



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Hello,all,

As we said previously, the first in-person meeting will be held at the American Legion Post #1 in June. However, it will not occur on the first Tuesday as we normally would. Due to unforeseen

circumstances, we've moved the meeting to 8 June, one week later than normal. With the new CDC guidelines, you don't need to wear a mask if you're fully vaccinated. We strongly urge you to correctly wear one if you are not vaccinated. Mike Mackowski is working with the Legion Post on using their WiFi to continue the Zoom portion of the meeting for those who cannot make it or do not feel comfortable with attending yet.

Our plan for the June meeting is to have it be a 'welcome back' meeting. The committee appointed to oversee this has come up with some ideas to make it truly a welcoming event. We will have refreshments consisting of cake, iced tea (sweet and unsweetened), and water. Of course, other beverages will be available at the snack bar at your expense. We will be having two types of raffles, with each having two levels of models, regular items and large items. Every member who attends the meeting will be given a free ticket that is to be used for the first series of drawings. It will be your choice whether you put in for regular or large items(see next page). The second will be our normal type raffle, with tickets sold by the Vice President in the normal manner. I'm also pretty sure the large items in the normal raffle will be \$5.00 tickets. The model contest for the month is 'Your Best COVID Model.' Choose the best model you built since last March and enter it. Also, please bring your other lock-down completions to put on the display tables for everyone to see. That should provide plenty of fodder for Martin's Instagram page.

The last thing for the meeting will be a swap meet. Yes, we're still planning our normal one in August, but we thought we'd give everyone an opportunity to shuffle around the kits you have and swap them for something different. Bring whatever you want to sell/trade and fistfuls of cash.

So the meeting will be on June 8th at 7 PM. For those of you who will still be joining us via Zoom, Lyn will also be sending out an invitation so you can join us that way. See you on the 8th.

Steve

Corsair Stop Press Dates 2021

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

THIS ISSUE

Online Display Photos.....	3
B29-Hunter Mark Rossman.....	4
Jet Fighter Book Review F.S. Werner.....	7
Club Contest Themes.....	10
Editors Corner.....	11
Club Meeting Calendar.....	13
Raffle Update & Upcoming Events.....	14
Website References	15



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Welcome Back Raffle Items

Every member who attends the meeting will be given a free ticket that is to be used for the first series of drawings. It will be your choice whether you put in for regular or large items.

Trumpeter 1/350 USS Hornet

Trumpeter 1/350 USS Fort Worth LCS-3

AMT/ERTL 1/1000 Star Trek USS Excelsior

Hasegawa 1/48 Voyager Space Probe

Academy 1/35 AH-1W Super Cobra

Trumpeter 1/72 CH-47D Chinook

Tamiya 1/35 2 ½ ton 6x6 Cargo Truck

Roden 1/72 FWD Model B 3-ton Truck & BL 8" Howitzer Mk. VI

Hobby Boss 1/48 F4U-1 Corsair Late Version

Hasegawa 1/72 F-14B Tomcat VF-11 Red Rippers

Hasegawa XF5U-1 Flying Pancake

AMT 1/25 The Amtronic

AMT/ERTL 1/25 #97 Rubbermaid Ford Taurus

Tamiya 1/32 F-4C/D Phantom II

Hobby Boss 1/32 B-24J Liberator

1st Miniatures 1/16 US Paratrooper 101st Airborne WWII

Alpine Miniatures 1/16 British SAS Commando WWII

Display Models



1/48 scale Dora Wings Messerschmitt Bf 109 B

Had this one in the stash for a while and have never had a Dora Wings kit before—bought this one at the 2018 Nationals because it made a change to see an early version.

This one was flown by J/88 of the German Condor legion in Spain 1938.

Was a good build apart from the front end which had way to many pieces compared to other kits.

Lyn Gorton

B-29 Hunter – Tamiya 1/48 Ki-46

By "Mark L. Rossmann"

History: Mitsubishi Ki-46 Hayakushiki Shitei, or “Dinah” as known by the allies, began in December of 1937 as a request from the Japanese Army for a long range recon plane that could carry out missions without interception from the enemy. Requirements were for 6 hours of flight at 250 mph, at 20,000 ft. with a maximum speed of 375 mph at 13,500 ft. Flight tests began in November of 1939, the Army was very happy with results as it was better than the latest Army fighter the Ki-43 and superior to the Zero. The production version consisted of 2 Mitsubishi Ha-102, 14 cylinder air-cooled radial engines with output of 1400 h.p. each.



A total of 1,093 of the Ki-46-II's were built. The Ki-46-III version went into production with upgraded engines each outputting 1500 h.p. in 1943, with greater fuel capacity and a newly designed forward section, providing much improved handling characteristics and aerodynamics.



B-29 Hunter – Tamiya 1/48 Ki-46

By "Mark L. Rossmann"

In June of 1943 the Army needed a high performance high altitude fighter, adapting the Ki-46-III, which had the high altitude performance required, was approved in May of 1944 and work immediately began. Two 20mm cannon were installed in a modified stepped nose, which also removed the forward fuselage tank. These aircraft were designated as Hayakushiki Shitei III Kai Air Defense Fighter "Otsu" type. In July of 1944 the Army requested that a forward firing 37mm cannon be placed in the upper fuselage to fire upward at a 70 degree angle, these aircraft were called Hayakushiki Shitei III Kai Air Defense Fighter "Otsu Hei" type. Most of these were flown by non combat experienced Recon pilots, the Ki-46-III Kai proved a disappointment. It was a difficult climb and catch of the high-flying Boeing B-29 Super Fortresses, and when it did catch the American bombers, the fighter's lack of armor and self-sealing tanks left it highly vulnerable to the B-29's heavy defensive armament. When the B-29s shifted to low-level night raids in May 1945, the Ki-46-III Kai became almost useless as it had no radar.



B-29 Hunter – Tamiya 1/48 Ki-46

By "Mark L. Rossmann"

Models: The first is the Tamiya #45, Ki-46-III Recon version. The kit instructions were good as usual. The fit as always is great with Tamiya and the interior with crew is done up nicely. Used the Tamiya synthetic spray AS-17 Dark IJA Green and AS-18 IJA Light Grey. The aircraft served in the Dorikuritsu Hikotai 18th Chutai, since it could reach the altitude of the B-29, it was used for dedicated patrol over the home islands to track incoming raids. The second is the Tamiya #56, Ki-46 Defense Fighter. The kit instructions were good as usual. The fit as always is great with Tamiya and the interior with crew is done very nicely. The color of this aircraft appears to have an earth tone to it, however in my representation it is IJA green, so it make be an incorrect color, as I used the standard Tamiya acrylic XF-13 IJA green, and XF-14 IJA light grey. This aircraft served with the 16th Dorikuritsu Hikotai, Taisho airfield, in December 1944. It sports the Kikusui (floating chrysanthemum) which denotes loyalty to the Emperor.



References:

Tamiya Instructions #45 and #56
Osprey Aviation Elite – B-29 Hunters of the JAAF, by Koji Takaki and Henry Sakaida,
Rand McNally World War II Airplanes Vol. 2 by Enzo Angelucci and Paolo Matricard.
Mark L. Rossmann

Tomcat. The word conjures up movie star roles such as 'Top Gun' and 'The Final Countdown'. The Turkey, as it was affectionately known, is an icon in naval aviation history. Flying at the very end of the Vietnam War, at least at the very end with the withdrawal from Saigon, the F-14 had a wide array of armament from which to fly and fight with, including the AIM-54 Phoenix missile system. The Tomcat shot down Libyan fighters in 1981, the first air to air kills since the Vietnam war. They did it again in 1986, again shooting down two Libyan fighters. The Tomcat evolved over time into a Bombcat and photo recon aircraft by adding TARPS pods. The F-14 continued to dominate in the skies of the Mideast, especially in the service of the Iranian Air Force. Eventually replaced by the F/A-18 Hornet, which was actually a smaller and less capable aircraft, the F-14 had held the front line for over 30 years.

Floyd S. Werner, Jr.

The F-5 Freedom Fighter was used by the Navy as an aggressor in its Top Gun program. The paint schemes on these fighters are quite eye catching. They are painted up to mimic potential foreign adversaries. Of course, those that watched 'Top Gun' will recognize the MiG-28 version of this aircraft.

VOUGHT XF8U-3 CRUSADER III



F-4C, BuNo. 159909, the GAG aircraft for VF-124 as it appeared in April 1966 is the subject of the profile above. The striking tail markings include the colors of the units assigned to Carrier Air Wing NINETEEN at the time and the CAG-19 emblem. (Artwork by Bob Roszak)



The F-4J was the remanufactured version of the F-4E Crusader, and it featured the double hinge leading edge droop and the larger horizontal stabilizers, both of which were design aspects of the F-4BSP Crusader used by the French Navy. BuNo 156860 was an F-4J assigned to the "Checkmates" of VF-21 aboard USS HAMCOK, CDR-15. The squadron made nine deployments to Vietnam, the last four of which were with the F-4J. (Artwork by Rick Rozak)



F-5s were also assigned to Naval Reserve squadrons during their final years of service. BuNo. 150054 is painted in the yellow and black markings of Naval Reserve squadron VF-352. It has the unit's stylized ND tail code, with the D being represented by the Greek letter Delta. The F-5J was flown only by Navy squadrons. None ever equipped a Marine fighter squadron. The final fighter variant of the Crusader to serve with the Marines was the F-5N. (Grove)



The first of the three flying XF8U-3 Crusader II prototypes, BuNo. 146346, poses on the dry lakebed at Edwards Air Force Base, California. Like the standard Crusaders, the Crusader II featured a variable incidence wing and full span leading edge droops. Both features are visible in this view. Three radar-guided Sparrow missiles were carried semi-recessed under the forward fuselage. (NMAA)

[illegible]

The Pratt and Whitney J75-P-8 engine was chosen to power the Crusader II. This powerful engine could develop 18,500 pounds of thrust in military power and 26,000 pounds of thrust in afterburner. Different versions of the J75 powered several military and commercial aircraft, most notably the F-105 Thunderchief and the F-106 Delta Dart. (Continued)

Another adversary aircraft is the F-21A Kfir out of Israel. This aircraft is which was designed in Israel is the only adversary aircraft that wasn't designed and produced by a US company. It also featured some really nice paint scheme. The replacement adversary aircraft for the F-21 was the F-16 Fighting Falcon. Used by both Marines and Navy, the F-16N, A and B was used to be the simulator for the MiG-23. The Navy procured 22 single seat F-16N and four TF-16Ns. This aircraft, especially without some of the usual equipment, is the fastest F-16 at the time. F-16As and Bs were used once the embargo of Pakistan took place in 2002. These adversaries are quite colorful and change over their lifetime.

NORTHROP F-5E, F-5F, & F-5N TIGER II



Three of the original F-5E Tiger II's obtained by the Navy for use as threat simulators in dissimilar air combat training (DACT) are parked on the ramp at NAS Miramar, California, in front of the TOPGUN hangar. Each is painted in a different

[illegible]

The mockup for the F-14 was inspected and approved by the Navy at Grumman's plant. The number on the tail is indication of design 153-E, which was the one chosen from more than 8,500 initial design concepts. (Grumman)

[illegible]

The second of the two YF-17s was acquired by the Navy for use as a developmental aircraft for the F/A-18 Hornet, is shown here in a blue and grey camouflage scheme and Navy markings in December 1978. F/A-18 PROTOTYPE

[illegible]

The first Full Scale Development Hornet takes off from Lambert Field in St. Louis. This aircraft was used to evaluate the flight qualities and behavior of the new design. (McDonnell Douglas via Lind)

Jet Fighters of the US Navy and Marine Corps

Floyd S. Werner, Jr.

The F/A-18 Hornet, or legacy Hornets, replaced the F-14. After losing the fighter contract with the Air Force to the F-16, the F-17 was redesigned as the F/A-18 and proposed to the Navy. The Hornet actually replaced the F-4, A-7 and eventually the F-14. The combat history is included and the operational testing. Besides the role of the fleet fighter, performing both fighter and attack missions, the Hornet also did the photo recon and the aggressor role. It literally became the jack of all trades. This aircraft was used by the Navy's Blue Angels for the most

Following on the heels of the Hornet came the Super Hornet. Part of that came about because by redesignating it the Navy could just call it an upgrade and use upgrade money. The Super Hornet had very little in common with Legacy Hornets, save the name. It was over 25% bigger and as such none of the systems were interchangeable. The Super Hornet actually brings a solid airframe to do all the missions on a carrier, fighter, bomber, photo recon, refueler, and electronic counter-measures aircraft. This meant that the logistic umbilical was significantly smaller with common parts for the airframe. The Super Hornet has just become THE Navy aircraft.

The newest Navy and Marine Corps fighter is the stealth F-35. This aircraft may be the last of the manned fighters of the Navy. There are three versions and they are all discussed along with plenty of photos of them.

Seeing all these aircraft in overview in full color photos and with profile drawings is inspirational to say the least. Reading about the various deployments, engagements and history is a great way to get backstory for your models. Now if you are looking for the in depth, nuts and bolts photos this book isn't that kind. It is a great book for the overview and history of each aircraft. Does that mean it doesn't have some in depth photos? No, of course not. There are cockpit photos and photos of most of the engines used on the covered aircraft. If decal manufacturers just looked through this book they would have some great selling sheets. While this review is based off of the printed version from Amazon there is also a digital version that will allow you to enlarge the photos and get even more use out of it. This is another great reference book by Detail & Scale.

Highly recommended

You can obtain yours on Amazon at <https://www.amazon.com/dp/B08KSK6T4X>



The "Black Aces" of VFA-41 painted this F/A-18F in special markings commemorating the shoot down of the Libyan Su-22s by two of the squadron's F-14s on August 19, 1981. The 107 model was on the Tomcat flown by LT Larry Muczynski that day with LT Jim Anderson as the RIO. The other Tomcat (model 102 that was later changed to 101) was flown by the squadron commander, CDR Henry Kleemann, and his name appears beneath the windscreens, although it is misspelled with only one n. His RIO's name, LT Dave Venlet, is lettered below the aft cockpit. A profile of an Su-22 appears beneath the spade with the 41 on the vertical tail, just as it did on the two Tomcats that scored the kills when they returned to NAS Oceana following the deployment. Finally, a top view of an Su-22 and a Sidewinder missile appear on the forward fuselage beneath the LEX. (Vasquez)



In addition to their fighter and attack roles, Super Hornets serve as aerial tankers for the carrier air wing. Here, two F/A-18Es assigned to the "Tophatters" of VFA-14 are loaded with four external fuel tanks and an A/A42R-1 aerial refueling store on their centerline stations as they are readied for launch from USS NIMITZ, CVN-68. This is the usual tanker configuration for Super Hornets. (U. S. Navy)



The AN/ASD-12 Shared Reconnaissance Pod (SHARP) was used on F/A-18Fs for several years to provide the carrier air wing with a tactical reconnaissance capability. Here, the CAG Super Hornet assigned to the "Blacklions" of VFA-213 is prepared for launch from USS THEODORE ROOSEVELT, CVN-71. It has a SHARP pod loaded on the centerline station, but it is also armed with 500-pound GBU-38(V)2 JDAMs for the mission. (U. S. Navy)



Above: When stealth is not a mission requirement, ordnance can be carried externally on six pylons under the wings. Here, an F-35B assigned to VMFA-211 takes off from USS WASP, LHD-1, with laser-guided bombs on its inboard and mid-wing pylons, and an AIM-9X Sidewinder is on the outboard wing station. Note that the F-35B has a single wheel on the nose gear. (U. S. Navy)

Right: All versions of the Lightning II have two internal weapons bays that can be loaded with both air-to-air and air-to-surface weapons. Ordnance can be carried inside these bays when stealth is a major requirement for a mission or to simply load weapons in addition to those carried externally. In this photograph, a Joint Direct Attack Munition (JDAM) is being loaded into the left side weapons bay of an F-35B aboard USS AMERICA, LHA-6. (U. S. Navy)

an internal cannon, and that is the 25mm GAU-22A which is mounted near the left wing root. It is supplied with 182 rounds of ammunition. But for the F-35B and F-35C, a multi-mission pod (MMP) can be mounted under the fuselage on the centerline of the aircraft. This pod can be fitted with the GAU-22A 25mm cannon with 220 rounds of ammunition. Alternatively the pod can be fitted with aerial reconnaissance equipment, electronic warfare gear, or a rearward looking tactical radar.

The space required for the SDF system reduces the internal fuel carried by the F-35B compared to that of the F-35A and F-35C. The internal fuel capacity for the F-35B is 13,500 pounds. This compares to 18,250 pounds for the F-35A and 19,750 pounds for the F-35C. This reduces the range of the F-35B to 900 miles compared to more than 1,200 miles for the other two variants. The combat radius of the F-35B is just over 500 miles. Inflight refueling for the F-35B can be accomplished through a retractable probe that is contained inside a panel on the right side of the forward fuselage below the canopy.

Although the F-35B is intended to operate from amphibious assault ships, the wings do not fold to reduce the wingspan and save space on the flight decks and hangar bays of these ships. But the F-35B's wingspan of thirty-five feet, which is the same as that of the F-35A, is still small enough to fit on the ship's elevators without the need to be folded. The total wing area is 460 square feet.

The F-35B was the first production variant of the Lightning II to fly, making its initial flight on June 11, 2008. But for quite



some time, the flights were conventional. The first hover and vertical landing did not take place until March 2010. The first shipboard tests were conducted aboard USS WASP, LHD-1, by two F-35Bs assigned to VX-23 in October 2011. These were followed by a second round of at-sea tests in August 2013. Operational tests were flown in May 2015, again aboard WASP. Shortly thereafter, on July 31, 2015, the Marine Corps announced the Initial Operational Capability (IOC) for the F-35B. Development Test III took place aboard USS AMERICA, LHA-1, in November 2016. This was a proof-of-concept demonstration for the F-35B, and it involved live ordnance and night operations. On September 27, 2018, VMFA-211 flew the F-35B's first combat missions, conducting strikes against targets in Afghanistan from USS ESSEX, LHD-2. This was the

2021 Club Contest Themes

2021 Club Contest Themes

January: TBA

February: TBA

March: TBA

April: TBA

May: TBA

June: “Your Best Covid Build” one model entry only

July: Navy (surface and submerged)

August: Sci Fi

September: Airplanes(fixed and rotary)

October: Armour

November: Autos

December: “White Elephant”

Note there will be no competition due to the White Elephant but displays are welcome



EDITORS CORNER

BY LYN GORTON

As you will have no doubt read the Presidents message on the front Page you will know that we have an in person club meeting on the 8th June. This is great news as it is 15 months since we last met so I am looking forward to seeing friends old and new.

When you come to the meeting please remember to sign in—you will find the sheet at the entrance with a sign in here sign. I will have some hand pumped sanitizers on the table as well as a few pens please feel free to use but do not put them in your pocket. The sign in sheet only requires you to mark an X beside your name.

We have a new member who will hopefully make it to the meeting. Mike Buskey is a large scale (1/24, 1/32) aircraft fan and is keen to get involved with the club so please make him and the other members who joined us whilst on lockdown welcome.

Lately I have had a few mails concerning Corsair content and how it is decided what goes into the Corsair so let me clear this up.

The Corsair is a club newsletter for all of our club members. My job as editor is to put all of the content together each month. This includes any articles that are sent in and can include build and book reviews and pictures of models (as per competitions and raffle winners). I try to publish all that is sent from club members and that also includes any items that you may wish to sell or exchange.

Some of our members also have businesses and there is not a problem placing their cards in the Corsair—after all they are model related—there is no charge for any Corsair content, but I will not lift articles from other public domain ie Facebook so as not to contravene publicity and privacy rules. Also remember that The Corsair goes out to IPMS in general and may be read by others who are not members of our chapter so I will always advocate that any correspondence replies that require a response should only contain an email address.

If you need something published in the Corsair all you have to do is send it to me (my email is listed on the chapter officers and raffle page—14 in this issue). The only editing I usually do is to make sure it fits the page format. Previously the Corsair has published adverts from Tru Color paints (Both Scott and Martin are club members) and flyers for Modelzona and Desert Scale Classic all of whom are club related. Also published has been book and kit collections that club members wish to sell. This is your club newsletter so feel free to make use of it. Of course we also rely on your articles and reviews to help fill the pages with informative reading as it is not a good idea to turn a newsletter into an advertising sheet.

I look forward to filling the next Corsair pages with more pictures of our meeting on the 8th. Bring your competition and display models and lets get the ball rolling again.

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 Christmas party**
- . And more**

Remember that you have to be a member **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**

2021 CLUB MEETING CALENDAR

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

JANUARY 2021Tuesday 5th, 7pm
Seminar/Speaker:**JULY 2021**Tuesday 6th, 7pm
Seminar/Speaker:**FEBRUARY 2021**Tuesday 2nd 7pm
Seminar/Speaker:**AUGUST 2021**Tuesday 3rd, 7pm
Seminar/Speaker:**MARCH 2021**Tuesday 2nd, 7pm
Seminar/Speaker:**SEPTEMBER 2021**Tuesday 7th, 7pm
Seminar/Speaker:**APRIL 2021**Tuesday 6th 7pm
Seminar/Speaker:**OCTOBER 2021**Tuesday 5th, 7pm
Seminar/Speaker:**MAY 2021**Tuesday 4th, 7pm
Seminar/Speaker:**NOVEMBER 2021**Tuesday 2nd, 7pm
Seminar/Speaker:**JUNE 2021**Tuesday 1st, 7pm
Seminar/Speaker:**DECEMBER 2021**Tuesday 7th, 7pm
Event: *White Elephant*



June Raffle

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

- Item A: Emhar 1/72 9th Century Viking Ship
- Item B: Ban Dai 1/144 Star Wars Millennium Falcon
- Item C: Hobby Boss 1/72 UH-60A Blackhawk
- Item D: Revell 1/72 M2A2 Bradley
- Item E: Hasegawa 1/48 F6F-3 Hellcat "USS Essex"
- Item F: Italeri 1/72 A-6E Intruder USN/USMC
- Item G: AMT/ERTL 1/25 1966 Ford Thunderbird
- Item H: New Item from Hobby Depot

Note that there will be a Special Raffle this month. The kit is an **Academy 1/32 scale F/A-18C Hornet**. This is a nice model and the box is still sealed. Tickets are \$5.00 each or 5 for \$20.00. Bring money, don't forget to stop by the bank for your cash!

UPCOMING EVENTS

Modelzona—6th November 2021

Nationals—Las Vegas August 18-21 2021

IPMS Phoenix / Craig Hewitt Chapter

2021 Chapter Officers

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.org 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.

President.....	Steve Collins.....	http://www.ipms-phoenix.com/
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Military Colors And Camouflage	http://www.theworldwars.net/resources/

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

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



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Membership 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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AUGUST 18 - 21, 2021

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Museums - Gun Ranges - Speed
Racing

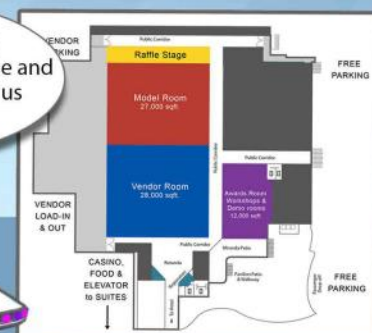


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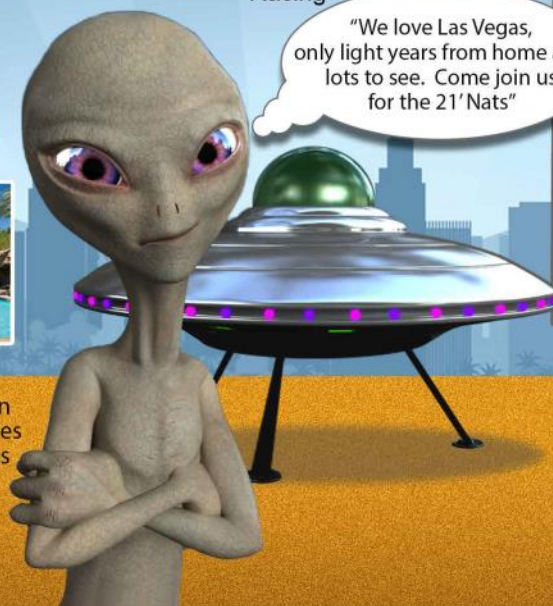
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