



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

President's Message

As before, we've decided it is best to cancel the June meeting of the IPMS Phoenix/Craig Hewitt Chapter. Given the CDC guidance that is in place, the demographic of our members, the difficulties in ensuring proper social distancing given unknown numbers of attendees, and a strong desire to do everything sensible we can to prevent its spread, we still think it is the best thing to do. We continue to monitor the status of the disease here in the valley and will decide on whether to hold the July meeting at a time closer to that date.

The alternative we are using is to have a virtual meeting on Tuesday, June 2, at 7:00PM via a software meeting tool called Zoom. We tried this a couple of weeks ago and it seemed to work well. Mike Mackowski has agreed to moderate the meeting. You should have received an invitation to the meeting if you have given your electronic contact information to Lyn. If you're using a computer with a camera and microphone, all you'll have to do is click on the link in the invitation. That will take you to a 'waiting room' for Mike to admit you. This is a safety precaution to prevent outsiders from partaking in what is becoming known as 'Zoom bombing.' If you use an iPad, iPhone, or other smart phone/smart device, you'll need to download the Zoom app from the normal place you get all your other apps. Then you'll need to enter the meeting number and the password included in the invitation. Once we get started, I'll do a brief bit of club business and Mike will do a demonstration on building resin kits. After that, we'll have some time for show and tell if you want to talk about your latest 'lockdown build.' I look forward to seeing all your smiling faces there.

I've left the following paragraph in from previous messages. It still applies and will continue to apply as far as I'm concerned. Please read it and use it if you need to.

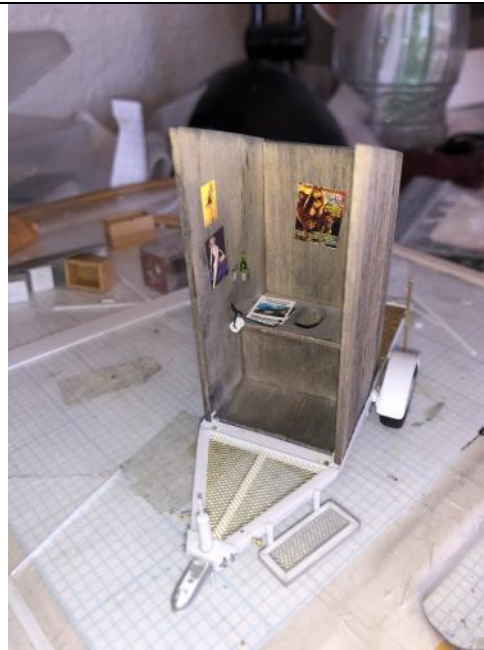
Times like these can be very difficult in lots of ways. And in difficult times, the best thing we can do is help each other. If you should find yourself in need of help, don't be afraid or too proud to ask for that help. Go to the club website, click on 'Contact Us.' Fill out the 'General Information Request' form on that page and submit it. It will get to me and I will do anything I can to get you what you need.

We will keep you all informed as to the activities of the club as soon as we can. In the meantime, be safe. Thank you.

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Display Models



Mike Mcfadden has sent in pictures of his current project. For those who remember his award winning Redneck houseboat, Mike says he intends to do at least one Redneck build a year. This one is or will be a redneck Porta potty and mike is looking for ideas as to what should go in it—I already said the old black and white portable TV which no self respecting red neck (is there such a thing) would not sit without.



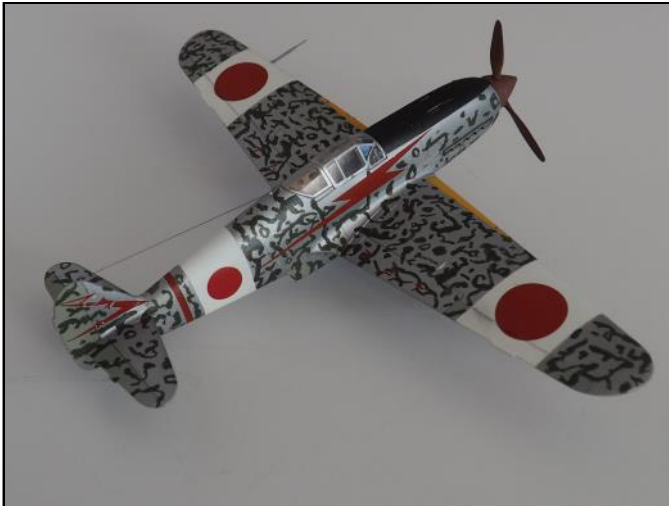
MK.1 Suoer Sherman—Ethan Dunsford



Diorama I made to honor the service of Robert Chavez, 1950-2019. It is a Tamiya 1/35 M151A1 Mutts with some Legend aftermarket and figures.

Mike Dassele

Display Models



Hasegawa Ki-61 II, 1/48, decals are the Kawasaki Tony Ki-61 Pt1 AeroMaster 48-116. Represents 244th ACR, 2nd company at Chofu Air Base Japan.

Mark Rossman



Tamiya P-47D-30-RA, 1/48, AeroMaster Decals 48-063 Thunderbolts Galore Pt. II Represents 365th FS, 358th FG based at Y-79 Germany

Mark Rossman



Airfix 1/48 JU87R-2 (Stuka)
Lyn Gorton

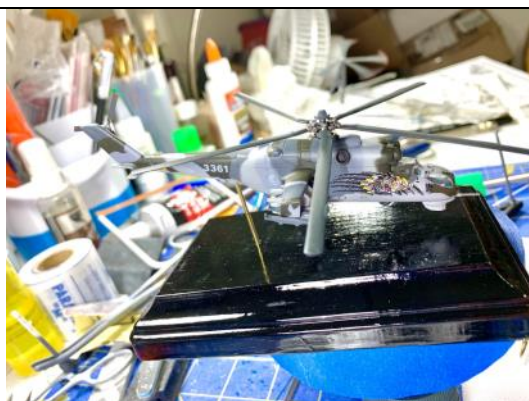


Revell 1/32 BF109-G10 by Craig Brown

Display Models



B-58 Hustler. Monogram Kit from 1985, 1/48 scale
Mark Krumrey.



Revell 1/144 Mi-24 Hind with JBr Tigermeet decals
Mike Pabis



Tamiya 1:48 Feisler Fi-156 Storch. I've augmented the cockpit with the
Eduard PE set - Irv Singer

Display Models



Revell 1/12th scale Ferrari 2002.- Paul Varda



As June was to be 'Battle of Britain' competition month I have a couple of pictures of my old dioramas depicting some BOB scenes.- Lyn Gorton

Display Models



Hasegawa 1/48 Mk V111 Spitfire Markings are of Leland Mollands, "Fargo Express" 308th Fighter squadron. Italy 1944
Terry Schuler

Revell 1/48 F-84G Thunderjet" by "Mark L. Rossmann"

One of the most important combat aircraft to see action in Korea was the straight winged F84 E/G. It's Republic design dating back to the rugged P-47 Thunderbolt of WWII. However, this became an important NATO Jet, as it was a type deployed to many member nations such as; Belgium, Denmark, France, Greece, Italy, Netherlands, Norway, Portugal, Turkey.



Like most early jets, the Thunderjet's takeoff performance was inadequate. In hot Korean summers with a full combat load, the aircraft routinely required 10,000 ft (3,000 m) of runway for takeoff even with the help of RATO bottles (two or four of these were carried, each producing 1,000 lb (4.4 kn) of thrust for 14 seconds). All but the lead aircraft had their visibility obscured by the thick smoke from the rockets. Early F-84s had to be pulled off the ground at 160 mph (140 kn, 260 km/h) with the control stick held all the way back. Landings were made at a similar speed, for comparison the F-51 landed at approximately 120 mph (100 kn, 190 km/h). Despite the "hot" landing speeds, the Thunderjet was easy to fly on instruments and crosswinds did not present much of a problem.



Revell 1/48 F-84G Thunderjet" by "Mark L. Rossmann"

The definitive straight-wing *F-84G* entered U.S. service in 1951. The aircraft introduced a refueling boom receptacle in the left wing, autopilot, instrument landing system, J35-A-29 engine with 5,560 lbs. of thrust, a distinctive framed canopy (also retrofitted to earlier types), and the ability to carry a single [Mark 7 nuclear bomb](#).

The top speed limitation proved troublesome against Mig-15's in Korea. Slower than the MiG, the F-84 was also unable to turn tightly with a maximum instantaneous-turn load of only 3 Gs followed by rapid loss of airspeed. One F-84E pilot credited with two MiG kills achieved his second victory by intentionally flying his aircraft into pitch-up. The MiG's chasing him were unable to follow the violent maneuver and one crashed into the ground. Luckily for the F-84E pilot, the aircraft did not disintegrate but the airframe did suffer heavy warping. The F-84 was a stable gun platform and the computer gunsight aided in accurate gunnery and bombing. Pilots praised the aircraft for Republic's legendary ruggedness.



Pilots nicknamed the Thunderjet "The Lead Sled". It was also called "The Iron Crowbar", "a hole sucking air", "The Hog" ("The Groundhog"), and "The World's Fastest Tricycle", "Ground Loving Whore" as a testament to its long takeoff rolls.

In 1952 Greece joined NATO and the Air Force was rebuilt and organized according to NATO standards. New aircraft, including jets, were introduced.

The Hellenic AF used the F-84G from 1952 into 1959. It was the first jet fighter acquired with about 200 equipping a total of 6 squadrons, the 335, 336, 337, 338, 339, 340 and by the first Hellenic aerobatic flight, the "Four Aces". Four F-84Gs were used for reconnaissance, by installing photo cameras on wingtip tanks. In 1957 the F-84F version started replacing the "G's", which were sent off to Yugoslavia, using them for another 10 years.

Revell 1/48 F-84G Thunderjet" by "Mark L. Rossmann"

There are about 14 reported crashes of Greek F-84G Thunderjet's on the Aviation Safety Network Foundation site. <https://aviation-safety.net/> The first being 52-8333 crashing near Almirs Magnisias on February 16, 1954. It is reported an instructor was fatally injured. Greece became the longest user of all the NATO countries of the F-84, with F-84F's in operational condition up to 1983.

Model: Revell F-84G 1/48

This is a very good model, no gun-bay or engine structure like the Tamiya and is less costly. Would definitely use Revell again.

Paint: Testers Silver, Yellow and Red spray, overcoated in semigloss.

Decals: HI-DECAL LINE: 48-019 F-84G, with 1 Greek and 1 French jet.



Note: The checker decals for the tanks come with a top and bottom for each tank, black square / clear square. Tank is painted yellow, after placing the decals on they had many wrinkles and wouldn't straighten out and started to rip. Luckily, I tracked another decal sheet down and painstakingly cut each black square out and applied them separately.

This represents a F-84G-16RE Thunderjet flying out of the Nea Anhialos A.F.B. in 1954 for the 340th Mira "Flying Foxes" of the 111th Combat Wing. Typical colors were black-yellow checkerboard on the wing tanks and rudder. However, FS-373 (51-10373) had the addition of a red tail and special design on the pipe. The decals are based on a photo in the IPMS-Hellas magazine.

References:

HI-DECAL Sheet,

Hellenic Airforce Website www.haf.gr

Wikipedia Aviation-safty.net <https://aviation-safety.net/>

Researching your Model Airplane By Brian Baker

One of the major problems in model building is deciding what models to build, scales, area of history to be represented, kit accuracy, and how far you want to go in order to produce an accurate model. For this article, keep in mind that I am writing from my experience over a period of at least 60 years in both modeling and aviation. In addition, I was a high school and college history instructor for my professional career, so I also add the background of a professional historian. So, from my experience, I'd like to share some insights with you.

BACKGROUND

As a modeler, you have, over the years, probably built up a body of background knowledge of your subject area. You will, hopefully, have done considerable reading in the field, and one would hope, have amassed a fair collection of books and other source of information in your field. This can get to be a problem in itself, as books are expensive, and take a lot of storage space. One alternative would be to collect all of the book and kit reviews you can find on line, and keep them in some kind of order so you can find the information when you need it. Over the years, you will discover that certain publications are much more useful than others, and that "general purpose" books are not always as useful as you might assume. Therefore, certain authors might emerge as authorities on the subject, and books by these might be the ones to invest in. With experience, you will become more discriminating in your selection of reference material.



Airfix Hawker PV-4



Eduard Avia B534-542

Researching your Model Airplane By Brian Baker

THE MODELS

First of all, remember that you can't do everything at once. In building models, I have found that I have to select a certain area to specialize in. Sometimes, these can be pretty general, such as "World War II, British", or "Commercial Airliners since the Fifties", but the categories can be much more general than that. As for myself, having held a commercial pilot and flight instructor certificate since college days, I define my area of specialization as "I will build a model of any airplane that I think I could get into and fly it around the patch without killing myself." That includes a lot of old, classic airplanes, but excludes the jet fighters and bombers that seem to be so popular today. It allows for an extensive variety of airplanes, and makes for what I think is an interesting display. And these are the kinds of airplanes that I am most familiar with.



Eduard Mig -15



Hit Kit Schreck FBA-17

Researching your Model Airplane By Brian Baker

SCALE

Scale is important because once you build a model, you probably want to keep it, so you'll need a place to display it. There are many different scales available in modeling, and as the scale gets bigger, so does the detail. I started in 1/72 scale when I was a kid, and scrounged Navy 1/72 scale recognition model plans from our high school library, and built over a hundred wooden scale models before plastic models became available. These have mostly disappeared over the years, as have my earlier efforts in plastic, as hopefully, my modeling has improved over the years. However, although I have scrapped out quite a number of models, I have always saved the pieces, and at times, I have resurrected the old models, removed the paint and glue, and rebuilt the planes using more recently acquired skills.

Models built to 1/72 scale originated in England before the war, and the earlier plastic kits produced there were used by the RAF for aircraft recognition training. The U.S. followed suit, and used the same scale for its black plastic ID models that were built during the war. After the war, when plastic models were produced for civilian consumption, British and later American kit producers adopted the scale, and when it caught on, most other countries built kits in that scale, and still do.

I am thankful that I selected 1/72 scale, because it allows for a certain level of detail, and yet the models are small enough that I can display the ones I have built. I would need an airplane hangar for storage if I built in a scale bigger than 1/72. Besides, 1/72 scale seems to offer a wider variety of airplanes than any other scale. Once you decide on a scale, you will probably think in that scale for the rest of your life.



SPL Hobby Wilderbeeste II



Revel Fokker V8

Researching your Model Airplane By Brian Baker

KITS

Unless you are going to do a lot of scratch building, you will need to find out what kits are available for each aircraft you wish to model. Hobby shops rarely have every model you will want, so it will pay to become familiar with what kits are available, or have been available, and how to obtain the ones you want. Lots of kits are available on line, or from dealers in second hand kits. There are sources of kits available, notable the John W. Burns book, *Pak-20, Plastic Aircraft Kits of the Twentieth Century (and Beyond)*, which list all aircraft the author knows about that have been issued in plastic as of the date of publication. These are listed in alphabetical order of manufacturer, and in order of kit producer, telling what kits a company has produced, and in what scales, in addition to a short sketch of the history of the company. This is very useful information,. The latest edition I have is dated 2003, but there must be more recent editions available.

Another source of information is the internet. IPMS.USA has published a large number of reviews of kits and reference material that are readily available on line at the ipms.usa.org website. These are arranged in several ways, and can be printed up for reference. Another site I find very useful is modelingmadness.com, a site operated by Scott Van Aken. Scott is retired military, and aside from his modeling experience, has been an avid aircraft photographer for many years, and has built up a very useful website which offers reviews of kits that his readers have built over the years. Most of his reviews are written by people who have actually built the kits, but some are “in-box” reviews that give you an idea about what to expect, but not an actual description of the building process. He also publishes reviews of books and other publications, and this is one of the best websites for modeling information.

Quite a number of publishers have produced aviation reference material over the years, mainly aimed at modelers, and if you are specializing in a certain area, it would be worthwhile to acquire a collection of *Squadron Signal In-Action Series*, *Profile Publications*, *Osprey Publications*, and *Mushroom Model Publications*. These present articles on specific airplanes, events, and campaigns, and include color information, which is essential in modeling.

Researching your Model Airplane By Brian Baker

COLOR REFERENCE

One major problem in modeling is the selection of colors for your model. This is an area that can get really involved, and is really a science in itself. In civilian aircraft, there doesn't seem to be any real authority on colors, although certain manufacturers and airlines used specific colors. Repaint jobs are another story. For military aircraft, there are reference works that explain the interior color schemes of German, British, American, Japanese, and other nations' military aircraft, and how they evolved over the years. Exterior color schemes are much more involved, and it will take years of reading to make sense of it. Most kit instructions have some kind of color reference for both interior and exterior colors, and these are sometimes accurate, and sometimes not. Much interior detail can't be seen anyway, so it is not that big a thing, but components such as wheels, landing gear, and other parts should be the right color. If you are using aftermarket decals, sometimes the decal manufacturer will provide an accurate color scheme for the model, but this is not always the case.

Even the paint itself can be a problem. I've used Testor's Model Master enamels for many years, but this line has recently been discontinued, so I'll have to eventually change paints, possibly going



Peoria Library Display



Model Cabinet
Luftwaffe 45

Researching your Model Airplane By Brian Baker

HISTORICAL RESEARCH

The biggest problem is building a model of a military airplane and getting everything right in the process. Most military paint schemes were consistent, although there were numerous variations. Paint jobs wore out, and planes had to be repainted, sometimes in a later scheme. Sometimes the season became an issue, and a snow camouflage replaced the traditional browns and greens. The only real solution to this problem is to obtain a photograph of the aircraft, or enough photos to know what the plane looked like from both sides. As an aircraft photographer for many years, I would usually shoot three views of each airplane, although I usually didn't shoot into the sun, which meant that we only got one side. Mostly, we assume that both sides are similar, but that doesn't always have to be the case. With just one photo of the plane, it sometimes becomes a matter of luck.

One good source of information is the fly-in. Organizations like the Experimental Aircraft Association, Vintage Aircraft Association, and Antique Airplane Association usually have annual fly-ins in various parts of the country. The EAA fly-in at Oshkosh, WI, is the biggie, with more than 10,000 airplanes of various types showing up from year to year. There are some military types, but mainly civilian aircraft, experimentals, warbirds, and other interesting types. Fly-ins are great for airplane photographers, as you can go right up to the airplane and take all the pictures you want, both exterior and interior. Arizona has fly-ins at Casa Grande and Buckeye, although this can change from year to year. Don't miss out on these, as they have quite a few warbirds show up.

I have found that a series of photos of an airplane is very useful in building a model of the type. This is especially true when modeling a modified type, such as a crop duster or racer. If you want to model a current military type, go to the next Air Force Base open house, and make lots of pictures. You can't have too much information to make a good model. Remember, however, that a lot of "warbirds", former military aircraft now owned and operated by civilians, have inaccurate paint jobs, so you can't always rely on them to be accurate.

WEATHERING

Airplanes look a certain way when they come out of the factory, but unless they are privately owned, they will probably suffer from wear and tear, as well as exposure to the elements. Paint will fade or chip off, and exhaust will stain the fuselage behind the exhaust stacks. Paint will wear off where people walk on the surface. This can be effectively represented with special weathering techniques, but be sure to use photographic references, as most planes weather differently from the next one. Weathering can be overdone, so it is probably best to not get too carried away with

Researching your Model Airplane By Brian Baker

DETAILING

Models look much better when they are complete. Many modelers add details to the cockpit area, especially if they are visible through the canopy glass. What this means is that if you finish a biplane model and neglect to include the rigging wires and control wires, it will look incomplete. There are various ways to provide rigging, but few kits include this feature. Many kit instructions suggest using thread, but I have never had much luck with that. I use wire taken from very thin electronic wire, unstranded and rolled flat. I have demonstrated this technique at IPMS meetings, and will be happy to do so again, when we have meetings again. It really makes a difference in scale models.

DISPLAYING YOUR MODELS

Once a model is completed, it needs to be properly displayed. Mainly, it needs to be visible so that someone can see it. In addition, it needs to be protected from any threat. I put all of my models behind glass, making rather crude wooden cabinets and then covering the front with sheets of Plexiglas, attaching them to the cabinet with small wood screws. This protects them from dust, and from anyone who would want to handle them. Hanging them up on a string or wire, or placing them on a stand on the desk just won't do. Being behind glass is essential to their survival.

In addition, there is the problem of identification. Whenever I finish a model, before I place it in the cabinet, I construct a small label, which identifies the airplane. I use the following format:

Northrop N-3PB Patrol Bomber

Norwegian Air Force GS-G, #24

No. 339 Sq. Reykjavik, Iceland, '41

MPM Kit. 1999

I include the manufacturer, designation, general function, nationality and service, identification code letters and serial, operating unit, location, date, kit manufacturer, and year the kit was built. Putting the serial and codes is helpful in identifying the particular model. I probably should also document my source of information, but haven't as of yet.

Researching your Model Airplane By Brian Baker

KEEPING RECORDS

I have found that keeping records helps me to know what I have. To start off, I keep a list of all the unbuilt kits in my stash, and where they are located in the house. I then reprint the kit identification labels for finished models when I type them up, and keep these in a book for future reference. Then, if a label becomes lost, I can just print another. I also keep a list of all of the paint I have, so I know what to get when I run low.

CONCLUSION

I hope this general discussion will be helpful in your modeling. There are a lot of things to consider, and the more you get into this hobby, the more there is to learn. And you'll wind up with a helluva library. Go for it!



2020 Club Contest Themes

2020 Club Contest Themes

January: OPEN (Anything you like)

February: Hollywood (Anything from movie or TV show)

March: Competition Vehicles (Anything Built For Racing)

April: Sci Fi/Fantasy

May: Getting Wet (Anything to do with Water)

June: Battle of Britain

July: Red, White & Blue (Must have all 3 colors on model)

August: Swap Meet

Note there will be no competition due to the Swap Meet

September: Vietnam (50th Anniversary of last major land battle in VN)

October: Coming In Hot (Anything made primarily for speed)

November: Personal relationship with subject

December: "White Elephant"

Note there will be no competition due to the White Elephant



EDITORS CORNER

BY LYN GORTON

**Craig Hewitt Chapter IPMS Phoenix
Michael Mackowski is inviting you to a scheduled Zoom meeting.**

Time: Jun 2, 2020 07:00 PM Arizona

Join Zoom Meeting

<https://zoom.us/j/97848706459?pwd=L0JrTDZWZGREcFBGajJMdUdqWUpmZz09>

Meeting ID: 978 4870 6459

Password: 744997

Phone-only access: 669 900 6833

Meeting agenda.

1. Welcome and administrative items re Zoom from event host, Mike Mackowski
2. Steve Collins with any announcements
3. Mike Mackowski will discuss building resin kits
4. Show & Tell (please keep to 3 minutes per person)



EDITORS CORNER

BY LYN GORTON

Well here we are still on social distancing with only a slight return to anything resembling a normal size meeting looking pretty distant.

I just wanted to thank all of you who have submitted pictures of your recent work, proving that old modelers do not succumb to any mere virus and refuse to drop off the sprue.

In case you were not aware I also wanted to tell you that the Corsair is distributed via IPMS to all of the clubs/chapters in the USA and also to many other affiliated clubs worldwide including Australia and New Zealand—so your work is seen by many fellow modelers.

I have received a lot of positive response to our Corsair and you will find that I sometimes place articles in our magazine from people who are not members of the club, I make no apologies for this as I think any interesting article to do with modeling is worthy of comment.

I always try to include Build and book reviews and I hope you find these interesting.

This issue contains an excellent article by Brian Baker who has given a few presentations at our club meetings. If you have ever seen Brians method of rigging Bi-Plane models it may encourage you to try something different.

An article is on the next page submitted by Fred Horky who is in Carolina (Cant remember if its North or South), Fred wrote this article on the strength of seeing Mike MacKowskis picture in the April Issue. Fred has also submitted interesting Reviews along with Floyd Werner who I am sure some of you know.

Speaking of membership even in the midst of a global pandemic our club has attracted new members—say hello to Joe Porche and Alexander Zhang, who joined the club this May, and are now members in good standing. Should any other members wish to renew their dues please reach out to Bill Dunkle or myself and we will give you directions on how to connect via the postal service.

The point is this magazine is for all modelers to read and advise—that is how we learn.

That being said you will notice that the display page has dropped from 12 to 4 which is a little disappointing as I see a lot of you posting on Facebook so why not send me a picture next time you post. I will not just grab from facebook and publish because I would not like to offend or cross lines.

I have displayed one of the comments that I received about last months Corsair so please keep your display pictures coming in and watch your emails for club announcements.

“Just wanted to say I enjoyed reading your newsletter, Loved the models.”

Dave Maher

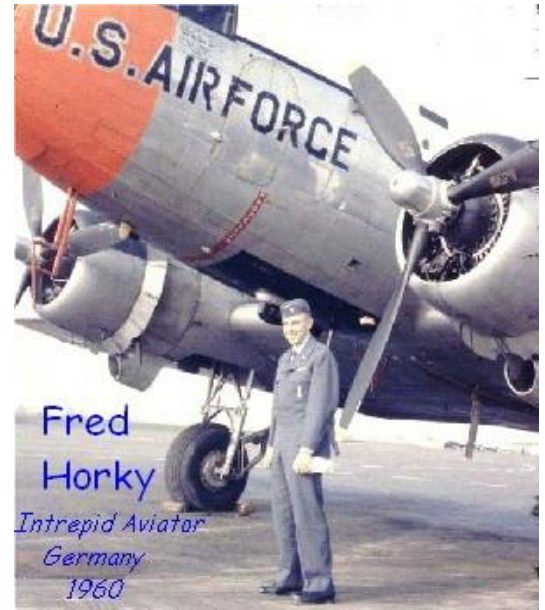
Charlotte Scale Modelers



EDITORS CORNER

Article By Fred Horky

As a former McDonnell engineer who worked at “Mac” when founder James S McDonnell still ran the company (that was a life experience WELL over a half-century ago), between college and the Air Force I flew a lot of Lockheed productsC-130’s and C-141’sand worked at Lockheed too, but the latter was AFTER retiring from the Air Force. The McDonnell Model 119 The type was an unsuccessful “Mac” attempt to enter the executive jet marketplace (either civil or military), and only the one prototype was built. According to a Wikipedia link, the sole prototype still exists at the Albuquerque airport.



Lockheed Jetstars also had four engines, but in pairs in the back, not under the wings! Examples range from this one in the Robins AFB Museum of Aviation, which as a VC-140 “Air Force One” flew President Johnson to his ranch in Texas....to other C-140’s which flew in camo as a USAF airways facilities flight check aircraft .to Elvis Presley’s rather bedraggled civil Jetstar, with only the stub motor mountings for the engines. It was auctioned two years ago





EDITORS CORNER

Article By Fred Horky





EDITORS CORNER

Article By Fred Horky

Something of note to modelers of the Jetstar is the diagonal “stripe” across near the base of the fin which looks like natural metal. That’s because it IS natural metal: Lockheed used an unusual “pitch trim” on the design by hinging the entire tail nodding up and down with the horizontal tail fixed to the rudder instead of a moving stabilizer or trim tab. This accounts for the “stripe” changing appearance! It REALLY shows up as natural metal on camouflaged USAF C-140’s.





EDITORS CORNER

A VISIT TO TRU-COLOR PAINTS



As I am sure most of you will be aware of Tru-Color Paint, I am also sure that most of you know that both Martin and Scott Cohen are active members of our club, in fact Scott did an interesting seminar on the research that goes into making the exact shade of paint required.

I recently had the privilege of seeing Tru-Color Paint workshop as the guest of Martin who showed me around and explained the process and some of the background to the firm.

The Cohen's have been in the paint business for over 20 years when Martin bought a paint manufacture's shop and re formulated it to mix his own brand of model paint.

Tru-Color started out with railway colors and filled a market niche left when Floquil pulled out of the business. Over the years they have expanded to automobile and military colors and have recently become the official supplier of paint to the U.S. Navy museum (so you know the shade has to be 100% correct).

They still deal with railway colors but their stock is rapidly expanding and Martin has often said that if you send him a color that they have not got he can match it with 100% accuracy.

The tour started with a look at the amount of "Stock" paint they have - this is the base paint that comes in one gallon cans and is the starter for other color mixes - not unlike the system you see at Home Depot etc. There were shelves full of different shades of stock paint. Next martin showed me the blending paint that is used to mix in with the stock to get the exact color required , and once again there were quite a few colors.





EDITORS CORNER

A VISIT TO TRU-COLOR PAINTS



Once the blend shade is correct they are able to make up batches in 5 gallon containers and Martin showed me the mixer - which would not look out of place in a surgical theatre as it was so clean. No cross contamination of lots can be permitted.



We continued the tour and I was shown the paint swatches and charts that they use to make sure the shades are 100% - there is a great deal of research that goes into this and one corner of their workshop is devoted to what amounts to a research corner with hundreds of swatches/charts/ and books.





EDITORS CORNER

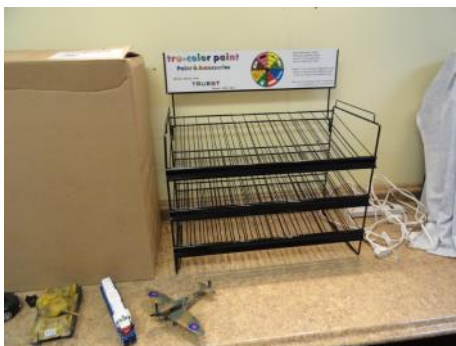
A VISIT TO TRU-COLOR PAINTS



Next we had a look at some applications of the paint and Martin told me that all the paint was tested to make sure it adhered to a surface properly and did not pull off when masking was applied. He also showed me a railway house that they had painted with all of the manufactures colors to be found on houses - next time you do a diorama you can get the exact paint match for a building.



He then showed me the paint racks that they send to shops to hold the product and also told me that they will shortly be offering some of the more popular colors in standard spray can form, and they also have racks for those cans. If you are interested I am sure Martin or Scott would love to see you at their unit in North Phoenix, once we get back to our normal meetings find time to ask the guys any questions about paint - they have all the answers.



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**

2020 CLUB MEETING CALENDAR

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

JANUARY 2020

Tuesday 7th, 7pm
Seminar/Speaker: Materials and
Technique/Stuart Bricker

JULY 2020

Tuesday 7th, 7pm
Seminar/Speaker:

FEBRUARY 2020

Tuesday 4th 7pm
Seminar/Speaker: How to do
Research/Scott Cohen

AUGUST 2020

Tuesday 4th, 7pm
Seminar/Speaker:

MARCH 2020

Tuesday 3rd, 7pm
Seminar/Speaker:
Airbrush Cleaning and Maintenance
Mike Mackowski

SEPTEMBER 2020

Tuesday 1st, 7pm
Seminar/Speaker:

APRIL 2020

Tuesday 7th 7pm
Seminar/Speaker:

OCTOBER 2020

Tuesday 6th, 7pm
Seminar/Speaker:

MAY 2020

Tuesday 5th, 7pm
Seminar/Speaker:
Brian Baker
Aircraft at Oshkosh air show

NOVEMBER 2020

Tuesday 3rd, 7pm
Seminar/Speaker:

JUNE 2020

Tuesday 2nd, 7pm
Seminar/Speaker:

DECEMBER 2020

Tuesday 1st, 7pm
Event: *White Elephant*



Raffle will resume once our meetings recommence with the following items

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

November 7th—Modelzona

IPMS Phoenix / Craig Hewitt Chapter

2020 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/
Vice President.....	Don Stewart	http://www.ipms-phoenix.com/
Secretary	John Carroll	http://www.ipms-phoenix.com/
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Membership Chair.....	Lyn Gorton.....	http://www.ipms-phoenix.com/
Webmaster.....	Tim Bongard.....	http://www.ipms-phoenix.com/
Newsletter Editor	Lyn Gorton	lyngorton@hotmail.com

Useful Links

Bjorn Jacobsen—Aircraft Dioramas	www.dioramas-and-models.com
Plasmo—good visual instructions on “You Tube”	just search for plasmo
Kittyhawk replacement parts	Sophialynn@gmail.com
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/

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 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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space in miniature

Space modeling reference books
by Mike Mackowski.

www.spaceinminiature.com



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