



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

President's Message

First, Happy Birthday USA!

Second, as before, we've cancelled the July meeting of the IPMS Phoenix/Craig Hewitt Chapter, in line with CDC guidance. We continue to monitor the status of the disease here in the valley and will decide on whether to hold August's meeting at a time closer to that date.

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

Also, Mike has led a couple of Saturday afternoon 'build and bull' sessions recently, via Zoom. It seems to be working pretty well and it gives those who join in the ability to 'sit in a room' with like-minded people and build models, while still practicing good prevention. I know Mike had Lyn send the invitations to everyone on the email list. Join in next time and give it a try.

I'm sure most of you have heard by now, but IPMS/USA, in conjunction with the San Marcos group, has cancelled the IPMS/USA 2020 Nationals in San Marcos, Texas, due to a rapid rise of Coronavirus cases in the area. They will be issuing refunds if you've preregistered or have booked vendor tables. If you have reserved rooms at a hotel for the Nats, you should cancel them.

And for the good news: One of the things that is good about this job is when I get to tell you all about a member of our group who has stepped up and given of their time to help our club function. While they all do an outstanding job, occasionally, someone outside our 'little' family recognizes that effort and rewards them. To that end, please see the announcement below from the Region 10 Coordinator.

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THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

President's Message

Newsletter of the Year (R10)

The Corsair, editor Lyn Gorton, from the Phoenix, Arizona chapter is the Region 10 Newsletter of the Year for 2019. This is a repeat winner from last year as The Corsair consistently has quality content, including information on club activities, coverage of their meetings, and announcements about other hobby events in the local area.

Congratulations to Lyn on a job very well done.

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

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

Steve

Display Models



Trumpeter 1/72 scale F-100D Super Sabre. It was built pretty much out of the box. Paint was a base coat of Testors enamel gloss aircraft gray, topped with Alclad Aluminum (main fuselage) and Magnesium (engine area). Kit decals were used augmented by some from an old Microscale F-100 sheet.

Mike Mackowski



Tamiya 1/48 Bristol Beaufighter - 272 Squadron, Malta, 1942

Using Tru Color paint throughout

TCP-1290 RAF Interior Green for inside surfaces

TCP-1286 RAF Azure Blue for underside

TCP-1289 RAF Mid Stone and TCP-1282 RAF Dark Earth for top sides

Also used Tru Color masking film for the camo pattern - good results - no leakage and no paint tearing.

Lyn Gorton

Display Models



1/25 Revell Peterbilt

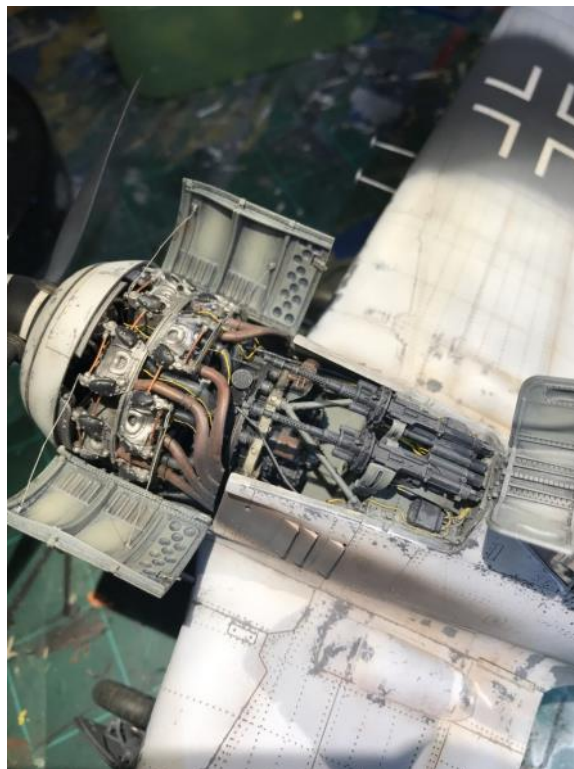
Lonnie Landers



Mini-Craft 1/144 B24-J

Martin Cohen

Display Models



Revell of Germany 1/32 Fw-190 F8.

I added quite a bit of aftermarket to it which I don't normally do but wanted to try it for once. Aftermarket items: Eduard BigSin set part II (engine, fuselage guns, landing gear, propeller and hub) also added seatbelts and rivets. I also did some scratch building here and there.

Craig Brown

Display Models



1/72 scale Bf109 I did in desert scheme.

Martin Cohen

Display Models

Much to my horror my eight-year-old is now in the Pokémon. As I much rather not have to deal with the TV shows in the trading cards especially in the middle of a pandemic, I figured if she had the interest level she might want to do something three-dimensional. This is the first kit she built completely autonomous the only assistance she got was one movable piece in the neck and required some engineering. She even experienced her first parts monster event, one of the feet is MIA and we have no idea where it went.

Ethan Dunsford



Monogram 1/72 Convair B-36 by "Mark Krumrey"

1: THE AIRCRAFT

During the period prior to the U.S. entering the war, in 1941, a watchful eye was kept on England as Germany underwent the "blitz". Knowing that if England fell, there would be no bases available to launch bomber aircraft against targets in Germany. As the U.S. Army Air Corps (USAAC) had no bomber aircraft with global mission capabilities; in April of 1941, the USAAC issued a request for an aircraft with intercontinental capabilities and specifications for speed, ceiling etc. These requirements proved too demanding for any short-term design—far exceeding the technology of the day—^[5] so on 19 August 1941, they were reduced to a maximum range of 10,000 mi (16,000 km), an effective [combat radius](#) of 4,000 mi (6,400 km) with a 10,000 lb (4,500 kg) bombload, a cruising speed between 240 and 300 mph (390 and 480 km/h), and a service ceiling of 40,000 ft (12,000 m),^[4] above the maximum effective altitude of all of [Nazi Germany](#)'s antiaircraft *flak* guns, save for the rarely deployed [12.8 cm FlaK](#) 40 heavy *flak* cannon. [Wikipedia.]



As the war in the Pacific continued it became clear the US Army Air Force (USAAF) needed a long-range bomber to operate out of bases in Hawaii, capable of striking targets in the Pacific Theater of Operations (PTO) and Japan itself. Due to this need the development of the B-36 began in earnest. The USAAF initial request was for 100 bombers before the completion and testing of the two prototypes. However Convair, as it was known after it's merger in 1943 with Vultee, delayed production due to the production of the B-24 Liberator and later the B-32 Dominator, so it wasn't until 20 August 1945 that the aircraft was unveiled and flew for the first time, almost a year later on 8 August 1946.

After the establishment of an independent United States Air Force in 1947, the beginning in earnest of the [Cold War](#) with the 1948 [Berlin Airlift](#), and the 1949 atmospheric test of the [first Soviet atomic bomb](#), American military planners sought bombers capable of delivering the very large and heavy first-generation atomic bombs.[Wikipedia]

The B-36 was the only American aircraft with the range and [payload](#) to carry such bombs from airfields on American soil to targets in the USSR. The modification to allow the use of larger atomic weapons on the B-36 was called the "Grand Slam Installation".

On 12 February 1959, the last B-36J built, AF Ser. No. 52-2827, left [Biggs AFB](#), Texas, where it had been on duty with the [95th Heavy Bombardment Wing](#), and was flown to [Amon Carter Field](#) in Fort Worth, where it was put on display and now resides at the Pima Air and Space museum in Tucson. Within two years, all B-36s, except five used for museum display, had been scrapped at Davis–Monthan AFB.

The B-36 was the largest Piston driven aircraft ever built. With a wingspan of 230' it was longer than the C-5 galaxy. It had a wing chord of 7' 6" to allow crew to service engines and landing gear whilst in flight, This large wing area allowed it fly at over 40,000 ft. It was 162' long, 2/3rds longer than the then super bomber the B-29. It had a range of almost 10,000 miles and had a top speed of 435 mph. At altitude no enemy fighter of the day could engage it effectively.

Monogram 1/72 Convair B-36 by "Mark Krumrey"

2: THE MODEL

Monogram dropped a real bombshell in 1980 with the release of their 1/72nd B-36 Kit #5703. It was marketed as the Largest Plastic Scale Aircraft Model kit made, surpassing the record held by Monogram's B-52 which had sole claim to that title up to that time. Prior to Monogram releasing the B-36, the only other injection molded kits were the Revell 1/184 kit with no landing gear, which hadn't been re-issued for some time, and the Aurora boxing about the same scale with landing gear. Contrail released a 1/72nd Vacuform kit, of which I only ever saw one built. Upon hearing that the local hobby shop had these in stock, I rushed down and bought and excitedly built one. The model is quite large. The fuselage is 27 ¾ inches long, wingspan is 38 ¼ "and the tip of the tail rises to a dizzying 7 ¾ "above the display table. Naturally its size makes it unwieldy to work with, and it requires a lot of care in handling and shelf space.



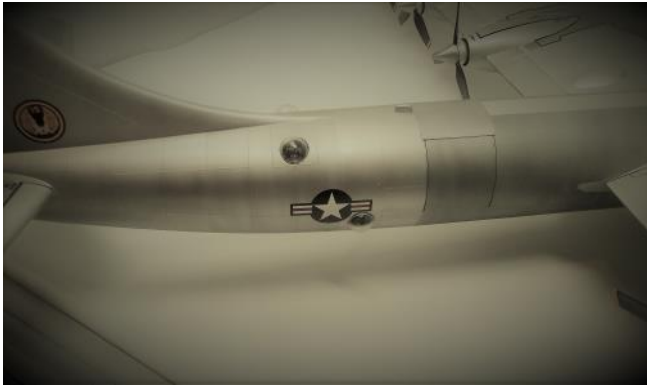
I managed to score a 1980 release of the Scale Model Graveyard for a decent price as two propeller blades had broken of their hubs; an easy fix as the break was clean and easy to repair. I started the kit per instructions. It takes a lot of nose weight that I superglued into the void behind the radio room bulkhead. There was a slight warp in the fuselage that I tried to work it fixing small areas of the fuselage at a time until the entire fuselage was buttoned up. I even used some brass tubes to replace a couple of broken locator pins. This worked fine for the main part but required a fair amount of sanding and filling. The wings went together well, no fit issues, just some sanding to eliminate the seam on the leading and sanding around the engine nacelles. Monogram could have saved

the modeler a lot of sanding time had they molded the nacelles where the props fit into as a separate ring. Minimal sanding took care of the seam none the less.



Monogram 1/72 Convair B-36 by "Mark Krumrey"

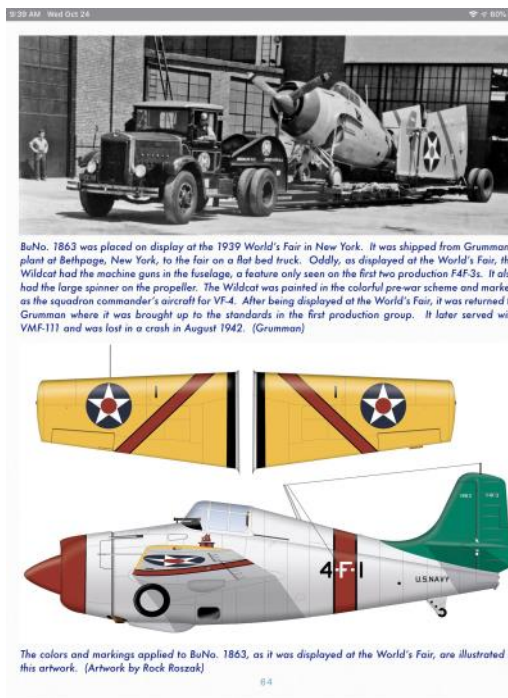
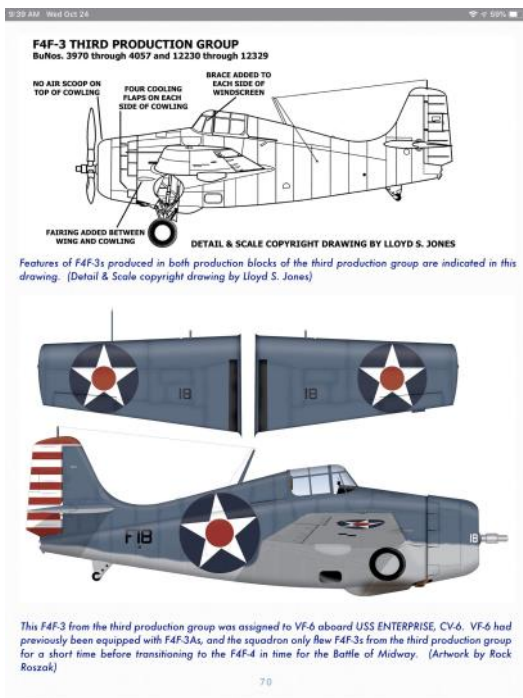
Painting was a bit of a challenge as to color, shades etc., and the amount of tape it takes. I used an entire roll plus of Tamiya tape. I was modeling the Photo/Reconnaissance version which used part of the bomb bay as a crew station, so being pressurized the magnesium portions were a little different. Painting Natural Metal Finishes is always a challenge, and this was no different. I used Testors Silver Metallic for the overall base paint. I left the wings off for ease of masking, handling and painting the fuselage and wings. I used Testors Model Master Anodonic Grey for the Magnesium areas, Alclad Dark Aluminum for the wing walk areas, Alclad Duralum for the control surfaces and Alclad White aluminum for the trim tabs. Naturally, when I pulled the tape off there were tape marks in the paint, but these were corrected with some vigorous rubbing with a tissue and a microfiber cloth. For sealing the decals and paint I brushed on Pledges/Future acrylic floor finish. Markings are from Warbird sheet #72-002 for the aircraft marking and 72-003 for the stenciling and wing walk lines. The model represents an RB-36E from the 5th SRW, 72nd BS, 15th Air Force, stationed at Travis AFB in 1952.



F4F & FM Wildcat

Reviewed by: Floyd S. Werner, Jr.

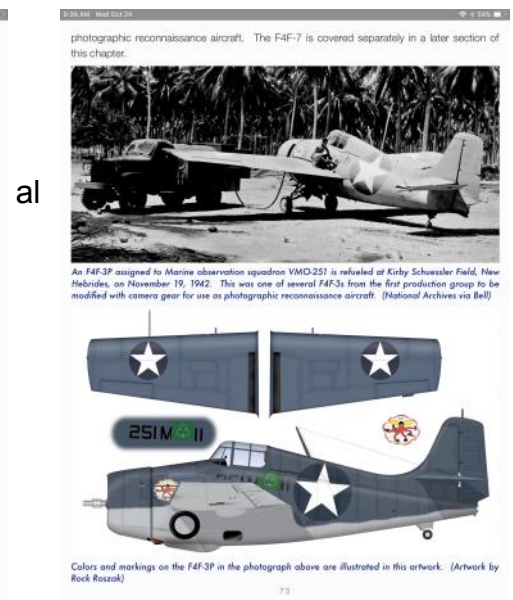
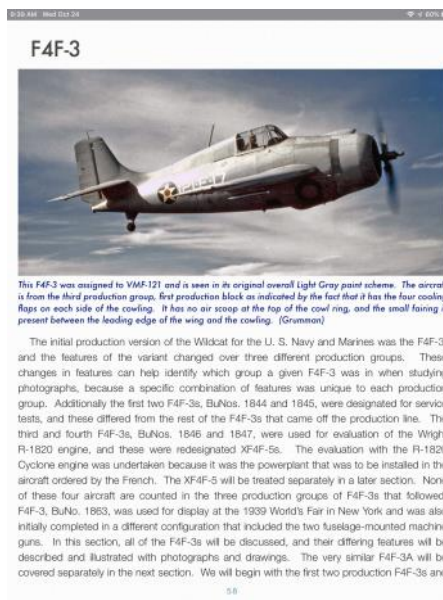
Detail & Scale have always provided great reference books. Most recently D&S moved to the digital format, but old school modelers missed the feel of a real book in their hands and D&S listened. Well the current progress of printing has allowed the digital book to be printed. Sure there are things that you can't do in a printed version that you can do in digital but still for a value minded modeler these books are quite impressive.



Modern printing on demand means that you no longer have to be constrained where the color pictures are. The latest volume on the Wildcat is available in a 108 page book that is typical of what we've come to expect from Detail & Scale the past but better. There color throughout the book and not just in certain sections. The softbound book produced on high quality paper. All the pictures from the digital format are contained within the book, how-

ever, you won't be able to scale them up like the digital ones.

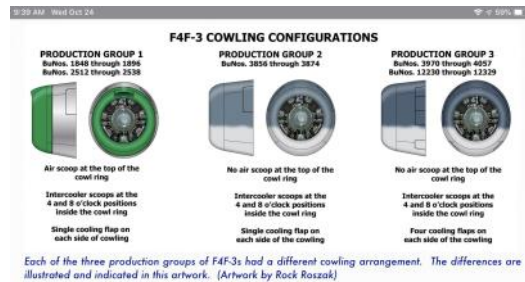
Bert Kinzey and Rock Roszak are well known for their work on the Detail & Scale series of books, both printed and digital. Their expertise in their individual fields melds perfectly together to produce one of a kind reference material. Their collaborations have set the standard for other reference books since they were first published.



F4F & FM Wildcat
Reviewed by: Floyd S. Werner, Jr.

This is not your daddy's Wildcat book that was published in 1968, nor is it the one published in 2000, far from it. With new information from the Grumman History Center, along with the help of noted researcher, Dana Bell, this publication is one of a kind and quite simply the best reference on the Wildcat out there.

The book is broken down into chapters, just like the original printed versions. Chapter 1 is the Wildcat history. This gives a nice background to how the Wildcat was developed in alongside its rival, the Brewster Buffalo. Despite losing the flyoff against the Buffalo, the Wildcat was continuously developed into the fighter we all know. This chapter also covers the French, later British G-38/Martlet development. The employment of the Wildcat highlighted the first years of the US in WWII with some notable events and people.



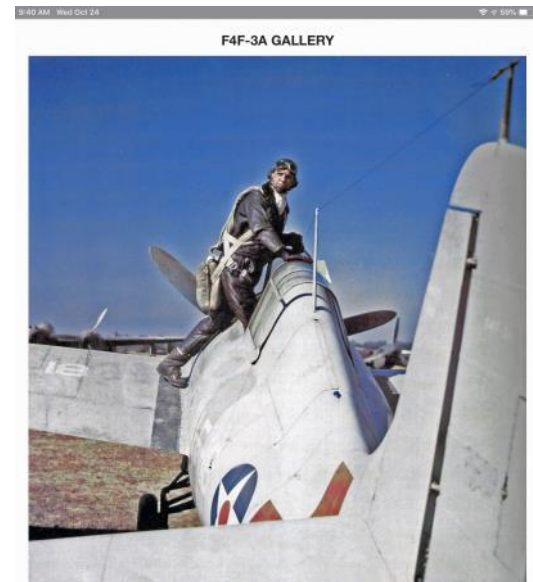
Each of the three production groups of F4F-3s had a different cowling arrangement. The differences are illustrated and indicated in this artwork. (Artwork by Rock Roszak)

Grumman Model Number	G-36
Number Built	285
Armament	4 X .50-caliber machine guns
Powerplant	Pratt & Whitney R-1830-76 or -86
Wingspan	32.00 ft. - 1,200 in.
Maximum Speed	330 mph at 22,000 feet
Cruising Speed	196 mph
Initial Rate of Climb	2,050 feet-per-minute
Ceiling	32,600 feet
Maximum Range	1,800 miles
Combat Range	845 Miles
Wingspan	38 feet
Length	28 feet, 10.5 inches
Height	11 feet, 9 inches
Empty Weight	5,293 pounds
Gross Weight	7,467 pounds
Maximum Internal Fuel	147 gallons
External Fuel	2 x 50 gallon tanks

The first two production F4F-3s had the same armament as the XF4F-3 including two .50-caliber machine guns in the forward fuselage and two .30-caliber weapons in the wings.

Source: Official U. S. Military Standard Aircraft Characteristics Data.

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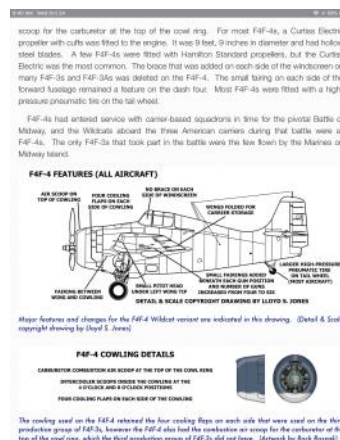
The pilot of an F4F-3A assigned to VMF-111 climbs into the cockpit of 111-F-18 during the war games that were conducted in November 1941. At that time, the Wildcat was still painted in the overall Light Gray scheme, and F rather than MF was being used in the fuselage code for this Marine Corps fighter squadron. Part of the red cross, indicating assignment to the red force during the war games, can be seen on the aft fuselage. (Groenhoff/NASA via Piet)

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Chapter 2 deals with the US Wildcat variants. There are some unique early variants shown with rounded wingtips and tail. The XF4F-2 is the first variant discussed in detail. Then the more common F4F-3 and -4 both of which are covered in detail with cockpit and detailed walk arounds. There were three unique US variants that are all pointed out in pictures and drawings. The Wildcatfish is also shown in great detail. This is where the ability to 'blow up' the photos helps out. The first folding winged version, the F4F-4, is another variant covered. All the way up to the F4F-8 and FM-2 are covered.



Above and below: These two photographs of the Wildcatfish were taken on May 23, 1943, at NA; Potomac River, Maryland, after the *En Hay* had been added under the left keel. Each foot had a small rubber at the left end. This would be the final configuration for the F4F-35. (Both, Grumman)



Major features and changes for the F4F-4 Wildcat variant are indicated in this drawing. (Detail & Scale copyright drawing by Lloyd S. Jones)

F4F-4 COWLING DETAILS

CABINETER CONNECTION AIR SCOOP AT THE TOP OF THE COWLING RING

INTERCOOLER SCOPES INSIDE THE COWLING AT THE 6 O'CLOCK AND 9 O'CLOCK POSITIONS

FOUR COOLING BLADES ON EACH SIDE OF THE COWLING

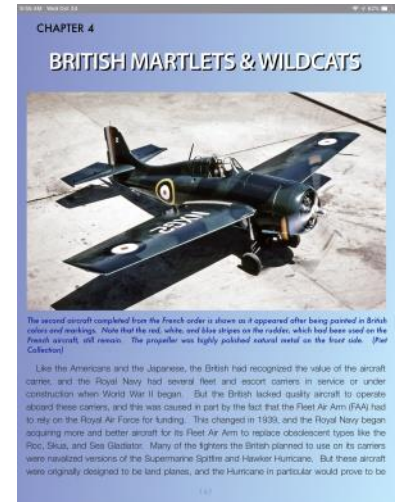


The cooking used on the F4F-4 retained the four cooking bays on each side that were used on the thin production group of F4F-3s, however the F4F-4 also had the combustion air scoop for the carburetor at the tip of the nose cone, which the third production group of F4F-3s did not have. Marked by Buck Beardsley.

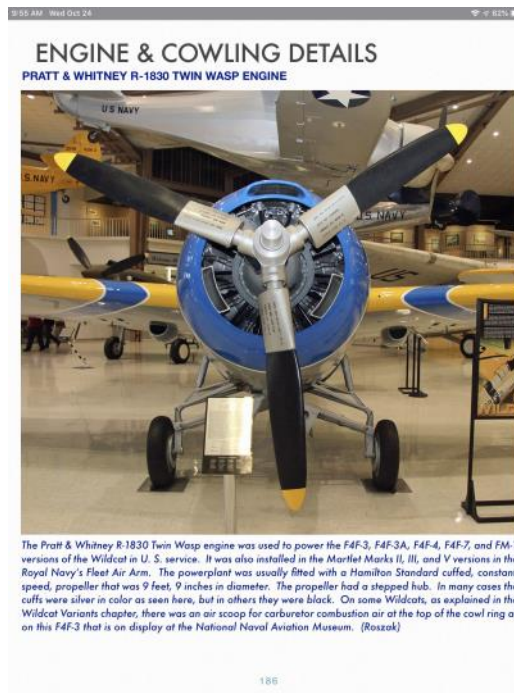
F4F & FM Wildcat

Reviewed by: Floyd S. Werner, Jr.

Chapter three is about the French G-36A variant and this is followed up by Chapter 4 dealing with the British Martlets and Wildcats.



Next up is what Detail & Scale are known for, detail shots. These cover the F4F-3, 3A, -4 and FM-2. Most are in full color. Cockpits, canopies, engines, cowlings, fuselage details, wing details, armament, and landing gear, literally everything a model builder could ask for.



F4F & FM Wildcat

Reviewed by: Floyd S. Werner, Jr.

Chapter six deals with the paint schemes and colors. The Wildcat progressed from the yellow wings navy through the overall gray (boring) to the more common Blue—Grey over Light Grey Scheme to the tri-color scheme to the Atlantic scheme and finally the overall Gloss Sea Blue worn in the final months of the war. Some Non-standard schemes are thrown in to add some color. And since the Wildcat variants flew from the first day of the war to the end all the US emblems are represented as well.



The horizontal tail was a conventional design with metal covered horizontal stabilizers and fabric covered elevators. Metal trim tabs were on both elevators, and the actuator for the one on the right was on top, while the actuator for the one on the left was on the lower surface. This was because the horizontal stabilizers and elevators could be fitted to either side of the aircraft. The inboard edge of each elevator was tapered to provide sufficient clearance for the movement of the rudder. (Kinzey)



An underside view of the horizontal tail provides a good look at the metal trim tabs and the four hinges for the elevators. An inspection panel is located just forward of the trim tab on the left elevator, just as an identical panel was located forward of the trim tab for the right elevator on the upper surface. (Kinzey)

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CHAPTER 6 WILDCAT PAINT SCHEMES & COLORS



F4F-3As assigned to VMF-111 were painted in the overall Light Gray scheme as they participated in war games in November, 1941. The red crosses on the wings and fuselage denoted that the aircraft were assigned to the red force during the exercise. It was also in November 1941 when the Navy directed that the Blue-Gray over Light Gray scheme be applied to aircraft, so this photograph was taken at the very end of the nine-month period in which the overall Light Gray scheme was authorized. (Piet Collection)

Pre-war Colorful Paint Scheme

Just as the era of biplanes with their fabric covered surfaces, struts, and flying wires was coming to an end in the late 1930s, so too was the time of the U. S. Navy's colorful paint schemes and markings. The thirties had seen Navy aircraft painted with silver fuselages and

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The change to the Blue-Gray over Light Gray paint scheme is illustrated in this profile of an F4F-3A assigned to VF-2 in early 1942. The 2 has been deleted from the fuselage code, and the red and white stripes, intended to be an identification aid for American aircraft, have been added to the rudder. Note the demarcation line between the Blue-Gray and Light Gray on the forward fuselage. It is about even with the leading edge of the wings. This was fairly standard on F4F-3s and F4F-3As, although there were some variations, particularly on those aircraft repainted at the squadron level. This would later be changed on F4F-4s. (Artwork by Rock Rozsak)



A crewman applies the Blue-Gray paint to an overall Light Gray F4F-3 aboard USS WASP, CV-7, on December 5, 1941. The directive for the Blue-Gray over Light Gray paint scheme had just been issued the previous month in November. Squadrons simply painted the Blue-Gray color on their Wildcats that were in the overall Light Gray scheme, leaving the Light Gray on the undersurfaces. Fuselage codes remained in white, and the national insignias were left as they had been on the overall Light Gray scheme. (National Archives via Bell)

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CHAPTER 7

MODELERS SECTION



Scale models of the Wildcat come in all four standard modeling scales. From left to right are the Sweet FM-2 in 1/144th scale, the Airfix 1/72nd scale F4F-4, the Tamiya 1/48th scale F4F-4, and the Revell F4F-4 kit in 1/32nd scale that has been converted to an F4F-3. (Kinzey)

The Detail & Scale website has a photo set of various Wildcat models built by members of the Scale Aircraft Modeling With Detail & Scale Facebook Group. Photo sets with additional photographs of some of the Wildcat models pictured in this Modelers Section are also in the Scale Model Photo Galleries of the website. Simply click on this [link](#) to go directly to the photo set showing Wildcat models built by several members of the Scale Aircraft Modeling With Detail & Scale Facebook Group.

General Comments

The Wildcat has been fairly well represented by model manufacturers, but two noticeable omissions are noteworthy. There is still no true F4F-3 version of the Wildcat in 1/72nd scale, although both Hasegawa and Hobby Boss claim to have issued one. Hasegawa's is a rework of their F4F-4, and while Hasegawa did make some of the necessary changes, they missed several that modelers must make for themselves. These include removing the wing fold lines, deleting the outboard gun in each wing, and depending on the F4F-3 being modeled, changing the cowl scoop, cooling flaps, and the teardrop shaped fairing between the leading

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F4F & FM Wildcat

Reviewed by: Floyd S. Werner, Jr.

To round out the book there is the modelers section in Chapter seven. Detail & Scale were the first to incorporate this nice feature for the modeler. It has often been imitated since then. This section covers, 1/144th to 1/32nd and everything in between. I always enjoy reading which one kit is better than the other and how they can be made even more perfect.

features. Each of the Trumpeter kits comes with a well detailed engine, and interestingly, an optional clear cowling is provided so that the model can be displayed with the engine completely visible. The engine is a small model unto itself with rods, valve covers, cylinder rings, crankcase, and exhaust collector ring all being separate pieces. Our one criticism of the engine is that the wires are not molded on the cylinders, and this is not consistent with the rest of the engine detailing. By using some fine copper wire, the modeler can correct this shortcoming and enhance the appearance of the engine assembly.

The cockpit is also well detailed. The foot troughs are correctly represented, and the area on each side between them and the fuselage is open to the area below as it should be. Some of Trumpeter's painting instructions are incorrect. The instrument panel and the side consoles should not be painted a steel color. Another example is that the oxygen bottle should be



All of the Trumpeter 1/32nd scale Wildcats have parts to build the gun bays in the open position, revealing the guns and ammunition boxes inside. These features are visible on this late F4F-3 built by Bob Bartolacci. (Bartolacci)

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Two FM-2s from USS WHITE PLAINS, CVE-66, fly in tight formation on June 24, 1944. Both Wildcats are painted in the tri-color scheme. Note that aircraft number 5 has the aft end of the antenna wire attached to the mast at the top of the rudder, but number 11 has the later and more common arrangement with the aft end of the wire attached to the leading edge of the vertical tail. (National Archives via Bell)



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An FM-2 coded AA39 takes off from USS TAKANIS BAY, CVE-89. The Wildcat is painted in a well worn tri-color paint scheme. (National Archives via Bell)

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Martlet IIIs were assigned to 805 and 806 Squadrons in Egypt where they operated from land bases in late 1941 and early 1942. There, they engaged in combat with both German and Italian aircraft, and they supported operations on the ground. On September 28, 1941, a Martlet III flown by Sub-Lt. W. M. Walsh shot down a Fiat G.50, thus scoring the first kill by a Martlet over an Italian aircraft. Number 795 Squadron operated Martlet IIIs in the training role.

The thirty Martlet IIIs were assigned the serials AX725 through AX747, AX753, AX754, AX761, AX824 through AX829, HK841, and HK842.

Martlet/Wildcat Mark IV



Martlet IVs were assigned to 805 and 806 Squadrons in Egypt where they operated from land bases in late 1941 and early 1942. There, they engaged in combat with both German and Italian aircraft, and they supported operations on the ground. On September 28, 1941, a Martlet III flown by Sub-Lt. W. M. Walsh shot down a Fiat G.50, thus scoring the first kill by a Martlet over an Italian aircraft. Number 795 Squadron operated Martlet IIIs in the training role.

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F4F & FM Wildcat

Reviewed by: Floyd S. Werner, Jr.

So now it comes down is it worth the price of admission? Absolutely. The photos are impressive to say the least and a boon to a model builders. The added section on modeling the Wildcat is a bonus.

The book can be ordered directly from Amazon. They will print one of these books and send it to you so you can improve your paper library. This is another great book from Detail & Scale. They continue to offer the modeler and historian the best books for the value. Remember there is still a digital 'book' available. Both 'books' are well worth the money. Even if you have the previous versions of the Wildcat books, you'll need this one for the amount of new detail included.

Highly recommended

Thanks to Rock Roszak for the review copy. You can obtain your printed copy at www.amazon.com and you can get your digital copy by purchasing it at the iTunes webstore.

The 'book' also includes an all new updated modeling section.

FM-2 COCKPIT DETAILS



The National Naval Aviation Museum restored FM-2, BuNo. 16278, in the Atlantic paint scheme. The Wildcat has since been relocated to the Flying Leatherneck Museum in San Diego where it was repainted as an F4F-4 flown by Joe Foss at Guadalcanal. These cockpit photographs were all taken when the National Naval Aviation Museum had just completed its restoration of the Wildcat. The instrument panel and reflector gun sight are visible in this view. The gun sight is a different model than that seen in the F4F-4 pictured earlier in this section. (Kinzey)



Additional details of the instrument panel are revealed in this photograph taken from the right side. (Kinzey)



A close-up of the Mark VIII electronic gun sight provides a good look at its details. (Kinzey)



The center pedestal and the control column are shown here. The grip on the control column was black, and the red trigger for firing the guns was at the top on the forward side of the grip. A flexible boot was placed around the base of the control column. (Kinzey)



The left side of the cockpit in an FM-2 was very much like that in other Wildcat variants with the major details remaining the same. In this restored aircraft, the Mark IV bomb release control has not been installed. Otherwise, all major features are present. (Kinzey)



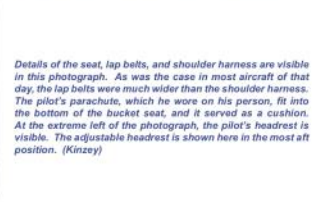
Again, the electronic gear was located on the right side of the cockpit in an FM-2, with the electric distribution panel toward the front. The radio controls were aft. The hand crank for raising and lowering the main landing gear was in its usual location. The red handle released the external fuel tanks. (Kinzey)



This view looks straight down on the left side of the cockpit. The two gun charging handles are visible, with the outboard gun handle to the front and the inboard gun charging handle to the rear. Just aft of the handles is the pilot relief tube. Note that the hole in the lower fuselage where the window had been on earlier variants is now covered by a solid panel on the FM-2. (Kinzey)



Looking straight down on the right side of the cockpit, the two charging handles for the machine guns in the right wing are visible. The green oxygen bottle was behind the seat on the right side, as it was in all Wildcat variants. Oxygen was fed up through a copper tube to a regulator. Part of the flexible oxygen hose is also visible. Note the handle on the right side of the seat that allowed the pilot to position it to his liking. (Kinzey)



Details of the seat, lap belts, and shoulder harness are visible in this photograph. As was the case in most aircraft of that day, the lap belts were much wider than the shoulder harness. The pilot's parachute, which he wore on his person, fit into the bottom of the bucket seat, and it served as a cushion. At the extreme left of the photograph, the pilot's headrest is visible. The adjustable headrest is shown here in the most aft position. (Kinzey)

2020 Club Contest Themes

2020 Club Contest Themes

January: OPEN (Anything you like)

February: Hollywood (Anything from movie or TV show)

March: Competition Vehicles (Anything Built For Racing)

April: Sci Fi/Fantasy

May: Getting Wet (Anything to do with Water)

June: Battle of Britain

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

August: Swap Meet

Note there will be no competition due to the Swap Meet

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

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

November: Personal relationship with subject

December: "White Elephant"

Note there will be no competition due to the White Elephant



EDITORS CORNER

BY LYN GORTON

As the pandemic crisis continues I would like to share with you the following information that has been sent to me. The first is a cancellation of the 2020 Nationals, and the second is an invite to our club virtual meeting on July 7th which will once again be hosted by Mike MacKowski

The following is a joint announcement from the San Marcos 2020 Convention Leadership team and the IPMS USA Executive Board:

We jointly appreciate all the feedback we received regarding this year's convention. We've taken your comments and concerns into careful consideration, while maintaining an ongoing dialogue and negotiation with the Embassy Suites convention center in San Marcos. These negotiations have been proceeding carefully due to the significant financial exposure that IPMS would be subject to if we simply decided to cancel the convention unilaterally.

We are now prepared to announce that the 2020 National Convention is officially canceled. While this may disappoint many, including your authors, we believe it is the prudent, safe and sensible thing to do.

On a more positive note, we have been successful in negotiating the use of the Embassy Suites San Marcos location for the 2023 convention. Therefore, the rotation for the next three years, circumstances permitting, will be Las Vegas in 2021, Omaha in 2022, and San Marcos in 2023. Tentative dates for the 2023 convention will be August 2nd through the 5th. We are currently finalizing details of the contract with Embassy Suites and expect a Finalized version very soon.

For those who have registered already for the convention, we will be processing your refunds. For those who have booked hotel reservations at one of the convention center hotels, it will be up to you to cancel those on your own.

Vendors will be refunded their money for tables as well through our vendor coordinator, Craig Gregory. Chapters and individuals who have sponsored contest categories may also receive refunds for their sponsorships.

Again, we want to thank you all for your patience and support during these trying times, and hope that you recognize we have made the best possible decision for all under the circumstances.

For any questions please contact John Noack at: ipmspresident@ipmsusa.org

Or

Len Pilhofer at: director.nats2020@gmail.com

Respectfully submitted,

Len Pilhofer, 2020 Convention Chairman

John Noack IPMS USA President

You are invited to a scheduled Zoom meeting.

Topic: IPMS Phoenix Monthly Meeting

Time: Jul 7, 2020 07:00 PM Arizona

Join Zoom Meeting

<https://zoom.us/j/94292356684?pwd=N2VqdkNRN0xLUndMdS9Fa2lLSW1rUT09>

Meeting ID: 942 9235 6684

Password: 744997

Dial in: 669 900 6833



EDITORS CORNER

BY LYN GORTON

I would like to thank all of you who have sent in pictures of your current work. I am glad to see everyone is staying safe and busy although sometimes not in that order. A special shout out to Ethan's daughter Lily who is making great strides as a modeler in her own right, think we can expect to see a lot more of her work and it will be interesting to see which path she follows. The main thing is the hobby is still attracting young people and that is a good sign for the future of our hobby.

I have had a few returns from emails that I sent out to club members ie the email address was no longer valid. In some instances the phone number on record was also invalid so I could not even text the person. I did manage to eventually track them down through our network but I just wanted to remind you that if you change your email address please let me know so that we can still stay in touch. A good indicator of me not having your address would be the fact that you did not receive your Corsair (if you are in good standing) by the 1st of the month. If this happens get in touch with me right away so we can figure out what went wrong. I will always have the Corsair sent out during the last week of the month but always before the 1st of the new month.

I would like to say a big thank you to everyone who has contributed to The Corsair over the past year. It was a nice surprise to win the Newsletter award again this year and is a good reflection on our club. I am always receptive to articles and ideas for the Corsair and I am easy to reach. If you get the Corsair you will have my email address.

Please keep those pictures of your work coming in and as I said last month for those of you who post on facebook etc—I will not take articles or pictures from facebook because they are your property so you have to send me a copy—it can't be easier—you are posting to facebook so just send me an email with the pictures and I will put them in The Corsair—and as I said the Corsair is International and a good platform to show off your work.

I hope you all enjoy any July 4th celebrations even though they maybe more subdued than previous years. All being well I will be helping out with Mesas celebration which is a drive in affair at the old Fiesta Mall. I will of course be rooting for The Redcoats as usual.

Membership

For only \$1 a month you get all of this

- . Monthly club newsletter**
- . Discounted club T-shirts**
- . Modelzona**
- . Monthly Raffle Prizes**
- . Monthly contest awards**
- . Annual club Christmas party**
- . And more**

Remember that you have to be a member **in good standing to enter and win competitions, get a copy of the monthly newsletter sent directly to your email, and vote for anything that the club brings to the table.**

**So Make sure to see Treasurer,
“Bill Dunkle”, at the club meeting to sign up
for membership**

2020 CLUB MEETING CALENDAR

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

JANUARY 2020

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

JULY 2020

Tuesday 7th, 7pm
Seminar/Speaker:

FEBRUARY 2020

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

AUGUST 2020

Tuesday 4th, 7pm
Seminar/Speaker:

MARCH 2020

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

SEPTEMBER 2020

Tuesday 1st, 7pm
Seminar/Speaker:

APRIL 2020

Tuesday 7th 7pm
Seminar/Speaker:

OCTOBER 2020

Tuesday 6th, 7pm
Seminar/Speaker:

MAY 2020

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

NOVEMBER 2020

Tuesday 3rd, 7pm
Seminar/Speaker:

JUNE 2020

Tuesday 2nd, 7pm
Seminar/Speaker:

DECEMBER 2020

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



Raffle will resume once our meetings recommence with the following items

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

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

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

UPCOMING EVENTS

Modelzona—Postponed (Date TBA)

IPMS Phoenix / Craig Hewitt Chapter

2020 Chapter Officers

The club meets at 7pm on the first Tuesday of each month at the American Legion Post #1 in Phoenix. Check the club website at www.ipms-phoenix.org for more meeting info.

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

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

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

Useful Links

Bjorn Jacobsen—Aircraft Dioramas	www.dioramas-and-models.com
Plasmo—good visual instructions on “You Tube”	just search for plasmo
Kittyhawk replacement parts	Sophialynn@gmail.com
Trumpeter replacement parts	Joanna@trumpeter-china.com
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Fine Scale modeling techniques	http://paulbudzik.com
“How to “Videos	Youtube.com/Andyshobbyheadquarters
Online magazine for all things avionic	www.wingleadermagazine.co.uk
Sky Harbor Informational site	http://www.visitingphx.com/index.html
Military Colors And Camouflage	http://www.theworldwars.net/resources/

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

Join the **IPMS/USA!**

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



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

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



CONTENT NEEDED!!!!

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

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

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



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