



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

President's Message

Well, it is getting to the time of year around here when we stay in the cool climate of the house and build a few models. For those of you leaving the dry heat of Phoenix, enjoy the cooler areas elsewhere. Take some models and a set of supplies with you to pass the time. It helps me relax a bit after a long drive or an active day with the grandkids (or kids).

The May meeting brings a discussion and decision about the club's give-back to its members. We have some plans for the fourth quarter this year and several potential plans that may extend into next year. We will discuss this at the May meeting.

Contest winners from the April meeting were Craig Pierce for his HMS Turbulent in the themed contest (Naval) and John Brubaker won the overall contest for his Montarian. Nice models! This month the themed contest is Armor.

We had 58 members and 2 visitors at the April meeting.

The speaker for the May meeting is Don Stewart. He will discuss his flights in US Air Force planes. He has a PowerPoint presentation to show examples of the planes and to augment his stories. There are a few humorous occurrences during his flying days.

Don won the Bill Pelletier donated 1/350 USS Hampton submarine model at the April meeting. While not a submariner, Don will build the kit to expand his modeling skills. It should be interesting. A little research and some glue and paint and voila! Next year's winning Naval entry.

We are still looking for a Club Contact. It is not a busy job, an hour or two per month.

Keep building and bringing in the results.

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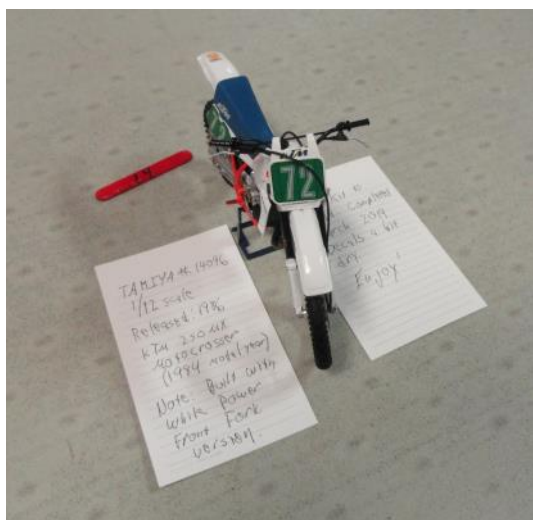
April Competition (Naval)



April Competition (Naval)



April Display Models



April Display Models



April Raffle Winners

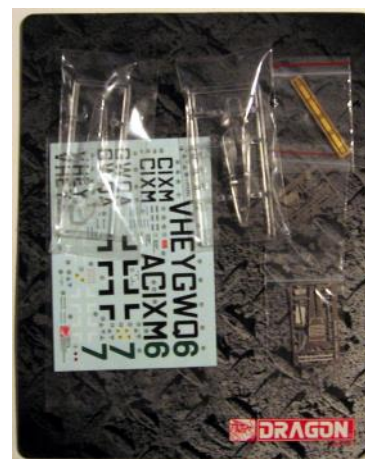
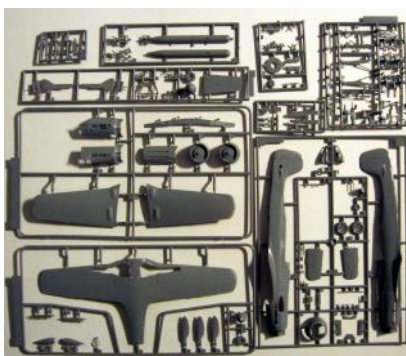


Dragon Ta-152C1/R14

Keenan Chittester



This kit uses the good old Trimaster molds with some new plastic providing the correct wings, the torpedo and a few other parts necessary to make a Ta-152C. There are three small photo etch frets that contain various detail parts. Two styles of canopy are also provided. There are separate parts provided for open or closed cowl flaps. The decals, clear parts and photo etch parts are all attached to a printed piece of heavy paper too keep them from jostling around in the box and getting damaged. The kit is molded in light grey styrene, with the older parts in a shinier plastic than the new parts. The older parts are starting to show some signs of mold wear, but they are still very nice. The older parts were also more brittle than the newer parts. I actually took a chip out of one of the side consoles in the process of nipping it from the sprue. From that point on I used a razor saw to remove the more delicate parts. The instructions are in Dragon's usual style, with color callouts from the Gunze range of paints. There are quite a few unused parts to help stock your spares box.



A new nose section is provided, and surgery is required to fit it. I tried to cut just slightly forward of the panel lines indicated in the instructions, just to be on the safe side. The new nose section is made up of three parts; left, right and upper cowling. When the new parts were dry-fitted to the fuselage, the upper cowling sat about 1mm too low, and it was a little too narrow to match up to the assembled fuselage. I can't necessarily blame the kit for that, as some slight warpage of the cowling halves could have been the culprit. I glued a chunk of sprue inside the rear portion of the cowling in order to spread it out enough to make it fit properly, and added a thin strip of sheet styrene to bring the upper cowling up to the right level.

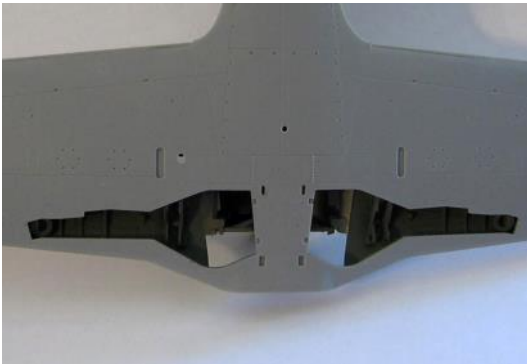


Dragon Ta-152C1/R14

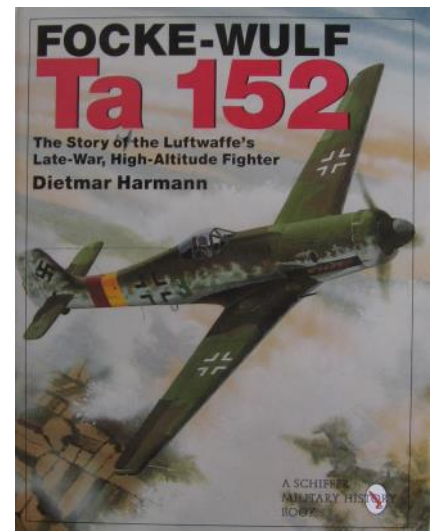
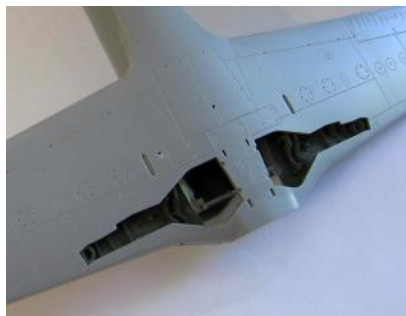
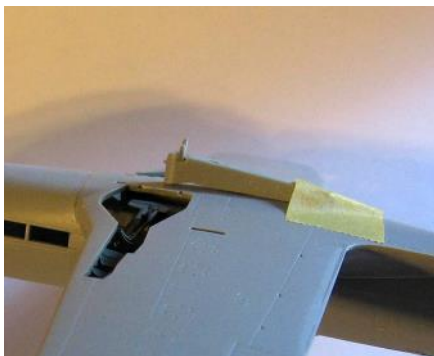
Keenan Chittester

The cockpit interior is nicely detailed, with separate side consoles, rudder pedals, and photo etch seat belts. There are a couple of ejector pin marks on the cockpit floor and the inside of the fuselage that need to be dealt with. The interior was painted in RLM 66, with details picked out in various colors according to references. The seat is supposed to fit on a raised block on the cockpit floor that has two holes in it. Unfortunately there are no corresponding pins on the bottom of the seat. Placement of the seat is somewhat critical due to the fact that the photo etch shoulder harness attaches to the upper rear portion of the cockpit. I decided to wait until the fuselage was together before I glued the seat in place so that I could get it in the right position for the shoulder harnesses.

There is a spar that runs across the back of the wells, and detail on the inner surface of the upper wing which adds detail to the outer portions of the wheel wells. However, there is nothing in the center section of the wheel well. There is one piece of fuselage bracing, but otherwise it is an empty hole. In the original Trimaster offering there was some detail in this area, including the rear portion of the engine. I had an Engine & Things resin engine that I considered putting in, but since this is a review kit I decided to build it as it comes in the box. If you attach the finished model to a base it might be difficult to see the lack of detail in the wheel well.



Per the instructions, I drilled out the locating holes for the torpedo mount before attaching the wing to the fuselage, only to discover later on that the holes don't line up with the pylon used to hold the torpedo. Unfortunately, that wasn't the worst problem with the pylon. The shape of the mating surface of the pylon is not close to the shape of the underside of the wing, so a lot of sanding and test fitting was required. Since neither of the holes that I had drilled out was in the right place, I had to do some guesswork regarding how far forward to attach the pylon. I happen to have a copy of the Schiffer book on the Ta-152 which contains a line drawing of the C-1/R-14, and I used that along with the box art as a guide for placement. I also had to fill the rearmost hole that I had previously drilled out.



Dragon Ta-152C1/R14

Keenan Chittester

I finally got around to attaching the seat. The kit comes with photo-etch seat belts, which I tried to use. They appear to be of a material harder than brass (steel?), and I wasn't happy with the shape I was getting when trying to bend the lap belts. Then I lost one of the lap belts and decided to dig out an Eduard color PE set of Luftwaffe seatbelts and use them. They are much easier to work with and are painted far better than anything that I could do.

The wing to fuselage joint was one of the best that I have encountered in recent years. No gaps, no sanding, no filling! I simply ran some Tenax into the joints and that was it. All of the joints are along panel lines, so the only cleanup I had to do was in a couple of areas where I was a little too generous with the Tenax. There are a couple of etched pieces that go on the inboard trailing edges of the wings. I think they must be stiffeners of some kind. The kit wings are molded with a raised section in the area where the etched pieces attach, and the instructions would have you glue the etched pieces onto these raised sections. I felt that it would have looked out of scale, so I shaved off the raised section on the wing and then glued the etched pieces in their place.

There are two different styles of windscreen and canopy provided; one being of the blown variety. I wanted to use the blown canopy, but the windscreen was too narrow to fit over the instrument panel coaming. The other windscreen fit nearly perfectly, so I used the non-blown canopy. After masking I glued the windscreen in place with Gator Glue and temporarily attached the sliding portion of the canopy with a little white glue. I then sprayed the canopy with RLM66 and primed the model with Mr. Surfacer 1000. Luckily I only had a few minor touch-ups on my seam work, mostly on the leading edges of the wings. As I was working on them I noticed that there were a couple of panel lines on the leading edge of the wing that didn't go all the way around to the other side of the wing. They simply stopped at the mating surfaces. Two of the panel lines came up from the lower surface of the wing and one came down from the upper surface. They were only about ½ an inch apart from each other, so I just scribed a panel line along the leading edge of the wing to make them all come together. It might not be accurate, but in my opinion it looks a lot better than panel lines that go nowhere.



I was finally ready to paint. The instructions call for late war colors of RLM 76, RLM 75 and RLM 83. Like a lot of the late war 190s this aircraft had a natural metal section across the lower surfaces of the wing. I used Alclad Aluminum for the natural metal portion, then masked it off and sprayed the RLM 76 on the lower surfaces and fuselage sides. I used the new acrylic paint from Italeri for the 76 and 75. Look for a review of these paints elsewhere on the IPMS/USA website. I used Aeromaster RLM 83 enamel for the green. I used Blu-Tak for masking the leading edges of the wings and the camo pattern on the upper surfaces. After touching up a few areas of overspray, I was fairly happy with the paint job. I had left the horizontal tail planes off until after painting, and I attached them now. The fit was a bit sloppy, so I had to eyeball them to make sure they were straight.

Dragon Ta-152C1/R14

Keenan Chittester

I applied a coat of Future in preparation for the decals. There are markings provided for the prototype, and also for a fictitious operational aircraft. I decided to go for the prototype markings. According to Schiffer's *Focke-Wulf Ta 152: The Story of the Luftwaffe's Late-War, High-Altitude Fighter* by Dietmar Harmann, the Ta152 V-7 (Werke No. 110007) was the airframe that was used for the torpedo trials. This is the aircraft that I decided to model. The images on the decal sheet are very close together, so care must be taken when cutting them out. I normally use a pair of fly-tying scissors to cut out decals, but since these were so close together I used a sharp X-acto knife. The decals are thin and performed very nicely using Micro Set and Sol, and they were tough enough to withstand my less than gentle handling.

There is no swastika provided on the decal sheet. I have a couple of aftermarket sheets of swastikas produced by Aero-master and Techmod, so I used them. Looking at the pictures in the Schiffer book, I determined that the swastika was of the solid black variety. Unfortunately, I didn't look at the picture before I started placing the decals. If I had, I would have noticed that the swastika is on a diamond-shaped patch of RLM83. So I had to mask off the area and drag out the airbrush again to paint two small areas of RLM83. Note to self: Do a little more research on the next project before painting .

I decided that I could not live with the way the supercharger intake looked. The intake is split horizontally and the opening is very shallow. There is a seam running across the opening and I had contemplated trying to cut a piece of screen to cover it. A modeling friend of mine suggested that I just drill it out and paint it black, so I did that and I am happy with the result. Just about the time that I finished with the drilling it dawned on me that I should have taken a picture of the way it looked before to accompany this review. My apologies for not doing so.

I coated the model with Acryl Clear Flat, which actually leaves a slight sheen. Then it was on to the portion of the build which always seems to me like it takes forever; the attachment of all the fiddly bits. In this particular case, it did take me longer than usual, mainly due to the exhaust. I had decided to leave the exhaust off until I was done painting, and since the exhaust is attached from the inside, I left the upper cowl off to ease installation of the exhaust. There is a new pair of exhaust provided to fit in the new nose section. However, when I went to test fit the exhaust in to the cowl, I discovered that they are too short to cover the slots provided. After some grumbling, I decided to use the original exhaust parts that were designed to fit in the original nose. Unfortunately, the exhaust stubs did not fit around the vertical braces in the new cowling exhaust openings. So I proceeded to cut out those vertical pieces with a razor saw, glue in the exhaust stubs, and call it good.

The wing-mounted guns are mislabeled in the instructions. Use part G22, not part M19. M19 is the upper cowling machine



Secretaries Notes

By Hal Sanguinetti

IPMS Minutes April 2019

President Don Stewart started our meeting at 6.58 to a good turnout of modelers, with the beautiful weather undoubtedly providing an incentive to get out of the house.

Bill Dunkle reported that we had a few expenditures this month, mostly about moving our storage unit to a better place in Tempe, saving a little money and gaining space in the process. Lynn Gorton, our membership chairman reminded us that tonnight was the last night to sign up to enjoy all of the benefits of the club. Pat Arnold described the raffle models for tonight, a nice selection. Kevin Wenker covered tonight's contest, and asked for judge volunteers.

We had a couple of guests, two of which were from the National Model Railroad Association. They are looking for a couple of volunteers to put on a Vallejo painting seminar for the Sept 29th National Convention in Scottsdale.

Scott from Tru Color paint made an announcement regarding some new paints they've come up with for the polycarbonate bodys used on RC cars. Let him know if you can help.

Old Business: Bill Dunkle discussed the push to get membership dues paid up early/on time this year, which is NOT because the club needs money - it's because the membership roster is hopelessly out of date. We have the largest IPMS membership in the country, so it's important to keep things up to date. It was a thorough, thoughtful discussion. The deadline is the end of April.

Hal mentioned the upcoming Desert Scale Classic car model contest (which our IPMS club sponsors) coming up April 13.

Break

Best Model - 'Fury' figure - John Brubaker
Craig Pierce - HMS Turbulent submarine

Well-attended dissertation by Steve Collins!

Model Building in 1:1 scale!

By Ed Kucharski

While surfing on Hyperscale the other day, I came across a thread about a Grumman F6F-3 Hellcat that was fished out of Lake Michigan and ended up at the Naval Aviation Museum in Pensacola, Florida. Having been to the Museum, I have a warm spot for stories about its work. Seems that on January 5, 1945, Lt. (j.g.) Walter Elcock was doing his carrier quals on the paddle-wheeler, USS Sable (IX81). Unfortunately on one landing, his tailhook failed to catch a wire and he went into the Lake.



Notice the smoke trail from Sable's coal-burning boilers **AND** the steel decking! Sable was the only US Navy carrier in WW2 NOT to have a wood flight deck.

Elcock survived the crash and passed away at the age of 90.

But back to our 1:1 build.....

As you know, Lake Michigan has been the source for many USN aircraft restorations. Elcock's F6F-3, bureau number 25910, is shown being salvaged below.



I direct you to the following YouTube video: www.youtube.com/watch?v=Fi_pgdsgeBO
If the link doesn't work, search *F6F 25910 restoration*.

The restoration story is in slide show format with "Victory at Sea" music in the background. Due to age and corrosion it seems every part needed replacement, being meticulously reproduced, one piece at a time.

My only complaint with the video is that it ends just before the work was completed. So here is a still from the Museum website in livery of USN's top WW2 ace, Capt. David McCampbell with 34 victories.

Gotta pull out (one of) my Hasegawa 1/32 kits in the stash.....



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"

Whats on my bench

Mad Max Porsche part 9 by Chris Renninger

Good day everyone, this is the Last Article on the Mad max inspired Porsche 924! Not much left to do either today so let's get to it!



I started off Filling in the axle holes on the back of the rims, they were not centered correctly, I just used some ever-green rods I had laying around.



After that I used my circle center finder tool, only to find out the hubs where not perfect circle, back to the sanding file!



After I got all those fixed it was just drilling new holes and painting!



Whats on my bench Continued

Mad Max Porsche part 9 by Chris Renninger

I did one more pass over the wheel making sure they looked well worn out using a sanding stick then I used some pigments to dust them up.



And 9 months later! I have finally finished my Very first attempt at scratch building/ kit bashing. And I am very happy with how it turned out I might give this another shot on another car I have laying around.

I have learned so much from this experience and I hope I entertained a few people as well with this build. Please give me any feedback you can think of, Thank you Lyn for giving me this opportunity and I will be back next month with a Gundam model!



Whats on my bench Continued

Mad Max Porsche part 9 by Chris Renninger





MAY

Military

1. 1456- German: RAL 7027 Sand
2. 1457- German: RAL 7017 Green-Brown
3. 1240- ANA-608: Intermediate Blue
4. 1241- Neutral Gray, #43
5. 1246- ANA-610: Sky Green

Automobile

1. 650- Cognac Pearl (for Porsche, 2008-2012)
2. 795- Nordisch Gold Metallic (for Porsche, 2008-2012)
3. 796- Kristallgruen Pearl (for Porsche, 2008-2012)

Structure/Infrastructure

1. 437- Matte Light Brown Tree Bark
2. 438- Matte Dark Brown Tree Bark

JUNE

Military

1. 1244- Orange-Yellow, #47
2. 1245- Neutral Gray, #33
3. 1247- True Blue
4. 1255- French: FR-03- Light Yellow Doped Linen
5. 1256- French: FR-04- Yellow Doped Linen
6. 1257- German: Red Baron Fokker Red

Automotive

1. 656- Platinbronz Pearl (for BMW, 2008-2012)
2. 778- Interlagosblau Pearl (for BMW, 2008-2012)
3. 783- Tiefgruen Pearl (for BMW, 2008-2012)

Structure/Infrastructure

1. 439- Matte Off-White Tree Bark
2. 444- Matte Dark Redwood- For Water Towers

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.

Scott and Martin are club members and will gladly answer any questions/queries that you have about their product at the monthly club meet.

Contest Corner

Kevin Wenker

ARE YOU STRAIGHT OR WHAT?

OK, people, we are done with seams, right? Yup, we are. Let's move on to the next area where judges look. And, remember, even if you are not entering any of your models in any contest or competition, these are still areas where you can improve your modeling and make it a more satisfying endeavor once a model is finished.

This next area we shall consider is what I refer to by asking if you are straight. No, this has nothing to do with your private life and that one-eyed Episcopalian kangaroo you keep in your closet. This is more important. It concerns whether the parts on your model are straight, parallel, perpendicular, or, if angled, whether or not the angles are consistent.

Let's pause a moment and realize that any discussion of straightness and angles requires a basic understanding of geometry and such terms as perpendicular, parallel, acute, complementary and so forth. If you don't know what these terms mean, please go get a book on geometry from your local library or book store and brush up on the meanings. Trust me that angles and such are very noticeable to judges and are, like seams, a show stopper - or not - when it comes to considering how well a model is made. It often is the difference between a two foot model and a close-up model.

Let's take a look. And, remember, no squinting.

We start with aircraft. Is the landing gear at the right angle to the ground from the wings when your model is viewed head-on? Now take a top down look: are the wheels even on either side as you see them extend out from the wing and with each other? If you drew a line on paper and place your model on that, would both wheels line up on the line and the wing to parallel to that line? Both are often areas where models have problems. Now, move on to the wings and elevators. Is the dihedral - or anhedral or no hedral - equal on each wing? What about the elevators? Do they extend from each side of the tail plane at the same angle? Ailerons? If you put the control surfaces in any offset, are the ailerons opposite angles from each other or are the elevators the same on either side of the rudder? If you drop the flaps, are they the same on either side of the fuselage? Then take a look at landing gear covers. Same thing as before - equal angles, parallel to each other, parallel to the fuselage? I'm sure there are other areas on specific aircraft which need to be checked for angles and such, but those are just that - specific to that type of aircraft. By the way, I include hellos in my generic aircraft designation.

OK, what next? How about armor? If it's ok with you all, I am going to include autos in with armor. I've never built an auto and will likely never do so, but from what I can tell, the issues with armor also apply to autos. And what are those issues? Well, the road wheels being parallel to the longitudinal axis of the vehicle and those same road wheels being perpendicular to the ground and at a 90 degree angle to bottom of the hull. In addition, the road wheels should also be parallel to the other road wheels. If these are not straight, then this will lead to the tracks also not being in proper alignment. If the vehicle has turning wheels in place of or in addition to road wheels (the half-track comes to mind) then the wheels should both be turned in the same angle (unless, of course, it is one of those vehicles where the turning wheels are articulated and independent of each other). Also, be sure and check on the hatches or doors if you open them, making sure they are square to the hatch or door opening.

Contest Corner

Kevin Wenker

Let's move on to ships. The major items on ships which are often not straight or have the proper angles are the masts. Are the masts perpendicular to the deck from a frontal view? Are the masts perpendicular to the hull from a side view? Are the yard arms perpendicular to the hull from an overhead view and perpendicular to the mast itself? Other than masts, the other major offender on a ship is the guns. Now, to be sure, on a capital ship, the guns of any turret can be at different elevations. But the gun barrels must still be perpendicular to the face of the turret. When it comes to secondary guns (such as the turreted guns on a destroyer), the barrels should be the same elevation as well as perpendicular to the turret face. Also, if you build a full body hull, make sure the rudder(s) are perpendicular to the hull and, if multiple, parallel to each other.

OK that said, there is this exception to the perpendicular and parallel dictum: Battle Damage. If you are building the model with intended battle damage, nothing says it better than important features being out of square in the area of the damage or as a result of it in other areas of the model. But, that is intentional on your part. It is not an accident that occurs during the normal course of building a model.

Oh, there is one other exception and that is something on the model which is flexible, such as a cable on a tank or, frankly, anything which is not rigid. Those, by their very nature, look wrong if there is no sag or bend, but as in the case of multiple cables (wires on a mast, for example) they should still be parallel to each other —or, at the same angle- if that was what intended on the real ship, tank, or whatever. Remember this: nature abhors straight lines when something is flexible and flex where something is rigid. People build with straight, even lines when it comes to rigid components. Nature does not; rarely is something in nature straight and even. That is why a building in real life looks dilapidated if the angles are out of square or rigid components sagging. It is the same with angles; nature's angles are helter skelter. Human angles are consistent. That is why something which is intended to be parallel or perpendicular or at the same angle stands out so glaringly when it is not. We will cover this in the future to a greater degree (pun intended) with scribing and weathering.

Now, all that being noted, what is your best tool for determining whether a part of the model is parallel or perpendicular or at the same angle? It is the same tool a judge will use: the Mark 1 Mod 0 Optical Orb; otherwise known as the eyeball. Well, actually, both of them. The human eyes have a great facility to note things that are out of square or not parallel and so forth. You won't see any judge using a plumb or protractor when judging. The eye does the job. Both of them. Why do I emphasize that? Because when you squint and use only one eye, you lose depth perception and thus diminish your ability to see things which are not square or such as well as seeing those which are. Judges don't squint. Model makers tend to.

Here are some other tools to help you build straighter, more perpendicular, and parallel models: a good T square. You can find excellent ones at Micro Mark. Pencil and paper — as mentioned above, using parallel and perpendicular lines drawn on paper assists greatly in making sure wheels and tracks are even and parallel. Get a good protractor with a moveable arm. Set it for the angle you require and it helps immensely in making sure your angles are right. And here is one final tool which can prove invaluable: your mobile phone. Huh? Sure. Use the camera to take pictures of your model to determine straightness and parallel lines or other angles. The camera does not squint and you tend not to squint when you look at the pictures on it. Be sure and take your pics from a low or square on angle with decent lighting.

Well, that's about it for angles and what not. Next month: The Kitchen Sink. Until then, no squinting.

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



EDITORS CORNER

BY LYN GORTON

From Region 10 Coordinator:

An official survey of the membership to ascertain preference of GSB and 123 judging systems is now under way. **THIS IS AN OFFICIAL SURVEY TO SUPPLY CURRENT INFORMATION TO THE E-BOARD, NOT A PROPOSAL.** There is **NO** effort I am aware of to change the way IPMS/USA judges our contest. The purpose of this e-mail is to inform the membership of the survey. As part of the survey, we have provided basic, unbiased descriptions of both GSB and 123 systems that will be included in the April/May issue with the survey card to include non-computer folks. Full details of the survey can be found here: [SURVEY](#) Voting will take place via a survey card in the April/May 2019 issue of "The Journal", at the nationals in Chattanooga this summer, and now on-line on the election ballot. The survey will also be printed at the bottom of the model registration forms at the national contest to best insure the maximum participation of the membership.

The survey, questions, 1-2-3 and GSB descriptions, were composed by a group of volunteers with oversight from Ron Bell, the E-board, with participation from Mark Persichetti, Chief Judge for IPMS/USA and the NCC.

ON-LINE VOTING IS NOW ACTIVATED! Members may vote for their choice on the survey when voting in the general election.

The instructions are here: <https://voting.ipmsusa3.org/content/activate-your-account>.

The only way you can vote on the survey on-line is register to vote in the general election.

Many thanks to Keenan/Ed for this months contributions, and to Chris for the final installment of a 9 month project on his mad max porche. Please keep your articles and comments coming in, anything to do with modeling and history therein is always appreciated

Just as a heads up **There will not be a Corsair for July** as so many people (including me) are out of Town.

I will attempt to combine June/July info such as raffle prizes etc

There will of course still be a July meeting on the 1st Tuesday (2nd July)



EDITORS CORNER

BY LYN GORTON



And the award for the best Stash goes to

I hope you are following Kevins helpful hints and tips on what judges look for (page 19/20) even if you don't want to enter a competition the advice is still good for improving your build techniques..

On page 30/31 you will find an explanation on how points are awarded and also the latest points totals for the modeler of the year award.

After many months we finally have an updated roster of all members in good standing, so as a quick check on your status you should receive the Corsair direct to your email at the end of the month. If you don't receive it then you are either not in good standing or I do not have your correct email address .Either way you need to correct this by talking to me at the club meetings.



EDITORS CORNER

BY LYN GORTON

A good well attended seminar last month, given by Steve Collins on Water Color Washes. May seminar will be given by Don Stewart on some of the planes in which he flew, and no doubt plenty of stories about his experiences. Book early to avoid disappointment



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: TBA

MAY 2019

Tuesday 7th, 7pm
Seminar/Speaker: The Planes I flew
Don Stewart

NOVEMBER 2019

Tuesday 5th, 7pm
Seminar/Speaker: TBA

JUNE 2019

Tuesday 4th, 7pm
Seminar/Speaker: TBA

DECEMBER 2019

Tuesday 3rd, 7pm
Event: White Elephant



Raffle Update

May Raffle Items

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

Item A: Tamiya 1/35 M5A1 U.S. Light Tank

Item B: Hasegawa 148 P-38J "D-Day Invader"

Item C: Revell 1/425 USS Arizona

Item D: Italeri 1/48 Wessex UH.5 Helicopter

Item E: Hasegawa 1/200 ANA Airbus A320

Item F: AMT 1/25 1962 Corvette Convertible

Item G: AMT 1/1400 Star Trek USS Excelsior NCC-2000

Item H: New Item from Hobby Depot

UPCOMING EVENTS

October 12th Orange Con 2019

November 2nd—Modelzona 2019

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.

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

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.

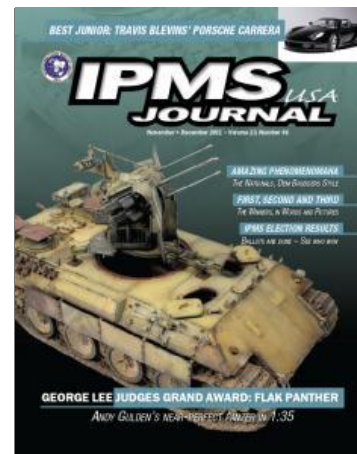
Join the **IPMS/USA!**

\$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 National Office
P.O. Box 56023
St. Petersburg, FL 33732-6023

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.



Be a part of Southern California's largest exhibit of scale models

New Location: Hotel Fullerton Anaheim
1500 South Raymond Ave.
Fullerton, CA 92831
(Raymond Ave. between Commonwealth & Orangethorpe)

Schedule: Open To The Public	9:00 AM to 5:00 PM
Vendor Set-Up	8:00 AM to 9:00 AM
Model Registration	9:00 AM to 11:30 AM
Contest Judging*	Noon to 3:00 PM
Awards Presentation	3:30 PM to 5:00 PM

* Portions of the Contest Room will be open during Judging on a rotating basis. Your cooperation is requested.

Admission: Spectator Admission	\$ 7.00
Contest Admission (includes first 3 models)	\$10.00
Contestants Under 12	Free
Model Entry fee after first 3 models	
Adults	\$ 1.00
Junior and Young Adult	Free

For a complete list of contest rules, registration forms and other information, please visit our website at: www.ipmsoc.org

For more information:

IPMS Orange County, P. O. Box 913, Garden Grove, CA 92842
web: www.ipmsoc.org • e-mail: octreasurer@gmail.com

Contest Theme Award for OrangeCon 2019

D-Day - June 6th 1944

Any subject in use on that day
- Military or Civilian Subject



EXTRA! Los Angeles Times

INVASION!



**Allied Landings
Begun in France,
Eisenhower Says**

ALLIED FORCES BEGAN TO UNLOAD their supplies and troops on the beaches of Normandy today, marking the start of the invasion of France, according to a statement by General Dwight D. Eisenhower, commander of the Allied forces in Europe. The statement said that the invasion was a "great success" and that the Allied forces were "well equipped" for the task. The statement also said that the invasion was "a great success" and that the Allied forces were "well equipped" for the task.



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



MODELER OF THE YEAR CURRENT POINTS STANDINGS

	JAN	FEB	March	April
Ethan Dunsford	5	5	5	
Craig Brown	20	30	15	
Don Stewart		5		
Gary Thomas		5		5
Mike Mackowski		5		
Outlaw Davis		15		
Jim Pearsall	5			
Brian Baker		5	20	
Mike Pabis		5		5
Michael Megee	5	5	5	5
Daniel Gibson		5		
Mark Krumrey		5	5	5
Mark Rossmann		5	5	5
Kevin Wenker		5	15	
Dale Mickley	5	5		
Richard Christ		5		
Mark Daniels	5			
Mike Dassele			5	5
Jay Steward			5	
Paul Varpa			5	5
Tim Bongard			5	
David Smithson			5	
Carlos Cardenas			5	
John Brubaker				15
Craig Pierce				20
Keith Dorson				5

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2 Great Locations!

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NW corner
19th Ave. & Northern
602-995-1755

4240 W. Bell Rd.
NE corner
43rd Ave. & Bell
602-547-1828



**ANDY'S HOBBY
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15224 N. 59th Avenue, Suite 12
Glendale, AZ, 85306
tel. (602) 439-1456

Avalon
Books and Hobbies

1510 N. Scottsdale Rd.
Tempe, AZ 85281
(480) 994-2263

space in miniature

Space modeling reference books
by Mike Mackowski.

www.spaceinminiature.com



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