



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

President's Message

Happy New Year to everyone! It's hard to believe this is the beginning of the third decade of the 21st Century. Where are the flying cars and the commuter shuttles to the moon?

As you all know, we are an organization run by volunteers. In addition to our elected positions, we, like our parent organization, need lots of volunteers. As is true of most groups, we have a core of people who always seem to be willing to say 'I will' when asked to help. Believe me, those people are deeply appreciated. But, in my conversations with a few of those people, I see some of them are getting tired. We have over 115 paid members in the club. Surely, we can get more than 10 or 15 people to help it move forward. To that end, here's my call to you to step up and take an active role in doing the work of the club.

There are several items that need action as we go forward. The ones I think are highest priorities are:

Future home for the club meetings – the lease on our present location has run out and the property is for sale.

Constitution and By-Laws review and update – there are several items in these documents that need updated and some loopholes closed.

Modelzona Rules and Categories review – these haven't been updated in quite a while and the growth in our contest probably requires some changes.

Future home for Modelzona – last year's show was very successful but some aspects show we need to do due diligence on a location sooner rather than later.

Venue for annual Christmas party – again, last year's party was successful and a lot of fun but, again, some aspects show we need to do due diligence early on.

So, with that, I need at least three volunteers for each committee. All five are important for the future of our club. Please come forward, but understand that you will have to sacrifice some of your personal time over the next few months to reach conclusions and make recommendations.

Climbing up from my knees from begging, I'll now step up on my soapbox for a moment. I've noticed lately a lack of common courtesy during our meetings. When someone is speaking to the group, courtesy requires that we keep quiet and listen. If you must speak to those around you when someone is speaking, do so quietly or take the conversation out of the room if you can't in order to let those around you hear what the speaker is saying. Who knows, it may even turn out to be important to you, too.

OK, down off the box. As always, I'll always listen to any ideas you have as well as any complaints. I'll tell you all what I always tell everyone I work with. If you have a problem with anything I'm doing or not doing, the first person you need to tell is me. I am human (theoretically) and may not see what you see. Please let me know your thoughts. Now, go have fun, build one of those models you got for Christmas. See you on the 7th.

Steve Collins

THIS ISSUE

December Display Photos.....	2
White Elephant Photos.....	4
Republic P47-M by Mark Rossmann.....	6
Club Contest Themes.....	10
Club Christmas Dinner.....	11
Editors Corner.....	13
Club Meeting Calendar.....	20
Raffle Update & Upcoming Events.....	21
Website References	23
Contest Points Overview.....	25

December Display Models



December Display Models



White Elephant

Mike Pabis started the ball rolling by drawing stick number 1. There were 74 sticks in total and the Elephant charged on from there (Mike lost his Sub during the course of the draw)



Don picked up a bargain but that too was stolen early on



White Elephant



Mike says he is definitely going to build it—time will tell but I suspect it will reappear next year. Last years Bridge recipient (Ed) picked up an Impala but I don't think he went home with it though.



John was so proud when he won the Scooby Doo snap kit. Sorry John ,but with my granddaughter in town that was always coming with us to keep her amused, She had great fun with it and took it back to Texas with her.

**"Republic P-47M"
Hasegawa 1/48
By "Mark L. Rossmann"**

History

The P-47 was an outstanding escort and ground attack aircraft and was the heaviest and largest single seat fighter built during WWII. It rose out of a humble beginning which saw its ancestors the P-35 and P-43 fall short of expectations.

Alexander Kartveli continued the lineage with the cream of the crop, the P-47. In 1939 Republic created two prototypes, one with an Allison liquid cooled engine, which turned out quite inadequate, underpowered and woefully short in high altitude performance.

The second built around the new 2000-h-p 18-cylinder Pratt and Whitney Double Wasp radial which was also used by the P-61 Black Widow, F4U Corsair and the F6F Hellcat. The P-47 had an exhaust-gas-powered feeding system where air entered the cowling intake carrying it to the supercharger behind the cockpit, via an air duct passing through the belly of the plane. The turbine used the engine exhaust gasses to run, which caused the compressed air to high temperatures, then passing into the intercooler before entering the engine carburetor via air ducts on either side of the cockpit. This allowed the P-47 to maintain its great performance at high altitudes escorting the B-17 and B-24.

The uniqueness of the engine and supercharger feed system proved exceptional in the test flights as the P-47 reached speeds over 410 m.p.h., with a climb to 15,000 feet in 5 minutes. And mind you, the take-off weight of the test aircraft was nearly 5 ½ tons.

The first unit to take them to war was the 8th A.F. 56th Fighter group. The last ETO unit, to get the fastest version, the 'M', was also the 56th Fighter group.



**"Republic P-47M"
Hasegawa 1/48
By "Mark L. Rossmann"**

On D-Day Hitler ordered the bombardment of London with the new secret terror weapon, the V1. On the night of June 12th, it began, with only seven operational sites, but there was a stockpile of over 12,000 V1's in northern France. More sites came on-line and a sustained attack of about 100 a day started on the 15th. The only aircraft with the low-altitude speed to be effective against it was the Hawker Tempest. Fewer than 30 Tempests were available. They were assigned to No. 150 Wing RAF. The Brits needed fast fighters from U.S. to help shoot down the V1's, which only had a speed of just over 400 mph. Early attempts to intercept and destroy V-1s often failed, but improved techniques soon emerged. These included using the airflow over an interceptor's wing to raise one wing of the V-1, by sliding the wingtip to within 6 in (15 cm) of the lower surface of the V-1's wing. If properly executed, this maneuver would tip the V-1's wing up, over-riding the gyro and sending the V-1 into an out-of-control dive. At least sixteen V-1s were destroyed this way (the first by a P-51 piloted by Major R. E. Turner of 356th Fighter Squadron on 18 June)

Republic engineers had an answer, the P-47M. Max performance using R-2800-14W or R-2800-57 fitted with new CH-5 turbosupercharger coupled to the C642S-B40 prop, 13' diameter and reduction in fuel tanks, gave it top speed: 473 mph at 32,000 ft.

The "M" was the final version used in the ETO; The 56th, flying with the 8th AF and the only P-47 unit left within the 8th, took delivery in February 1945.

Major teething problems forced the "M's out of service till April: Immediately on arrival, they were fitted with dorsal fin fillet to cure stability problems. Only the D-40 came with factory dorsal fin, all other P-47's were fitted with field kits.

Low cylinder head temperatures resulted in internal baffling of the cowl flaps to raise the cylinder head temps.

Short range – fuel tank reduction

Breakdown of ignition systems at high altitude.

Problems with the R-2800-57 engine, led to replacement of all ignition wiring.

Reworked power controls.

Lastly extensive engine corrosion was found, caused by the salt water, when lack of sufficient sealing of the engines occurred for the ocean crossing. Thus, all the engines in the delivered aircraft had to be pulled and replaced by factory fresh engines.



**"Republic P-47M"
Hasegawa 1/48
By "Mark L. Rossmann"**

Unknown to me and found in my research, the first P-47N's were actually shipped to England for the 56th FG, likely due to the 'M' issues. The war ended, the N's were disassembled, shipped to the U.S. and then to the Pacific units, the first being the 318th on Saipan.

Some pilots of the 56th trained with the Gloster Meteor unit to learn how to deal with the V1's. The Meteor and Tempest along with the 'M' were the only fighters that could hit 465 mph at altitude. A few missions with the 'M', were flown with the Meteors, but with no results.

In April 1945, the 56th scored against the ME-262, the speed of the 'M' kept up and passed the unbelieving German pilots. The April 13th mission by the 56th occurred as they were free of escorting and were ordered to give freelance support of the target area. The 62nd flew top cover at 15,000 ft, the 61st at 10,000 ft and the 63rd Blue section orbiting at 5,000 ft with 8 P-47s. As they approached the Eggebeck Airdrome, Red and White flights of the 63rd hit the field. Before the flack installations were knocked out, one casualty occurred when Lt. William Hoffman was hit, not having enough altitude his chute didn't open. The pass was made in line abreast between 400 and 450 mph, an estimated 150 to 200 German aircraft were on the field.

On this mission Lt. Randall Murphy became known as the "King of the Strafers", he was the top single mission straf-er of the 8th, when he destroyed 10 aircraft. This may have been attributed to the new T-34 ammunition which was a high incendiary type designed to ignite the low-grade fuel in the German jets. Only group, squadron and element leaders were issued the new ammo. In the course of strafing they found the ammo burned so hot that it started grass fires, Murphey was a crack shot and whatever he hit went up in flames. Murphy was duly sent back to the U.S. to brief new pilots on combat strafing techniques, having thought it would be quite necessary for the invasion of Japan. Had it been, it would have been a boon for the strafers.

A few more missions through April, then the war ended quietly for the 56th on May 8th.



"Republic P-47M" Hasegawa 1/48 By "Mark L. Rossmann"

Build

Hasegawa kit built up well as usual. The masking and painting were more difficult than I had experienced in the past. Aircraft was painted all silver first, without the cowlings and engine, then masked and painted the light blue color. Drying for several days then masked and painted the darker blue pattern. Cowling was painted and added to the model. Note the kit comes with the separate Fin Filet, that should be painted separately and glued last to the model. Also, photo-etched dive-flaps come with kit and are located just aft of the wheel wells. All D-30's and after came with dive-flaps (see arrow on belly pic). The Tamiya "M" model has the dive-flaps molded into the wing.

The big problem was the silver lettering of the decals, they splintered to pieces even after use of a decal saver. So, scour the internet and only one other was found, ordered, it was overseas and took about 2 weeks to get. Finally, carefully add the decal saver, they went on ok, but, the silver had slightly smeared from the decal saver.

Lastly the wing tanks were added, yes this was one of the configurations used to give the 'M' the legs to travel as far as a "D" version without any drop tanks.

Aircraft

Note: After the block number, Evansville aircraft were identified by the **-RE** suffix, while Farmingdale aircraft were given the **-RA** suffix. All 'M' versions were built at Farmingdale

Aircraft: "Fire Ball", P-47M-1-RA (421229) – Unknown disposition

Unit: 62nd FS, 56th FG

Pilot: Lt. Phillip G. Kuhn; 1 air kill, 4 strafing kills.

Model: Hasegawa 1/48, SuperScale – 48-997, P47D/M Thunderbolts 62nd & 63rd FS / 56th FG.

Paint:

Tamiya sprays: TS-17 Aluminum, TS-86 Pure Red, AS-8 Navy Blue

Testers sprays: Intermediate Blue, Bright Blue

References:

Zemke's Wolfpack – William Ness

P-47 Thunderbolt in Action #67 – squadron/signal publications

American Fighters Over Europe – FineScale Modeler

Super Scale decals

Instruction Sheet

Mark L. Rossmann



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

Club Christmas Dinner

The club Christmas dinner was a great success considering it was a last minute booking, Laurie did well with the venue and over 40 people were in attendance. The food was good and the staff friendly and efficient. There were multiple raffle and door prizes awarded and I think most people went home with something. We had our “two truths and a lie” contest, which this year went to a tie breaker. I could tell you who won but I would be lying.

Club awards were given out with Craig Brown being awarded the Modeler of the year (if any of our new members want some tips see Craig at the meetings). Laurie Henthorn was awarded the “Rookie of the Year “ quite rightly so for all the work she put in getting the Christmas venue, and yours truly got the Member of the year award, which I confess came as a complete and welcome surprise.

Hint Lets book 2020 Christmas dinner no later than August so we don't have to scramble around over dates and venues.



Club Christmas Dinner





EDITORS CORNER

BY LYN GORTON



Welcome to 2020, a new year upon us and it is already looking good. Tim has been hard at work updating and changing the club website <http://www.ipms-phoenix.com/> all the modelzona pictures are there for you to enjoy. Also you will find links to all of the new committee so that you can contact them directly. I have also given you my own email address as it is sometimes easier to send pictures for the Corsair as direct as possible.

We will have a lot on this year (see Presidents notes on page 1) and I expect we will consolidate on the success of moving Modelzona and start building other relationships in and around the Phoenix metro area.

Remember that club **fees are now due** and I will be highlighting the fact on the register as from next month. Also please remember to **check in at the meetings**. You will now find the check in sheet on a large white board that says "Sign In Here" placed on the table directly in front of you as you enter. It is important that with such a large membership (we average 60 plus at meetings) we know who has been at the meetings. We do not have an almoner and a quick check on attendees may help us keep in touch with more of our membership.





EDITORS CORNER

BY LYN GORTON

Glue is a sticky business

After speaking to a few of our new members over the last couple of meetings I am beginning to realize that some are in the same position that I was when I came back to the hobby a few years ago. If like me you used to build when you were at school and then dropped the hobby for other things, then you would no doubt be amazed and sometimes overcome with all the materials that are now available. When I started all you had was a tube of plastic cement/a hairy stick, and enamel based paint, Airbrushes were not available and PE had not been invented, this was one of the reasons that I joined the club—I needed some advice and now I am going to pass along what I have learnt. I do not profess to be an expert but these are things that I have picked up from other club members.

So lets make a start with Glue.



First up is the old faithful that used to be in a metal tube which at some stage would always split and coat your fingers. The newer versions come in mainly this type of container with a nozzle. This is a welding type of adhesive in the fact of its operation is to melt the plastic and when set will form a welded bond between surfaces. I use this very sparingly and in small amounts. Take care not to get it on any surfaces that will be visible. Its advantages are that it forms a very strong bond but has a long dry time so pieces need to be clamped whilst it sets.

This is my preferred choice of adhesive these days. I use Tamiya Thin but other manufactures make it as well. The idea behind this adhesive is to clamp pieces together and let capillary action take the glue into the joints. For this reason the glue is very thin and sets pretty fast. It also will dissolve plastic if used in a large quantity ie if you accidentally drop it on a visible surface. It comes with an applicator brush and I have had excellent results, the secret is to clamp your pieces well before application. I use elastic bands/clamps/Tamiya Tape to hold the pieces. It sets pretty quickly but forms a strong joint.



This glue was a true revelation to me. It is sold as a canopy glue called PT 560. It is excellent for sticking clear plastic parts such as canopies because it does not produce any heat and dries clear so that your canopies will not fog. The other thing about this glue is it is like the standard wood glue on speed. You can use it to attach small parts of PE with little or no fuss as it sets really quickly. I have found it pretty effective in gluing small cockpit details such as handles as instead of trying to position with Super glue and either sticking the tweezers to the cockpit or indeed taking the part off when removing tweezers, 560 will hold your parts in place. When it dries you can always add some super glue if you need but I never have



EDITORS CORNER

BY LYN GORTON

Glue is a sticky business



Technically this is a glue but I was advised, and have used it ever since, as a gap filling substance

My main builds are WW2 Aircraft usually in 1/48 scale and wing roots are a problem if you have poor fits. I use this to fill any small gaps (large ones still get proper filler) and I have found that by careful application I can avoid a lot of sanding as this is a heavy liquid and conforms well. It does take a full 24 hours to set but then can be sanded and painted if required. The main reason to use this over filler is that you can avoid much of the sanding, and consequential re-scribing that you have to do with filler. I have never used it as a bonding glue as it is way too thick, but if you know different share it with the rest of us.

This is the glue that revolutionized the industry. Often referred to as super glue it will stick anything to anything else, this includes fingers to light switches and butts to toilet seats. I use it very sparingly and always apply with a small brush or toothpick. It is quick drying and very difficult to move once set. It is the 'set' that I found to be a problem with small PE parts which seem to develop a life of their own when using this type of adhesive. That is the reason I was glad to discover the properties of PT-560. I have no problem using this adhesive on larger parts of PE to stick to plastic but caution is advised. Use gloves and an applicator at all times



If you are using the previous glue make sure that you invest in some of this as well. It will dissolve the joint making the pieces retrievable (includes fingers and welded tweezers) although some gentle sanding may be required once dry.

OK there you have my Glue collection and what I hope is some good advice. As I said at the start I do not profess to be an expert but I have learnt some lessons over the years. Please feel free to send your comments/experiences to me , or even better [write some similar articles](#) so that we can all share the knowledge.

A friend of mine in the UK sent this article to me .I thought it would make interesting reading for some of you

Ultimate test of leadership under stress

The navy's Perisher submarine command course is celebrating its centenary

Standing between Russia's increasingly assertive Northern Fleet submarines and British shores are the Royal Navy submarine captains, deemed the most "feared" in the world by Tom Clancy, the author of *The Hunt for Red October*.

Their reputation is based on the officers' ability to push a boat and her crew confidently to the very edge of what each is capable of, acting aggressively but without becoming rash or endangering the lives of those on board.

These skills are honed on an infamously brutal command course, a century old this year, known within the service as "Perisher", because the 35 per cent who fail can never serve underwater again, making a decade's sea preparation redundant.

Perisher is knowingly unforgiving; the submarine service's responsibilities are too complex, perilous and crucial to British defence for it not to be.

In addition to keeping the nuclear deterrent on permanent patrol, its other key tasks include the launching of cruise-missile attacks, the planting of boats off enemy shores to soak up intelligence, and covertly deploying the Special Boat Service.

Those running the operations must be devoid of fear — and they are. "The underwater world is still very largely impenetrable. And, as long as that remains so, it will dominate the surface of the sea, and the sky above, and the space above that," says Admiral Sir George Zambellas, the former First Sea Lord. "If you don't own the underwater, you don't own much. That's the logic behind submarining, and the unending fight for the depths. That's the logic behind our strategic investment."

The embryonic beginnings of the Royal Navy's submarine command tutelage began after the launch of its first boat in 1901, when one officer would take another to sea and hand down fighting skills as best he could.

Commodore Sydney Hall formalised the training in 1917 to curb the attrition rates of boats and captains in First World War operations. These included the former Olympic fencer Lieutenant-Commander Ferdinand Feilman, who hit the bottle after being relieved of the command of the notoriously difficult steam-powered HMS *K14*, and Commander Norman Holbrook, the first British submariner to be awarded the Victoria Cross, who requested a transfer because of crippling seasickness.

A battered, handwritten book at the Royal Navy Submarine Museum reveals that the lieutenants Attwood, Mackness and Powel were the first to join the “Periscope School” that September.

Between the wars, the 15-week course settled into a rhythm of being held three times a year for five officers. At the outbreak of the Second World War, Rear-Admiral Submarines Max Horton swiftly flushed out all captains over the age of 34 in a hunt for fresh talent.

“War service in submarines calls for a very high degree of physical and mental endurance, and demands in Commanding Officers those qualities of constant alertness and resilience, which, in the nature of things, are most marked in the younger officers,” said a January 1940 memo, culling the ambitions of a cadre of newly qualified men.

During the war, courses became more regular; some of them were only three weeks long, as the captains were urgently required to join their boats. In 1940 46 students passed — nearly double the originally intended number. The youngest commanding officers were a mere 22 years old.

After the fall of France and the sinking of a destroyer in the submarine exercise area off Portsmouth, the decision was taken to transfer the sea-training phase of the now-named commanding officers qualification course to the Clyde and Scapa Flow. As the war continued, extra emphasis was also given to high-speed and night attacks.

Perisher successfully hatched the captains who discharged some of the most audacious attacks of the war, including putting the German battleship *Tirpitz* out of action. However, it was deadly work; 74 boats were lost, as well as a third of Britain’s submariners, many of whom lie in unknown graves.

Booze played a part in the postwar Perisher, when students slept each night at the Douglas Hotel on the Isle of Arran between stints of aquanauting. The course instructor, always referred to as “Teacher”, would purposely keep his pupils up late drinking, forcing them to sober up on the early morning boat transfer out to sea before another day dodging frigates bearing down on them at 30 knots.

Over the decades, Perisher has been adapted to incorporate advances in technology and warfare. However, its beating heart remains the production of an elite band of leaders who must be able to cope with anything thrown at them while on patrol with sole responsibility for several billion pounds of military hardware and about 130 souls — and no contact with Britain.

Today’s biannual course, for between four and six junior officers, begins in Nelson’s cabin on HMS *Victory*, where the candidates are pointedly reminded of the mighty footsteps in which they follow.

HMS Talent, which hosts the final sea phase of the Submarine Command Course - BRAD WAKEFIELD

When Teacher is finally sure of who will pass, each pupil is called individually into the wardroom, congratulated, given a glass of sparkling wine — Ministry of Defence cuts having played havoc with the navy's champagne supplies — and told which boat they're being assigned to as second-in-command.

"The course is exhausting — as Teacher I managed four hours' sleep in the final 48 hours, the students don't fare much better," said Commander John Livesey. "It is the ultimate test of leadership under stress and the elation of success is difficult to articulate."

Most settle for long-anticipated cans of lager and a cigar on the boat back to land, as well as talking to their family on the phone for probably the first time in a month.

The next morning the traditional Perisher breakfast is held in the super mess at HMNB Clyde. A whirlwind of fried food and wine, it is usually over by noon because the students are too weary to drink any more port.

Their names are then added to the wooden Perisher pass boards. Sobriety brings the dawning realization that they have one of the most coveted jobs in the military. It is hoped that in future they will be joined by women submarine commanders. Women started serving in navy boats only in 2014 after the lifting of a ban on them being deployed underwater because of concerns over the effects on an unborn baby from the atmosphere on board, which has higher levels of carbon monoxide. Philip Hammond overruled this after research in 2011, when he was defence secretary.

In June a dinner will be held at Britannia Royal Naval College Dartmouth to mark the course's centenary. It will be attended by 275 Perishers, including a cluster of chiefs of defence staff, first and second sea lords and commander in chief fleets, because a significant number of Cold War submarine captains reached the service's upper echelons.

"No one is ambivalent about serving in a submarine," says Cdr Lindsay. "Every time we go to sea we're not on exercise, we're not pretending to be underwater being propelled by a nuclear reactor. That's why we need that edge. We look a bit scruffy, there's a swagger that probably irritates and we're rubbish at marching, but we'll sink a ship for you."

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 2020Tuesday 7th, 7pm
Seminar/Speaker:**JULY 2020**Tuesday 7th, 7pm
Seminar/Speaker:**FEBRUARY 2020**Tuesday 4th 7pm
Seminar/Speaker:**AUGUST 2020**Tuesday 4th, 7pm
Seminar/Speaker:**MARCH 2020**Tuesday 3rd, 7pm
Seminar/Speaker:**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:**NOVEMBER 2020**Tuesday 3rd, 7pm
Seminar/Speaker:**JUNE 2020**Tuesday 2nd, 7pm
Seminar/Speaker:**DECEMBER 2020**Tuesday 1st, 7pm
Event: *White Elephant*



January Raffle Items

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

Item A: Tamiya 1/350 US DD445 Fletcher Destroyer

Item B: AMT Pro Shop 1/1000 Star Trek USS Yamaguchi (lighted)

Item C: Academy 1/48 AH-64A Apache

Item D: Cyber-Hobby 1/35 US M26A1/T26E3 Pershing w/antitank team

Item E: Academy/Minicraft 1/48 Lockheed P-38L Pathfinder

Item F: Hasegawa 1/72 RF-101C Voodoo

Item G: Monogram 1/24 Shelby 427 Cobra Street

Item H: New Item from Hobby Depot

UPCOMING EVENTS

April 18th—Desert Scale Classic

November 7th—Modelzona

IPMS Phoenix / Craig Hewitt Chapter

2020 Chapter Officers

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

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

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

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



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

January, 2020

Military

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

Structure/Infrastructure

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

Automobile

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

February, 2020

Military

1. 1303: German: Dunkelgrün 83
2. 1304: German: Sandgelb 1
3. 1305: German: Sandgelb 2
4. 1306: German: Olivgrün 80
5. 1307: German: Schwarzgrau 66
6. 1308: German: Lichtblau 76
- 7.

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 product schedule.



Useful Links

Bjorn Jacobsen—Aircraft Dioramas—www.dioramas-and-models.com
Plasmo—good visual instructions on “You Tube”—just search for plasmo
Kittyhawk replacement parts—Sophialynn@gmail.com
Trumpeter replacement parts—Joanna@trumpeter-china.com
Revell Germany—Amortimer@Revell.De (Annette Mortimer)
Special Hobby—www.specialhobby.Ev/contact
Tamiya—US_support@Tamiya.com
MRCsupport@modelrectifier.com
Rivet detail and schematic drawings—www.airwar.ru
Fine Scale modeling techniques <http://paulbudzik.com>
“How to “Videos—[Youtube.com/Andyshobbyheadquarters](https://www.youtube.com/Andyshobbyheadquarters)
Online magazine for all things avionic www.wingleadermagazine.co.uk

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

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.





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

SUPPORT YOUR LOCAL HOBBY SHOP!



RIGHT
STUFF,
RIGHT PRICE

www.thehobbydepot.com

216 W. Southern Ave.
Tempe, AZ 85282



Rhino's
Hobby Tools
& More

Rhino's Hobby Tools & More

Michael Ronnau
cactus_rhino@cox.net

www.airline-hobby.com

*Your One Stop Source for
Scale Model Airliner Kits, Decals,
Diecasts and Accessories*

HOBBY BENCH

2 Great Locations!

8058 N. 19th Ave.
NW corner
19th Ave. & Northern
602-995-1755

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



**ANDY'S HOBBY
HEADQUARTERS**



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



THE MAD MEATBALL

MIKE CHOLEWA

602-944-4096

"DEALER IN PRE-OWNED PLASTIC"

12629 NORTH 21ST DRIVE PHOENIX, AZ 85029



Tru-Color Paint

Model Railroad, Automobile,
and Building Paint

Scott Cohen

Marketing, Finance, Product Development,
Supply Chain, Inventory & QC/QA

Post Office Box 74524
Phoenix, AZ, 85087-4524
tru.colorpaint1@yahoo.com

Sales: (714) 488-9779

Info: (623) 551-2548

www.trucolorpaint.com