



# THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

Ah, November. That crisp chill in the air, leaves changing colors in the trees, sitting at the local high school football game wrapped in a blanket and drinking hot chocolate. Wait...

We had a short Zoom meeting a bit ago to take care of the nominations for officer positions, as required by our Constitution. Dick Christ is running for President, Kevin Henthorn for Vice-President, Bill Dunkle for Treasurer, John Carroll for Secretary, and Tim Bongard for Member At Large. There were no nominations from the floor during that meeting, but an opportunity will be offered during the November meeting if you want to nominate someone for a position. After that's all over, the ballots will be distributed to members and the election will be held. I'd like to thank these fine members who have volunteered to help move the club forward for the next two years, along with the appointed members of the E-Board who have volunteered to continue in their positions.

This month, we were supposed to have Mike McFadden's presentation on making dioramas. Unfortunately, HWHL (happy wife, happy life) rules mean that Mike will be out of town on Tuesday. We'll be having a slide show of aircraft from the Oshkosh AirVenture presented by Brian Baker. December will, of course, be our White Elephant swap and Mike and Tim will do their presentations early in the next year. If you have an idea for a presentation you'd like to give or one you'd like to see, let me or Dick Christ know and we'll see about getting something worked out for the future.

To go along with the previous, We're **still** looking for the club's projector. If you've seen it or know where it is, please let me know. Thanks.

Modelzona is Saturday, 6 November, at the Red Mountain Community Church from 9AM to 4PM. We have increased the area for your models so bring all those COVID builds and enter them in the contest. We also have two vendor rooms packed with treasures just waiting for you to buy. Spread the word.

It's also IPMS/USA chapter renewal time. We have to have five IPMS/USA members in our chapter so, if you're a paid-up IPMS/USA member, stop by and see Scott Cohen, our Chapter Contact, and let him know your IPMS/USA membership number. I don't think we'll have any problem making the minimum, but just in case...

See you at the meeting on the 2nd.

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



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## Message from the Club Treasurer

IPMS Phoenix Club Members;

As is the case every year, one of the reasons that we have been able to have a fiscally successful contest is through Category Trophy sponsorships. And the membership, through your support, has been a large part of this success.

I am writing today to ask for your continued support. We currently have sponsors for 18 of the available 52 categories (34.6%).

If you are looking for a way to support the club and have not yet sponsored a category, I would encourage you to do so. Sponsoring a single category is a donation of \$40.00 and to support a category and a Special Award is \$60.00.

The available categories are listed on line at the Craig Hewitt website. You can send a check to Keenan Chittester or I will have sponsorship forms and will accept your payment at the November meeting (11/2).

Thankyou in advance for your consideration and for helping make IPMS Phoenix Craig Hewitt Chapter one of the premiere IPMS chapter in the country.

Respectfully,  
Bill



# "E.E. Lightning"

## "1/48 AIRFIX F.6"

### Mark Rossmann

The Lightning stemmed from a 1947 requirement for a fighter capable of unprecedented performance. English Electric's design was so radical at the time that the Royal Aircraft Establishment took exception to some parts of it. They went so far as to award Shorts with a contract to put together an aircraft to show EE just what parts of their design were wrong. So born was the SB.5, which could have its wing sweep and tailplane position varied between flights. This first flew on the 2nd of December 1952 and by early 1954, the trials had confirmed EE's choice of low tailplane and mainplane sweep angle.

The first prototype, designated the P.1, took to the air on the 4th of August 1954, piloted by Roland Beaumont, EE's chief test pilot. Powered by Sapphire engines, on its third flight (on the 11th) it exceeded Mach 1 in level flight, the first British aircraft to do so. Reheat (afterburner) had not been used; super cruise was here a long time before it became an American buzz word during their ATF program. The second prototype, the P.1A (a P.1. with twin 30mm cannon and later a bulged belly fuel tank), took to the air on the 18th of July 1955 and introduced the new aircraft to airshow-goers at that year's Farnborough show. The P.1s, while recognizably Lightning ancestors, had a number of differences in appearance. Most obviously, they had yet to receive a radar, and the nose intake was egg-shaped rather than round; looking like a basking shark's mouth. No ventral fuel tanks were fitted to start with and the vertical tail was substantially smaller.



The initial requirement did not actually specify Mach 2 performance, but EE had seen that it was possible and the American's F-104 program was also progressing towards Mach 2 performance. Roland Beaumont later stated that the Lightning's performance at Mach 2 was much superior to the F-104, with less noise and vibration and better controllability. A planned Double Scorpion rocket mounted in the rear of belly tank of the P.1B was cancelled as the aircraft's new Avon engines were found to give enough extra performance to render the rockets pointless. Besides, the space lost to the rocket and its fuel would have meant even less room for jet fuel, and the Lightning was short enough of that as it was.

Late 1959 saw the RAF finally getting their hands on some Lightnings to trial. The Lightning F.1 differed very little from the P.1B; the ventral fuel tank now had a small fin; the main vertical tail was enlarged and that was about it. It entered service with 74 squadron at Coltishall in 1960, and the F.1A followed on, entering service with 56 and 111 squadrons at Wattisham. The only difference of note was that the F.1A had attachment points for an in-flight refueling probe - the Lightning's limited fuel capacity meant that interception missions were almost limited to the area of the airfield otherwise!

# "E.E. Lightning" "1/48 AIRFIX F.6" Mark Rossmann

The F.6 was the definitive Lightning variant; a much larger ventral fuel tank, with twin ventral fins. Cannon armament was back along with a larger, more efficient wing with kinked and cambered leading edges. These modifications were also applied to some F.2 airframes, which then became known as F.2As. These were equivalent to an F.6 apart from not having Red Top capability. Some F.3s were also converted to F.6 standard, lacking only the over wing tanks and being briefly known as F.3As in the process, before being fully converted to full F.6 standard.

Export versions (for Kuwait and Saudi Arabia) were also produced; five F.52s for Saudi Arabia (basically F.2s) and then there was the F.53 which was basically an F.6 with additional air-to-ground capability in the form of rocket pods and bombs on underwing and over wing pylons. Two T.54 (T.4s) were built for Saudi Arabia followed by the T.55, which was a super-T.5 - it had the large ventral fuel tank and enlarged wings of the F.6, while the RAF's T.5s only had the small ventral fuel tanks and straight wings of earlier variants. F.53s and T.55s for Kuwait were given a K suffix but differed little from the Saudi versions.



When the Lightning was introduced into RAF service, pilots were delighted with the new fighter and had no problems converting from lower performance aircraft such as the Hunter. However, ground crew were not as happy. The Lightning was a much more complex beast than previous aircraft, and maintainer training and RAF engineering support had not caught up with this fact. In later years when this situation was rectified, Lightning serviceability was much streamlined.





# "E.E. Lightning" "1/48 AIRFIX F.6" Mark Rossmann

After thirteen years of service (three years after retirement had been expected), the RAF had decided that the Phantom would take over the primary air defense role and the draw-down of the Navy's carrier force, it was no reflection on the Lightning's performance (though its lack of range meant the Phantom's medium range capabilities would be very useful). The Lightning was still a formidable opponent; even high-flying U-2 pilots became accustomed to being caught by Lightnings! Lightnings would be kept on in limited numbers, however, and a program of modifications was carried out to strengthen them for the extra years of flying that lay ahead.



Lightning squadrons challenged other squadrons to races to high altitude. Having beaten the mighty F-15 Eagle to 30,000 feet (just - with a somewhat stripped-down T.5!), their come-uppance came in a challenge with a Harrier squadron. While the Lightning made the long journey to the runway from the hangar, the Harrier pilot simply did a vertical take-off and was at 10,000 feet before the Lightning had even begun its take-off roll! Revenge of a sort came when one lucky Lightning pilot got the chance to shoot down a Harrier - for real. The Harrier's pilot had ejected but afterwards the Harrier just kept on flying and rather than risk it crashing in an unknown area, it was shot down. The Lightning force draw-down began in 1974; the first Jaguars were being delivered, freeing Phantoms for pure air-defense. By early 1977, only 5 and 11 squadrons still operated Lightnings. By now, the natural metal finish of Lightnings had mostly disappeared - green upper surfaces were the norm for German-based aircraft which spent much of their time at low level where the silver finish was too conspicuous. Later the normal grey and green scheme was applied to match other Strike Command aircraft; but this was very much a low level/on the ground scheme and showed up far too much at high altitudes. In the early 1980s, it was realized once more than Lightnings still had some use; the Tornado ADV was late in arriving, so the Lightnings once again underwent testing to see if they could continue flying safely. They could, and did, though reserve and active aircraft underwent constant rotation to even out the usage of each airframe. Soon, a variety of different grey schemes were to be seen, to the point where it seemed no two aircraft had the same paint scheme.

# "E.E. Lightning"

## "1/48 AIRFIX F.6"

### Mark Rossmann

In June 1988 the last Lightning in RAF service took off for the final time, destined for a private buyer. Service with the RAF had lasted from 1960 until 1988; not bad for an aircraft that had been planned to have a service life of no more than ten years! Had it not been for the lack of fatigue life on the remaining fleet, a few more years of service could have been had; the hasty scrapping of many early marks in the 1970s was certainly a mistake!

While in RAF service, the Lightning never fired a shot in anger (unless you count that Harrier!), it was possibly one of the most aggressive looking aircraft ever to fly, and was certainly the backbone of the air defense of Great Britain for many years. The epitome of British fighter design - short on fuel but immensely powerful and maneuverable and with more character than any of its contemporaries - the Lightning was the first, and last, all-British supersonic fighter. While the Lightning's replacements (the Phantom and Tornado ADV in British service, the F-15 Eagle in Saudi service) are excellent aircraft in their own right, none compare with the sheer brute force and sparkling performance of the ultimate jet sports car - the English Electric Lightning.



#### Model

Back in 2016, I bought this at our annual IPMS club auction. As with 4 other models, I bought from this modeler, they were built and almost done. I can't give an overall review of how this kit went together, but it was well built, nicely sanded with an excellent interior cockpit done by him.

I did paint, decal, build the Red Top AAMs, added the landing gear, pitot tube and the little exterior parts, this appears to be a 4-star kit.

#### Paint:

Tamiya Synthetic Spray:  
AS-9 Dark Green (RAF)  
AS-10 Ocean Grey (RAF)  
TS -17 Gloss Aluminum

#### Kit Decals:

- **English Electric F2A** Flown by Wing Commander J.B. Mitchell, C.O. 92 Squadron RAF Germany, Gutersloh, August 1972

- **English Electric Lightning F6, No 11 Squadron**, Royal Air Force Binbrook, Lincolnshire, England 1978

**English Electric Lightning F6, No 5 Squadron**, Royal Air Force Binbrook, Lincolnshire, England 1987

Model used No. 11 Squadron Decals. However, the orange bands for the wingtips and tail all disintegrated, I did not replace them. No problems with the rest of the decals.

# 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: **Cancelled**

November: Autos/Armour (Two entries per Category only)

December: "White Elephant"

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





# EDITORS CORNER

## BY LYN GORTON



A bit light on pictures this month due to last months meeting being cancelled but will make up for it next issue. Remember the competition this month is Autos and Amour and because of the double header you will only be permitted to enter two models in each section. You can have as many as you want for display only. Also nnote that this is the last competition for this year as December meeting will be the White Elephant

Remember also that at the November meeting we will be electing a new E Board so if you want to vote or put your name forward as a candidate you have to be at the meeting.

I have had a few queries about paying club memberships o to just reiterate, due to 2021 being a strange year it was decided to continue membership for all who were in good standing in November of 2020 so nobody owes anything for 2021.

I expect that once the new E Board (Including treasurer) is elected on the 2nd we will be accepting club dues for 2022. As far as I know the price will be \$12 for an annual membership and \$15 for a family one—I reserve the right to alter that as I am not the treasurer. Once things are established I will let everyone know exactly how much and how they can pay.

It looks like the club build for the 2022 nationals will be Tanks in the Movies and you should contact Dekker Zimmerman for details.

A good article on the EE Lightning this month. I remember those things flying over my head in the UK as a schoolboy (I grew up on a number of R.A.F. bases ). Even more amazing is the fact that the Lightning actually got into production as the Government at the time was of the opinion that we no longer needed fighters for defense as missiles could (In theory) deal with any threat, and as well as Lightings making it there was a proliferation of Bristol Bloodhound missiles scattered around the country. The Lightning proved them all wrong and remained in service on the front line for a number of years.

Have a happy and safe Halloween and I will see you on November the 2nd







New product information for the military, structure/infrastructure, and automobile paints for November 2021.

### Military

1370- IJN A/F: Red-Brown, A3

1371- Imperial Japanese (both Army & Navy): Aotake (Metallic Blue-Green)

1372- Imperial Japanese: Sumitomo 37/N0 (Dark Brown)

1373- Imperial Japanese: Hinomaru 10/B3 (Red)

### Structure & Infrastructure

458: Matte Grimy Black

### Aerosols

4034: Matte Steel

4035: Gloss Aluminum

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](mailto:tru.colorpaint1@yahoo.com). If we can find enough information on the color, we could put it in the next year's product schedule.

Scott Cohen -

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# 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 2021**

Tuesday 5th, 7pm  
Seminar/Speaker:

**JULY 2021**

Tuesday 6th, 7pm  
Seminar/Speaker:

**FEBRUARY 2021**

Tuesday 2nd 7pm  
Seminar/Speaker:

**AUGUST 2021**

Tuesday 3rd, 7pm  
Event : **Club Swapmeet**

**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: Brian Baker Aircraft  
at Oshkosh

**JUNE 2021**

Tuesday 1st, 7pm  
Seminar/Speaker:

**DECEMBER 2021**

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



## November Raffle

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

- Item A: Academy 1/350 USS Reuben James FFG-57 with PE
- Item B: Glencoe Jupiter C Missile
- Item C: Trumpeter 1/48 US HH-65A Dolphin Helicopter
- Item D: Trumpeter 1/35 M1129 Stryker Mortar Carrier Vehicle MC-B
- Item E: Revell 1/48 F-15E Strike Eagle
- Item F: Hasegawa 1/72 F-14D Tomcat "VF-213 Blacklions Last Cruise"
- Item G: AMT 1/25 1968 Shelby GT-500
- Item H: New Item from Hobby Depot

## UPCOMING EVENTS

**Modelzona—6th November 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.com](http://www.ipms-phoenix.com) for more meeting info.

#### **American Legion Post #1**

364 N. 7th Ave.  
Phoenix, AZ 85003

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

President.....	Steve Collins.....	<a href="http://www.ipms-phoenix.com/">http://www.ipms-phoenix.com/</a>
Vice President.....	Don Stewart.....	<a href="http://www.ipms-phoenix.com/">http://www.ipms-phoenix.com/</a>
Secretary .....	John Carroll .....	<a href="http://www.ipms-phoenix.com/">http://www.ipms-phoenix.com/</a>
Treasurer .....	Bill Dunkle.....	<a href="http://www.ipms-phoenix.com/">http://www.ipms-phoenix.com/</a>
Member At Large.....	Stuart Bricker.....	<a href="http://www.ipms-phoenix.com/">http://www.ipms-phoenix.com/</a>
Membership Chair.....	Lyn Gorton.....	<a href="http://www.ipms-phoenix.com/">http://www.ipms-phoenix.com/</a>
Webmaster.....	Tim Bongard.....	<a href="http://www.ipms-phoenix.com/">http://www.ipms-phoenix.com/</a>
Newsletter Editor .....	Lyn Gorton .....	<a href="mailto:lyngorton@hotmail.com">lyngorton@hotmail.com</a>



## Useful Links

Bjorn Jacobsen—Aircraft Dioramas	<a href="http://www.dioramas-and-models.com">www.dioramas-and-models.com</a>
Plasmo—good visual instructions on “You Tube”	just search for plasmo
Kittyhawk replacement parts	<a href="mailto:Sophialynn@gmail.com">Sophialynn@gmail.com</a>
Trumpeter replacement parts	<a href="mailto:Joanna@trumpeter-china.com">Joanna@trumpeter-china.com</a>
Special Hobby	<a href="http://www.specialhobby.Ev/contact">www.specialhobby.Ev/contact</a>
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Fine Scale modeling techniques	<a href="http://paulbudzik.com">http://paulbudzik.com</a>
“How to “Videos	<a href="https://www.youtube.com/Andyshobbyheadquarters">Youtube.com/Andyshobbyheadquarters</a>
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Info on Aircraft Tyres	<a href="https://www.jupitor.co.jp/pdf/michelin_aircraft.pdf">https://www.jupitor.co.jp/pdf/michelin_aircraft.pdf</a>

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

## Join the IPMS/USA!

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



IPMS/USA PO Box 1411  
Riverview,  
FL 33568-1411

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



## CONTENT NEEDED!!!!

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

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

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

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# ModelZona 2021



## Back in the Saddle



**SATURDAY  
NOVEMBER 6<sup>th</sup>, 2021  
9am - 4pm**

**Model Registration - 9am to 1pm**

**Red Mountain Community Church  
6101 East Virginia Street  
Mesa, Arizona 85215  
Northeast corner of  
Loop 202 and N. Recker Rd.**

★ **OPEN TO ALL MODELERS**

★ **40+ CATEGORIES**

★ **SPECIAL AWARDS FOR:**

Best Vietnam War subject

Best F4U Corsair

Raleigh Williams Craftmanship Award

★ **SEMINARS**

★ **MAKE & TAKE**

★ **VENDOR TABLES**

8ft. Vendor tables - \$40 each

**GENERAL ADMISSION - \$5**

**Kids under 13 - FREE**

### MODEL REGISTRATION

Adult - \$5 (first 5 models)

Additional models - \$1 each

Junior (under 17) - \$2 (unlimited models)

A fillable model registration form is available on our website. We encourage you to fill your forms out in advance so that you have more time to enjoy the show!

Email Keith at [avalon\\_war\\_books@yahoo.com](mailto:avalon_war_books@yahoo.com) for Vendor Table Info

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

Follow us on Facebook: **Craig Hewitt Chapter-IPMS Phoenix**



In light of the current pandemic situation, please be aware that neither IPMS/USA nor its Chapters are liable for any potential transmission of illnesses. Those planning to attend this event should (a) follow existing safe social distancing recommendations and (b) abide by any local or state regulations regarding gatherings.