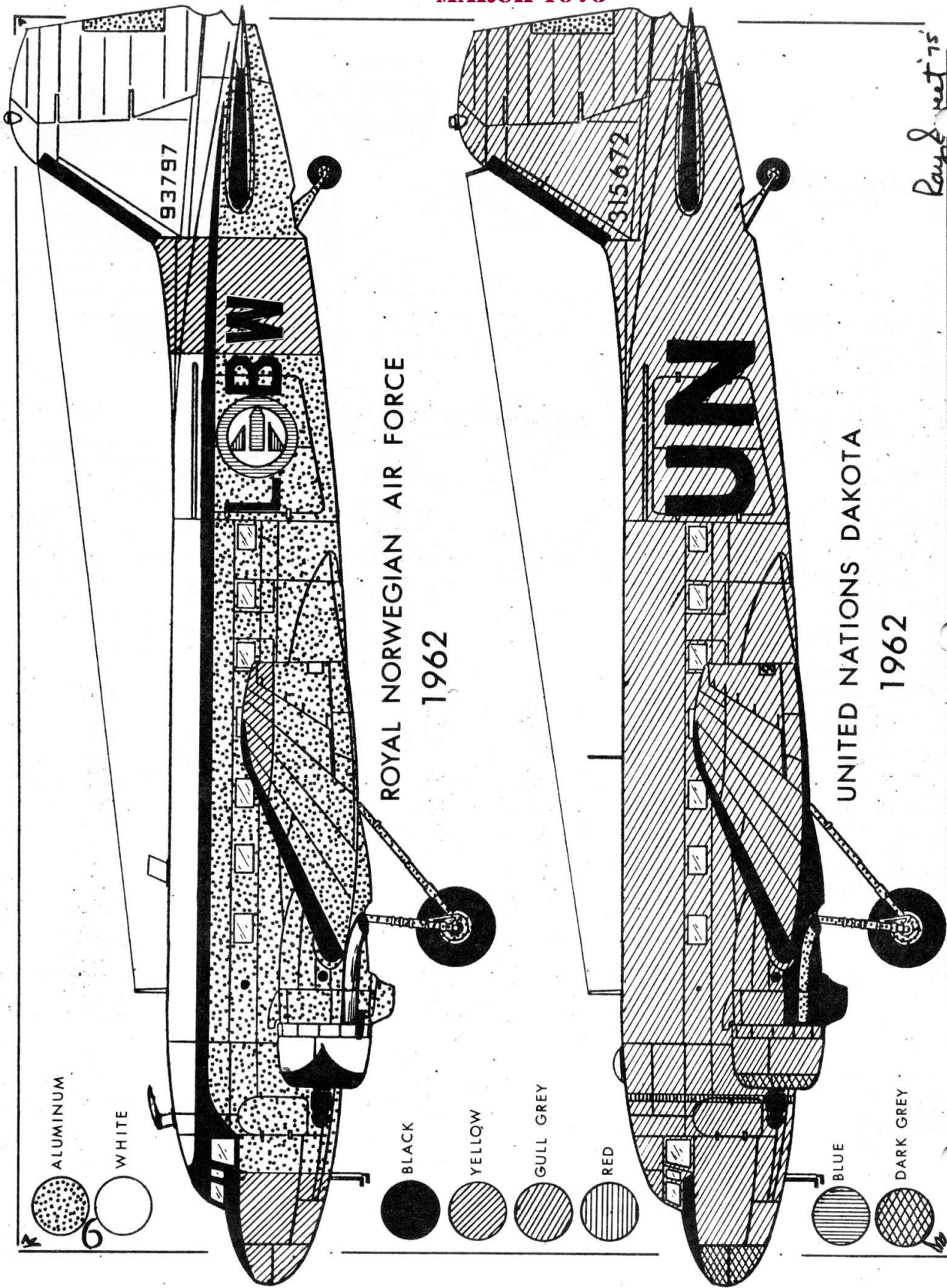
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T.O. 1F-111D-2-1

(THANKS MILIC)

WHERE WE WERE

MARCH 1975



WHERE WE WERE

MARCH 1975

Last summer, the Matchbox kit appeared. It was reasonably accurate in outline, but was not up to their earlier quality. At the same time, rumors were circulating of the Hasegawa and Airfix kits, so most of us bought several, built one or two, and sat back in anxious anticipation. Then the storm broke.

Heller's P-51D arrived first, quite unexpectedly. Aside from heavy rivet detailing, it looks good, although I haven't had it out of the box more than three times. It is cast in their usual light grey plastic, and has several advantages. The Heller kit has the extended fin of later model P-51D's as an add-on feature rather than as something you have to hack off if you want to do the early version. Also, two different types of underwing tanks are provided, as well as two different canopies. Looking at this one again, I'm tempted to try it right away to see what it looks like.

Hasegawa came next, and theirs is the best P-51D I have built. They did just about everything right on this one. It even looks exceptional when sitting on the ground. The "spirit" of the aircraft very well. At \$1.75 locally, they are expensive, but they are excellent kits and should remain the standard for many years to come. The kit comes equipped with two different canopies.

The Airfix came last, but certainly not least. The only fault I can find on this kit is in the rivet detail, since these aircraft were flush riveted, and most kits have to include bumps so it looks like it has some surface detail. The Airfix kit, while having only one canopy, has two props—one for the P-51D and one for the P-51K, which differed only in the prop. The cockpit detail is nothing short of sensational for a 1/72 scale kit. The insides of the cockpit walls have paneling and junk crammed into the space similar to the real airplane. You can build this one with the canopy open with no apprehensions whatsoever. Also, the tailwheel looks accurate, and a postwar version, without tailwheel doors, would be no problem. Get this one. Squadron shop has them on sale until the end of this month, if you can order in time.

MUSTANG AT WAR
Rodger A. Freeman
Doubleday, \$10.00

C.K.Krause

If you're reading this it's pretty certain you have a book about Mustangs in your library; or several; or a helluva lot. Lets face it in many cases if you have nothing better to do you write a book about the Mustang. So what makes this worth springing 10 bucks for?

Rodger A. Freeman is the gent who wrote *The Mighty Eighth*, certainly a definitive work, and really the reason I sprung my 10. This is a spinoff from the 8th (could make a nice series) and traces the P-51 from its inception up to and slightly beyond Korea. The Allison engine versions are given more coverage than usual, and new to me was someone saying it was a pretty good airplane, used in frontline service up to the end of WWII. Author Freeman tells this tale and the rest in an informative, readable style. Several chapters are written by people with special knowledge of portions of the Mustang's career.

What does make this book worth considering are the photos, most of them new and some even in color. To top it off they are printed nice and large so you can see what they are. My favorite is a slightly soft one of 2nd Lt. Robert Little flying over the 12th Tac. Rec. Sq. reputed to have shot down the last aircraft in WWII Europe, a FW-190 over the Danube at 20:00 on May 8, 1945. (don't feel bad for the 190 jockey 'cause he was trying to do the same thing to Lt. Robert Little flying our '51).

Not the epic of *The Mighty Eighth*, but a nice book if you're interested in Mustangs and want some more good pictures.

P.S. I mentioned above that this would make a good series, and I guess it is. I stopped at VAL'S and bought TYPHOON AND TEMPEST AT WAR (Ian Allen, \$11.50), by Arthur Reed & Roland Beamont, who incidentally is the same Roland Beamont who's markings Revell used on their 32nd scale Typhoon.

Other than a lack of color photos the comments of MUSTANG.. apply, and since this is not a well covered pair of aircraft this book becomes an even more welcome addition to my bookshelves.

I hope there will (are?) more.



**ANNUAL
ARIZONA HOBBY
& CRAFT SHOW**

May 30 - June 1, 1975

Assembly Hall Phoenix Civic Plaza

KIT REVIEW: THE MATCHBOX JU-188

B. R. BAKER

This is being inserted into D/P immediately prior to the trip to the printers, so it supersedes the previous statement on the Matchbox JU-188. I obtained two yesterday, and the results are truly amazing. First of all, if you want a JU-188 kit, use the Italaeri version. But all is not lost. Even though the kit has a number of serious faults most of which could be corrected with a gargantuan amount of effort, the kit does have its good points, and it is well worth getting several, especially at the much lower price than the Italaeri kit sells for.

The Matchbox kit's faults are these. Although accurate to a degree, the windows in the cockpit area are not all glassed in. Some are just indented into the plastic, and it would take a true artisan to chop away the plastic and insert clear plastic to simulate the plexiglass used in the real airplane. Another problem is the engines. Only the BMW's are provided, but this is not fatal, since most of these aircraft were equipped with the BMW radial. The props are another story, however, since they are about 2 feet too short in overall diameter. I used the extra set from my Italaeri kit. What Matchbox did, an unpardonable sin in my opinion, was to use FW-190 props and front cowling assemblies, with a new cowling ring. This cuts costs, but the props are way too small. As I recall, Lindberg tried a "universal prop" on several of their really bad kits awhile back. This is OK for toys, but not for models of real aircraft.

Now to the positive side. The Matchbox JU-188 can be used for the basis of conversions to any of the JU-88G series, and is ideal for a mistel, since the forward fuselage section is nearly useless anyway. I also intend to convert at least one into a JU-388. The basics are there, and the bad parts are the ones that need changing. Furthermore, with some major surgery, the nose area could be used to make a JU-88B-0 from the Revell kit. So, all is not lost. The kit can be saved, but not as a JU-188.

THIS MONTH'S CENTERFOLDS: THE "IRON ANNIES"

RAY SWEET

COLUMBIAN AIR FORCE JU-52/3MCE (1936)

This aircraft was operated on floats and wheels, as was used for cargo carrying. Note the top loading hatch. No door is on the right side. Windows are the same on both sides. The engines look very much like they were taken, cowl and all, from Boeing P-12E or P4B-4 fighters—even the face plates are the same. The props are two bladed, and air natural metal out to the cowl diameter, add black to the tips. Decals could be used from the AMT P-86F kit or from the Stoppel sheet on South American countries.

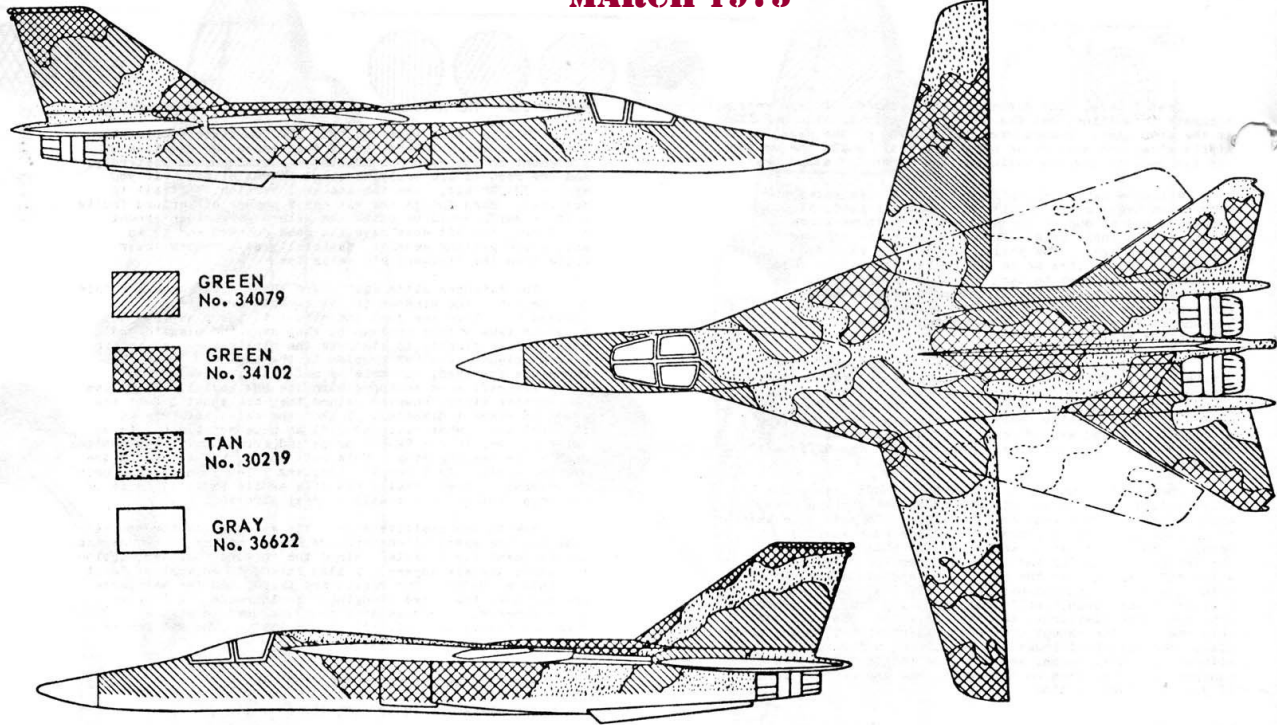
PORTUGUESE AIR FORCE JU-52/2MGT

This aircraft now stands in a park at Coimbra (sic). Its original engines have been replaced, along with props, from N.A.A. Harvard spares. Doors and windows are the same on both sides. The three astrodomes suggest that the aircraft was used as a navigational trainer at some time in its career. A few of these aircraft are still reported to be in operation. Decals can be used from the Stoppel sheet, or from the Frog Blackburn Shark kit. Exhaust stacks are on the right side, like on the AT-6. Incidentally, both aircraft have had engines on wings mounted in line with longitudinal axis of the aircraft, and not facing out to the side as on German production models.



WHERE WE WERE

MARCH 1975



F-111 Aircraft Camouflage Pattern.

T.O. 1-1-4

dirty plastic

ARIZONA HISTORICAL MODELERS SOCIETY (AHMS)
14815 N 24th Dr. Phoenix, Az. 85203

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



PRINTED MATTER
3rd. Class

Membership

For only \$1 a month you get all of this

- . Monthly club newsletter**
- . Discounted club T-shirts**
- . Modelzona**
- . Monthly Raffle Prizes**
- . Monthly contest awards**
- . Annual club Awards party**
- . And more**

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

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

2026 CLUB MEETING CALENDAR

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

JANUARY 2026Tuesday 6th 7pm
Seminar/Speaker:

B&B Session 17th

JULY 2026Tuesday 7th, 7pm
Seminar/Speaker:

B&B Session 18th

FEBRUARY 2026Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

AUGUST 2026Tuesday 4th 7pm
Event : **Club Swapmeet**

B&B Session 15th

MARCH 2026Tuesday 3rd, 7pm
Seminar/Speaker: 3 British airfields
(History and exhibits)/Lyn Gorton

B&B Session 21st

SEPTEMBER 2026Tuesday 1st 7pm
Seminar/Speaker:

B&B Session 19th

APRIL 2026Tuesday 7th 7pm
Seminar/Speaker: Submarine Life in
the 1970,s/LCDR Joseph W.Trotter
USN (Ret)

B&B Session 18th

OCTOBER 2026Tuesday 6th 7pm
Seminar/Speaker:

B&B Session 17th

MAY 2026Tuesday 5th, 7pm
Seminar/Speaker: Bases For Models/
Scott Reigel

B&B Session 16th

NOVEMBER 2026Tuesday 3rd 7pm
Seminar/Speaker:

B&B Session 21st

JUNE 2026Tuesday 2nd 7pm
Seminar/Speaker:

B&B Session 20th

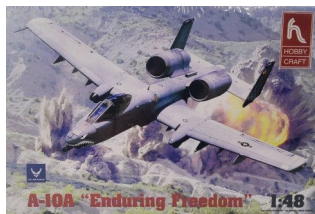
DECEMBER 2026Tuesday 1st 7pm
Event: **White Elephant**

March Raffle

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



Item A: 1/48 Hobbycraft A-10A Warthog



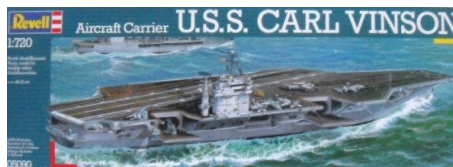
Item B: 1/24 Revell '71 Plymouth HEMI Cuda 426



Item C: 1/72 Matchbox CH-47D Chinook



Item D: 1/720 Revell USS Carl Vinson



Item E: 1/48 Tamiya P-38F/G Lightning



Item F: 1/144 Blazing Gundam "Gundam Breaker Battlelogue"



Item G: New From Hobby Depot: 1/72 Dual Combo Spitfire Mk.Vb



UPCOMING EVENTS

May 16th—Desert Scale Classic (Flyer on last Page)
November 14th—Modelzona

IPMS Phoenix / Craig Hewitt Chapter

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

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

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

2026 Chapter Officers

- President..... Kevin Henthorn.....kdhpolarbear@yahoo.com
- Vice President..... Scott Reigel.....<http://www.ipms-phoenix.com/>
- Secretary Hal Sanguinetti.....<http://www.ipms-phoenix.com/>
- Treasurer Bill Dunkle.....<http://www.ipms-phoenix.com/>
- Member At Large.....Hal Sanguinetti.....<http://www.ipms-phoenix.com/>
- Membership Chair.....Lyn Gorton.....<http://www.ipms-phoenix.com/>
- Webmaster..... Michael Ronnau.....<http://www.ipms-phoenix.com/>
- Newsletter Editor Lyn Gortonlyngorton@hotmail.com

Useful Links

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

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

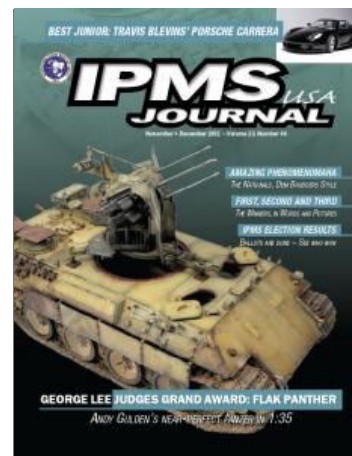
Join the IPMS/USA!

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

IPMS/USA PO Box 45235
Omaha
NE 68145-0235



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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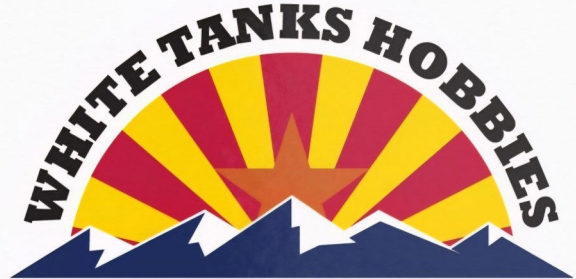


DESERT SCALE CLASSIC

Model Car Championship

Second Saturday, Every April
Phoenix, Arizona

dsc-hq@cox.net
DesertScaleClassic.org



3D Printed Details

www.WhiteTanksHobbies.com

Bitchin Bases



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Laser engraved acrylic, accurate, detailed, durable, paintable and weatherable

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By a modeler for all modelers

Contact Scott Germain at LightAndLift@gmail.com
Search "B-Bases" on Facebook

DESERT SCALE CLASSIC XXII

MODEL CAR CHAMPIONSHIP AND SWAP MEET

MARTIN AUTO MUSEUM

4320 WEST THUNDERBIRD RD

GLENDALE, AZ 85306



- CRITICALLY JUDGED COMPETITION WITH 30 CLASSES INCLUDING JUNIORS
- FREE MAKE IT & TAKE IT FOR KIDS 10 & UNDER
- RAFFLE
- VENDOR TABLES

AT THE INCREDIBLE MARTIN
AUTO MUSEUM

- BEAUTIFUL WELL LIT EVENT ROOM
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- JIM'S MODEL SHOP



SATURDAY MAY 16, 2026

8.30AM TO 5.00PM



WWW.DESERTSCALECLASSIC.ORG WWW.MARTINAUTOMUSEUM.ORG