



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

President's Message

Results of the election held last month were:

President: Steve Collins

Vice President: Don Stewart

Treasurer: Bill Dunkle

Secretary: John Carroll

Membership Coordinator: Lyn Gorton

Member at Large: Stuart Bricker

These new officers will assume their duties on January 1, 2020. Let's help them through the next two years.

Contest winners at the November meeting were:

- Helicopters: Kevin Henthorn with his 1/48 AH-64
- Best Display model: Craig Brown with his 1/48 SR-71

Future seminars will include a January presentation on Tools & Tips by Stuart Bricker and a February presentation on Reference Material by Scott Cohen. These may change as new seminars are scheduled. Two more were offered at the November meeting for next year.

The Christmas Party is scheduled on Sunday December 22. The November Corsair had information on the location and time of the party.

Attendance was 61 members plus 2 visitors at the November meeting.

There is no contest this month. December will be our white elephant gift swap. Bring something to exchange. For every gift you bring, you get one ticket to select a gift from the pile o' presents.

This is my last President's report as the new officers will take the reins on January 1, 2020. Steve will prepare a report for the January 2020 Corsair.

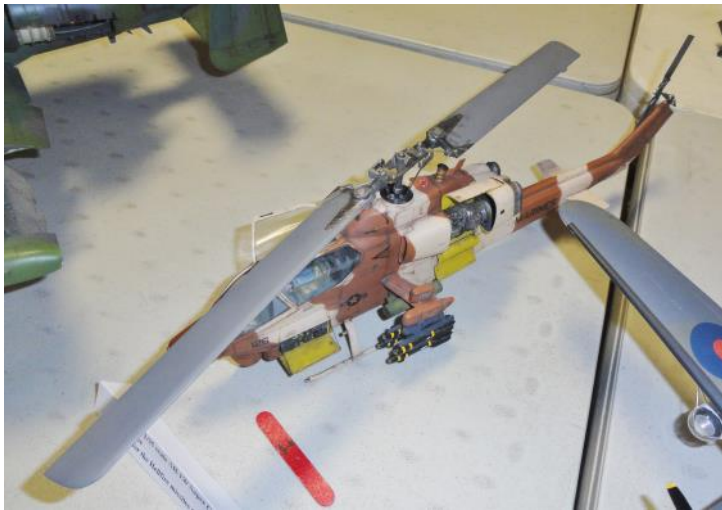
Thanks for all the help this past year with the changes we had. ModelZona this year did well despite my concerns over a new venue. I saw the members that volunteered before, during and after the show. Vendors were happy, attendees were happy (especially with the reduced entrance fee), and we did not lose money (yeah!).

Keep building and bringing in the results.

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Competition (Helicopters)



Display Models



Display Models



Display Models



November Raffle Winners



*Merry
Christmas*

"Korea – Panthers – 5's"
Monogram 1/48th Panther
By "Mark L. Rossmann"

History:

After WWII, peace and prosperity came to an abrupt end when Communist North Korea smashed into South Korea on June 25th 1950. The Air Force threw everything it had from Japan, but there was still a need to get more aircraft into the region, U.S. aircraft carriers; the nearest was the USS Valley Forge (CV-45), in Hong Kong over 1000 miles away.

Within hours all personnel were back on board and Valley Forge was steaming to Subic Bay to be readied for combat. Arriving off the coast of Korea on July 1, she joined up with HMS Triumph as part of Task Force 77, with Carrier Air Group (CVG 5) and two squadrons of F9F-3's with VF-51 and VF-52.

Panthers flew the duration of the war using the -2 through -5, and the photo-recon version -2P and -5P. The -5, the last production version, its first delivery was made on November 5, 1950. Production continued through January 13, 1953 when Panther production ceased, with 616 built during this time. It is noted that the -4 was also brought up to the -5 standard. This was the last step before the swept wings made their appearance.



Changes:

There were differences between the previous versions and -5, as follows:

Upgraded Pratt & Whitney J48-P-6 or -8 turbojet, based on the British Tay engine.

7000 lbs. of thrust with water alcohol injection (vs -2. 5700 lbs. wet thrust)

Top speed 604 mph at sea level.

Rate of climb 5090 ft per min.

Empty 10,147 lbs., gross weight 18,721 lbs.

Range 1300 miles

Service Ceiling 42,800 ft

Carrier take-off weight was 20,600 lbs.

Armament 4 20mm cannon, 190 rounds per gun

Bomb combinations: Two 1000 lb. bombs, six 500 lb. bombs, eight 250 lb. bombs; six 5 inch rockets

Lengthening of the fuselage, just ahead of the wing root, for more fuel capacity because of the gas guzzling J48. Vertical tail was taller with a more pointed tip in an attempt to solve directional stability problems through its career and because of the longer fuselage. Reshaped air intakes with an outboard wing fence

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Combat:

In November of "52" Valley Forge (CVA-45), operated F9F-5 Panthers and reported no issue with catapulting the larger heavier jets with the newer H4B catapults. The fully loaded -5 was 19,000 lbs., this allowed the -5 to launch with a normal load of eight 250 lb. bombs with little risk. Increasing the ordnance load by 1200 lbs. lowered the combat radius of the jet. A fighter bomber configuration, the jet had about 200 nautical mile radius allowing only 12 minutes over the target for identification and attack vs. the fighter configuration which was a 300 nautical miles radius. With wing tip tanks the jet could carry 5800 lbs. of fuel.

The shorter (CV) carriers needed to get plenty of wind across the flight decks to get the maximum performances from the -5's, the catapults on the CV's in use, struggled to handle the heavier -5's. -5's was the first to land because of fuel consumption issue, flying at 10,000ft., for 10 minutes at 82% power, it burned 400 lbs. of fuel.

Later in December of "52", the USS Philippine Sea, CVA-47, was making its final war cruise with VC-61 Det "M" with F9F-5P's; these were built specifically as recon jets and were not converted from -5 stocks. The nose of the -5P, housing the camera bay, was about 12 inches longer than the standard -5 model. These aircraft came unpainted allowing for higher speed. In the end though, salt water corrosion took place and the deep-sea blue color went back on.

The Marines received -5's on April 28th, 1953. For VMF-115 and VMF-311 in May.



Two significant -5 stories came out of Korea:

MiG Kills

USS Oriskany (CVA-34) arrived late October of '52' giving the -5 its first taste of combat. On November 11th, in the blowing snow of Siberia, VF-781 pilot Lt. Royce Williams and wingman Lt(jg) Dave Rowlands were flying CAP for TF-77 with two other -5s when word came that 7 MiG-15's were heading to TF-77's position operating southeast of the North Korean city of Chongjin. The bogies were 85 miles north of TF77, inbound, orders were simply – Intercept. The four pilots had never flown together before, and Williams stated, in a 2012 interview, he hadn't flown in 10 days. The Panthers continued up to 16,000 ft., Williams spotted 7 contrails at 40,000 ft., MiG-15's with the Red Star of Russia. Lt. Elwood the flight leader reported a fuel pump warning light. He was ordered back over the Oriskany with his wing-man. Odds just dropped 7 to 2, as the remaining Panthers climbed.

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The Panthers at 26,000 ft, saw the Russians split and were attacked by a strung-out compliment of four MiG-15's, as the -5's turned hard left into them to spoil their aim. Williams came out behind MiG #4 after a hard turn, giving a short burst the jet went down smoking, with Rowlands following him. Remaining 3 MiG's reversed course and Williams again turned into them. They flashed by as he fired, he was at a disadvantage with the superior MiG-15. The remaining MiG's joined up and it was 6 to 1. He was firing at every MiG that passed within range, trying to keep his 6 O'clock clear, staying at full throttle. The Leader and wingman finally broke off and he pursued the Section Leader of the plane he'd shot down. The leader and wingman came out of the sun, he turned into him and the lead slashed away, his wingman rolled into Williams passing belly to belly, raking the MiG with cannon fire, sending him down in flames. The Section Leader came around and Williams also turned into him, firing, he also went down. Next the leader came around and Williams fired knocking parts off as the MiG dove way. He spotted another wounded MiG, but got hit in the wing with 37mm cannon, and into the engine messing up the hydraulic system, losing rudder and flaps with partial aileron control, but the elevators still worked. At 13,000 feet and the MiG 500ft behind, Rowland got back into the fight coming in on him, the MiG pulled away into the clouds.

Coming out at 400 ft, he was too low to bailout, below 170 knots the Panther became uncontrollable. Flying low overhead TF77, several destroyers fired on him. Coming straight in at 170 knots, the captain headed the ship slightly away from the wind. Didn't want to ditch in the freezing water, Williams came in and caught the #3 wire. The jet was riddled with 23mm Cannon and some 37 mm rounds, in total 263 holes were counted. Williams had fired off 760 rounds, all that he had. After everything salvageable was removed, BuNo 125459 was pushed over the side.

For his great performance, he was only credited with 1 kill and a probable damaged. The simple reason, TF77 was operating 90 miles south of Vladivostok, with Radar tracking it was no doubt these were Russian's. With the fear of WW3 breaking out, Williams was told by Vice Admiral Briscoe, that he was to tell no one of this incident. The NSA had a team aboard the USS Helena, that recorded the Russian radio traffic, it confirmed at least 3 MiG's were shot down. After the cold war ended, the Russians revealed indeed four MiG's were lost of VVS-PVO, three were directly shot down, the MiG flight leader limped back only to crash land in Russia territory and die. Royce Williams became the top scoring Naval Aviator of the "Forgotten War".

"Blue Tail Fly" is the subject of this model.

Appropriately named, BuNo 126652 of VF-153, USS Princeton (CVA-37) in May of 1953, was a combination silver (experimental finish) -5 and a blue -5 flown by Lt(jg) Richard Clinite, "Stretch". Clinite of VF-153, was hit by enemy AAA in early May, the tail section was badly damaged. Ensign William Wilds Jr., limped back in a glossy blue Panther, BuNo 126652 with severe wing and nose damage. -5 Panther parts were hard to come by and these two jets salvable parts were married together, in an all-night repair session, becoming the "Blue Tailed Fly" for twelve missions, with Clinite in the cockpit it was ordered back to the US for rebuild. Tragedy struck the next day as Clinite flew another mission in a different -5. Near Wonsan, his jet was badly damaged, he had to bail out over the sea. A Rescue chopper was on the seen quickly. Strong winds prevented Clinite from collapsing his chute, attempting to hoist him the wind kept billowing the chute and it couldn't be done. Clinite was eventually rescued by the destroyer USS Samuel N Moore (DD-747), but he had drowned.

In all, combat and operational, the Navy lost 111 Panther types and the Marines 50.

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Model and Markings:

F9F-5 – Monogram 1/48th.

This is one of the best Monogram/Revell kits available and no other -5 1/48th kit exists that I am aware of. There is no option for folded wings, there is an option for open canopy displaying a fairly good interior with pilot, open or closed dive brakes. Raised panel lines is fine with me.

Paint is rattle can Testers gloss Sea Blue, Steel and Tamiya silver TS-30, Testers acrylic chromate green. The kit comes with one Korea jet decal option which was badly yellowed. But I was building the Blue Tailed fly. There are decal options out there for -5 Panthers.

Decals used:

Eagle Strike: 48-114 F9F-5 Panther.

One of the decals for VF153, an 'H' and 312 splintered badly and I had to makeshift sets from leftover decals in my stash. Also used Star and Bars from my stash.

Furball: 48-042 F9F-8 Cougar White Canopy Framing.

References:

F9F Panther Units of the Korean War – Osprey Publishing, by Warren Thompson

F9F Panther in detail & scale – Aero Publishing, by Bert Kinzy

Monogram Instruction Sheets.

Mark L. Rossmann



2019 Club Contest Themes

2019 Club Contest Themes

January: Large Scale Must be a large sized model with at least one dimension 12-inches or larger.

February: Vietnam Era: Aircraft, boats, tanks, etc., that participated during the Vietnam Conflict (a.k.a. War).

March: Classic Plastic: Any model kit produced before 1980.

April: NAVAL!: Anything designed to be on, in, or under the water (both Military and Civilian).

May: Armor: Armored cars, tanks, assault guns, etc...

June: Bombers : Aircraft from WWI to modern, any scale or type.

July: Out of the Box, STRICTLY how it came from the manufacturer; NO AFTERMARKET of ANY kind!

August: Autos Cars, trucks and SUVs to dragsters, custom builds, etc...

September: Hollywood Any kit (car, plane, figure) that somehow relates to Hollywood, either in Movies or on TV.

October: The need for Speed Any vehicle specifically recognized or attached to speed or breaking/setting speed records.

November: Helicopters—self explanatory Any scale or type. ,

December: "White Elephant"

Secretaries Minutes



The Chapter meeting was called to order by President Don Stewart. There was another large turnout, but an exact attendance number was not announced; a new member and a guest were present. The secretary's report of last month's proceedings were read from the Corsair in Secretary Sanguinetti's absence.

Mr. Bill Dunkle offered a concise Treasurer's Report, stating the Chapter has money, plenty of money, although the complete accounting is pending final numbers from Modelzona. Mr. Dunkle stated the event "had no adverse impact on the Treasury." Members are encouraged to pay their 2020 dues early but not often.

Mr. Lyn Gorton reported the State of the Chapter Membership: we have 114 Members in good standing, plus 1 the new member accepted at this meeting.

Tonight's contest theme is "Helicopters" and a table full of entries greeted the judges.

OLD BUSINESS:

Modelzona - Mr. Dunkle reported on behalf of Mr. Wendell Rogers who was not present. There were 524 models entered. Entry registrations generated more proceeds than we've ever gleaned in the years at the Commemorative Air Force Museum location. Vendors were at capacity and proceeds broke even (income vs. table rental). Approximately 85% of the awards were sponsored. All in all, Modelzona made money in every category. It was a great and profitable event!

Mr. Tim Bongard reported that officials of the host (Red Mountain Community Church) were very impressed with the event and the Chapter's efforts.

Mr. Duane Kolstad reported that the Make and Take event was well-received and very successful. More than 50 kids participated in building cars, trucks, and airplanes. All types were very popular.

All in all, Modelzona turned out to be an unqualified success despite the move to a new location and the normal - but minor - bugs and glitches always encountered with a first-time event. Entrants, spectators, vendors and volunteers were overwhelmingly complimentary about the new venue, and the pleasantly surprising attendance spoke volumes!

Hearty thanks to all who participated, especially those who volunteered to set up, operate, assist guests, and tear down the event.

Secretaries Minutes



NEW BUSINESS:

Award from International - Mr. Mike Mackowski announced (belatedly) that the IPMS had bestowed its Newsletter of the Year award to the Chapter and Editor Lyn Gorton. Enthusiastic congratulations were heaped upon him with the encouragement to keep it up!

Christmas Party - The Christmas Party is set for Sunday, December 22, 2019, 5:30 p.m. to 8:00 p.m. at Miele's Italian Banquet Hall, 2050 W. Guadalupe Road, Mesa, AZ 85202 (in the vicinity of Loop 101 Freeway and Guadalupe Road). Cost is projected to be \$15 to \$20 per plate, depending on the number of attendees. [Note: All beverages are extra.]

Please RSVP to Mr. Lyn Gorton NO LATER THAN Saturday, November 30, 2019 to assure a reservation.

ELECTION - Ballots were distributed at the beginning and counted throughout the early stages of the meeting. Results of the election were announced:

President - Mr. Steve Collins

Vice President - Mr. Don Steward

Treasurer - Mr. Bill Dunkle

Secretary - Mr. John Carroll

Member at Large - Mr. Steward Bricker

Membership Co-ordinator—Mr. Lyn Gorton

The past officers were thanked for their generous service to the Chapter.

CONTEST - Judges announced the Helicopter theme winner was Kevin Henthorn; the open winner was Craig Brown.

Pursuant to tradition, there will be no contest next month (December) as the White Elephant Kit Exchange will no doubt consume our disposable time, energy, and good will.

On behalf of the Chapter, the temporary scribe wishes everyone a very enjoyable, safe, and satisfying Thanksgiving!

Following another raucous raffle, there was no further business to conduct.

NEXT MEETING - Tuesday, December 3, 2019. Don't forget your White Elephant Kits, wrapped gaily in the Holiday spirit! If you are offended by elephants, just consider it a structured Secret Santa operation. If you are offended by Santa, *beware - it's the wrong season for you.*

The meeting was adjourned by Mr. President (but only for a few more moments) Stewart at 8:05 p.m.

- Dan Baker



EDITORS CORNER

BY LYN GORTON



So here we are another year gone and a lot of ground covered.

Modelzona was a great success (See pictures on next page) and you will shortly be able to view all of the entries at the club web page <http://www.ipms-phoenix.com/>

As we move into the new year it should be noted that all things change—the modelzona venue is a good example, that not all change should be treated as something to fear. I am sure it is no longer a secret that we will be losing our monthly meeting venue and I expect the new Committee will be looking for help and suggestions from the whole of the membership. At the time of writing I know that most of you will have faith in the new President and vice president tag team of Steve and Don who made our efforts at the 2018 nationals something to be proud of, and I am sure that we will all be supporting them as we start the search for a new venue. With what is possibly the largest IPMS chapter in the world with 116 members in good standing finding a new venue should be a piece of cake.

Speaking of membership - if you have not already paid your dues for 2020 Bill Dunkle will be only too happy to take your money. It is only \$1 a month and even less for a family membership.

Bill will also take your money for the Christmas dinner—the price is still to be finalized but if you bring the maximum of \$20 per head to the meeting then it will be easier to give refunds if required.

Also at the December meeting there are no raffle/competitions or seminars as we will be having our white elephant gift exchange. Bring a gift and exchange it for a draw ticket then pick a gift from the pile—one gift for every ticket. Gifts can be stolen twice only then they stay with the stealie.

Finally I would like to wish you all a Merry Christmas and a Happy New Year—keep building and showing.





Request From Club Member Walter Weich

I am looking for Info on the Grumman F-111B. Any pictures or drawings would be helpful.

Also ,if anyone has the Ginter F-111B book No.45 (not sure about the number).

Taking a Hasegawa F-111A and converting to a F111b. Thank you in advance. You can contact me at walterweich@aol.com

Platz 1/144 F-15E Strike Eagle

Jim Pearsall

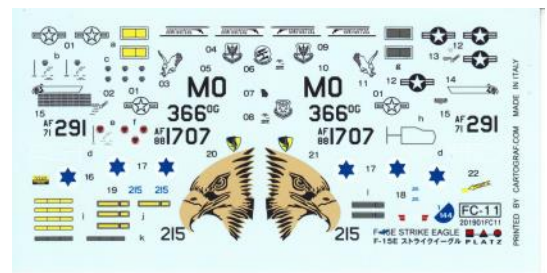
THE MODEL

The F-15E Strike Eagle is a development of the F-15. The concept of the Strike Eagle was to produce a bomber aircraft which also had fighter capability.

The biggest visual differences between the E model and earlier F-15s are the two seat cockpit and the addition of conformal fuel tanks on the sides of the fuselage.

This F-15E is a reissue of a kit previously sold as part of a multi kit collection from F-Toys which contained an AV-8 Harrier, An A-10 Thunderbolt II and an F-15E. The kit is designed to have the parts pressed together, with little or no glue needed. As such, there is some filing and sanding required to get an acceptable fit.

You get two aircraft in the box, and decals for 3 planes.



ASSEMBLY

The assembly is pretty simple. The seats are glued in the cockpit, the instrument panel is inserted, and the cockpit assembly is placed between the forward fuselage halves. I glued the fuselage parts together. This was a mistake.

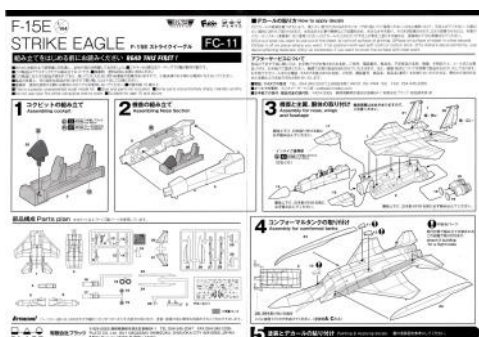
Step 3 is assembling the main part of the fuselage, top and bottom halves. Be sure to put in the two exhausts at the rear of the fuselage before assembly. If you don't you have to cut the connection between the exhausts and insert them individually. Yes, I had to do that.

Also in step 3 is putting on the vertical stabilizers and the intakes.

The cockpit area has a fair sized hole which takes a dowel from the front of the rear fuselage. The dowel has a ring which will fit into a slot in the cockpit. The dowel forces the cockpit halves apart until the ring fits into the slot. Unless you glue the cockpit halves. Then you have to file the ring down to get it into the hole without damaging the cockpit. Yes, I had to do that too.

Even with all this, this assembly took less than 2 hours. Very fast.

Step 4 starts by attaching the conformal fuel tanks, which go on nicely, with no problem. The tough part of this step is drilling two holes in the bottom of the fuselage, one 2 mm from the front and one 3 mm from the front, along panel lines. These are for the two sensor packs under the fuselage. The tough part for me was finding a metric ruler which was readable with millimeters on it.



Platz 1/144 F-15E Strike Eagle

Jim Pearsall

PAINTING

Step 5 on the instructions is painting the aircraft. I decided I'd like to do the F-15I from the Israeli Air Force. I had a little trouble seeing the paint scheme on the instruction sheet, so I scanned it and printed a version about two times as big.

The other problem many modelers may have is that the colors are given with Mr Color and Model Master paints. Unfortunately Model Master doesn't produce some of the colors. My bad habit of buying a lot of paint which I may not need paid off here, and I had the MM paints.

I put on a coat of Future to give a gloss surface for the markings.



DECALS

The decals for the Israeli Strike Eagle were wonderful. They came off the paper nicely, allowed some adjustment, and stayed where I put them after I used a tissue on the excel water. But that's what we've grown to expect from Cartograf, who are a top decal maker.



Platz 1/144 F-15E Strike Eagle

Jim Pearsall

FINAL ASSEMBLY

After the decals sat overnight, I put a coat of clear flat over the whole aircraft, which made the decals blend in nicely. Then it was time for Step 6, the “fiddly bits”, which I leave off anyway because I break things while doing decals. The guys at Platz/F-Toys seem to know this about me.

The two sensor pods, the underwing fuel tanks, the bomb racks and the landing gear all went on with very little trouble. Tamiya Extra Thin cement works beautifully on these parts.

The final assembly was the canopy. This assembly is designed to simply snap into place on the cockpit opening. But it kept wanting to open up a seam between the fuselage and the bottom of one of the canopy sides. I took care of this with an application of Micro Krystal Klear. I used some tape to hold the canopy on until the glue set.



OVERALL EVALUATION

Recommended. The kit is simple, but goes together well. Some work is needed to get all the parts to fit cleanly, because the parts are designed to stay together without glue, which compromises some of the parts fit. The decals are so very good. Also, this kit will stand up to pretty rough handling. I managed to paint and decal the whole model without damaging the two prongs at the tops of the vertical stabilizers.

Many thanks to Plats/F-Toys for this nice kit, and thanks to IPMS USA for providing me with a different F-15 for my display.

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**

2019 CLUB MEETING CALENDAR

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

JANUARY 2019

Tuesday 8th, 7pm

Seminar/Speaker:

JULY 2019

Tuesday 2nd 7pm

Seminar/Speaker: Figure Face Painting
Bill Dunkle

FEBRUARY 2019

Tuesday 5th 7pm

Seminar/Speaker:

Dennis Lange

US Helo pilot during the Gemini space
program

AUGUST 2019

Tuesday 6th, 7pm

Seminar/Speaker:

MARCH 2019

Tuesday 5th, 7pm

Seminar/Speaker: Decal Wraps
(new Technique)
Tim Bongard

SEPTEMBER 2019

Tuesday 3rd, 7pm

Seminar/Speaker: Craig Brown
Riveting and Re-Scribing

APRIL 2019

Tuesday 2nd 7pm

Seminar/Speaker: Water Color Washes
Steve Collins

OCTOBER 2019

Tuesday 1st, 7pm

Seminar/Speaker: Lyn Gorton
3 R.A.F. Airfields, their history and
exhibits

MAY 2019

Tuesday 7th, 7pm

Seminar/Speaker: The Planes I flew
Don Stewart

NOVEMBER 2019

Tuesday 5th, 7pm

Seminar/Speaker: Club Elections

JUNE 2019

Tuesday 4th, 7pm

Seminar/Speaker: TBA

DECEMBER 2019

Tuesday 3rd, 7pm

Event: White Elephant



Raffle Items

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

No Raffle this month due to the infamous white elephant gift exchange.
Bring a wrapped gift (or Gifts) to exchange
Gifts can be stolen twice then they belong to the stealie.

This is a fun event and should not result in any violence.

New committee details will be published in the January Corsair.

UPCOMING EVENTS

December 22nd—Club Christmas Party

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.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.

2019 Chapter Officers

President.....	Don Stewart	snpcw13@gmail.com
Vice President.....	Patrick Arnold	patrickarnold92@gmail.com
Secretary	Hal Sanguinetti	Diggerboi2@gmail.com
Treasurer	Bill Dunkle.....	bdunkle@msn.com
Member At Large.....	Walter Weich.....	walterweich@aol.com
Membership Coordinator	Lyn Gorton.....	lyngorton@hotmail.com
Webmaster.....	Tim Bongard.....	Tim@tsbongard.com
Newsletter Editor	Lyn Gorton	lyngorton@hotmail.com
Contest Chair.....	Kevin Wenker.....	winks147@cox.net



Here's the new product information for the military, structure/infrastructure, and automobile paints for December, 2019 to January, 2020.

December, 2019

Military

1. 1061: RN: B15- 1942+
2. 1062: RN: B20- 1942+
3. 1063: RN: B30- 1942+
4. 1064: RN: B55- 1942+
5. 1295: German: Hellblau 65
6. 1296: German: Schwarzgrun 70

Automobile

1. 661- Carneolrot Pearl (for 2008-2012 Mercedes-Benz)
2. 662- Steppenbraun Pearl (for 2008-2012 Mercedes-Benz)
3. 663- Periklasgruen Pearl (for 2008-2012 Mercedes-Benz)

Structure/Infrastructure

1. 453- Matte Exterior Wall: Hacienda Talavera
2. 454- Matte Exterior Wall: Hopscotch

January, 2020

Military

1. 1297: German: Dunkelgrün 71
2. 1298: German: Graugrün #74
3. 1299: German: Grauviolett 81
4. 1300: German: Hellblau 78
5. 1301: German: Braunviolett 81
6. 1302: German: Hellgrün 82

Structure/Infrastructure

1. 455- Matte Exterior Wall: Salmon Pink
2. 456- Matte Exterior Wall: Rich Clay

Automobile

1. 565- Imron Pale Yellow (for Fire Equipment)
2. 566- Military Green (for Fire Equipment)
3. 567- Forest Service Mint Green (for 2008-2012 Mercedes-Benz)

We are always open to new ideas for paints. If there are colors that you need but aren't made, shoot us an email at tru.colorpaint1@yahoo.com. If we can find enough information on the color, we could put it in the next year's product schedule.



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
Revell Germany—Amortimer@Revell.De (Annette Mortimer)
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](https://www.youtube.com/Andyshobbyheadquarters)
Online magazine for all things avionic www.wingleadermagazine.co.uk

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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P.O. Box 56023
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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.





CONTESTS POINTS AWARD SYSTEM

Monthly meetings:

Entering 5 pts

Best Senior Theme 15 pts

Best Junior Theme 10 pts

Best Misc 10 Pts

Judging 5 pts

Monthly Seminar 15 pts

Modelzona

Entering 10 points

1st 30 points

2nd 20 points

3rd 15 points

Best O.O.B 10 points

Best Category 40 points

Theme Award 20 points

Best in Show 70 points

Spectators Choice 60 points

Judging 20 points

IPMS Nationals

Entering 10 p

1st 50 pts

2nd 40 pts

3rd 30 pts

Best OOB 25 pts

Best of Category 100 pts

Theme Award 40 pts

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space in miniature

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by Mike Mackowski.

www.spaceinminiature.com



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