



THE CORSAIR

IPMS Phoenix / Craig Hewitt Chapter

President's Message

Greetings,

April showers my rear. We have seen what, one drop of rain this year?

As many of you have seen in the last few weeks, I have reached out to you via email surveys to gauge your opinion on various topics. This is another way I would like to be able to work with the club and garner our members' thoughts. I will have more details on another forthcoming survey and the results of the last one at this month's meeting.

Modelzona is quickly approaching if you can believe it. As I looked over some things from the past few years, I realized there was a chance to connect Arizona to models. One thing Wendell and I have agreed to look at renaming some of the Best of Awards to connect with Arizona icons and the subjects they represent.

First up is Gemini 7 and Apollo 8 astronaut, Frank Borman. After speaking with him and detailing what Modelzona is, Col. Borman was honored to consider us renaming the Best of Space and Sci-Fi award after him.

I will have more details on this at the meeting.

You keep building, Phoenix!
Mike Pabis

March Contest Award Winning Models



Dave Weitzel's 1/72 Tamiya P-51D



John Schwartz' 1/72 Trumpeter Tu-16 Badger

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2014 Club Contest Themes

January: Weapons Free - A kit w/o any sort of visible weapons or load, i.e. bare bones, aircraft, vehicle, car etc.

February: 1st Group Build - aircraft, F4U Corsair. Any model of the famed gull winged corsair, WWII or Korean era corsair. Can be any scale.

March: NMF - any plane in natural metal finish, no camo.

April: Vietnam Era - aircraft, boats, tanks, that participated in the Vietnam War.

May: Spy or Recon aircraft - any aircraft designed for either spy or recon missions.

June: 2nd Group Build - armor, Sherman tank. Any variant of the famous Sherman Tank in any scale.

July: Sci-Fi/Fantasy - can be a figure, vehicle or ship.

August: Whatever floats your boat - Anything designed to float, submarines, surface vessels, seaplanes.

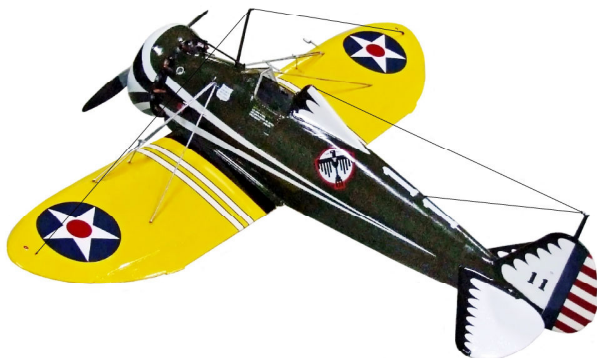
September: 3rd Group Build - autos, Ford Mustang. Any variant of the classic Ford Mustang, any scale.

October: A wolf in sheep's clothing - Any model not in its original colors or livery such as: military vehicles in civilian service, captured equipment, WWII race planes and fire bombers, armored cars used by police etc.

November: Special Ops - Has some connection to a special operations unit, mission, etc.

December: 4th Group Build - Ships, U-boat (Type 9). Any scale model of the infamous Type 9 U-boat from WWII.

March Model Display Photos



Charles Swanson's 1/32 Hasegawa P-26A Peashooter



Chuck Ludwig's 1/72 Airfix Sea Hurricane MK IIC

March Model Photos Cont.



Scott Solomon's 1/48 Hasegawa F-18F Super Hornet



Jim Pearsall's 1/72 Eduard Bf-110G-4



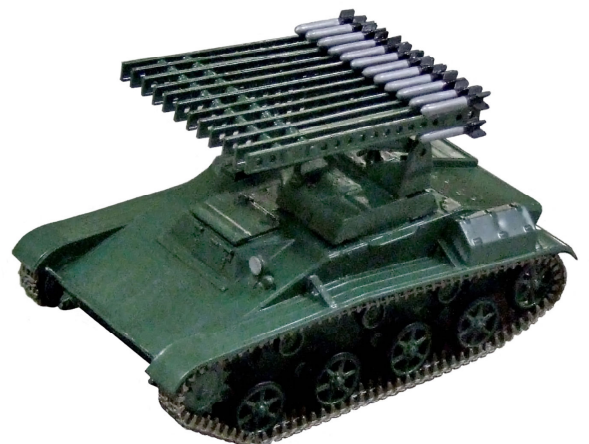
Craig Brown's 1/48 Monogram B-58 Hustler



Jay Steward's 1/72 Airfix EE Lightning



Chuck Ludwig's 1/72 A-Model Kamov 15M



Charles Swanson's 1/35 Aeroplast BM-8

Conversion: 1/144 Minicraft B-52H to a B-52D

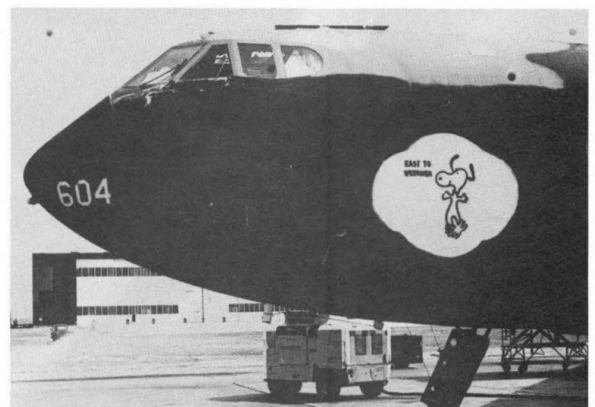
By Jim Pearsall

This project began a long time ago, with the Monogram 1/72 B-52D kit. I always want to build something a little out of the ordinary, and I found an article in the IPMS/USA Quarterly about celebratory personal markings applied to B-52s whose crews had finished their SEA tour in 1968, and were headed home.

The Quarterly issue was Volume 5, Issue 4, pages 6 through 13 by Chuck Graham and Jack Sciutti. It includes detail drawings of the crew area and rear gunner position for the D model, by Chuck Mayer, as well as a rendering of the TO page for painting the upper surfaces of the B-52 which was in effect at that time.

I decided that the whimsical name "East to Westover" was my style. I made a stencil for the cloud and airbrushed it, then hand painted the dancing Snoopy and lettering. The completed model is still in the Polish Coastwatchers meeting area, because it's too big to fit in my current model room.

Aircraft #60604, "East To Westover". Note the paint chipping around the cockpit.



Then, about 5 years ago, I found out that there was a conversion for the Minicraft/Revell B-52 in 1/144. I was trying to get it, and was also looking for the Quarterly issue with the B-52 article in it. I didn't get the conversion because the Quarterly had turned up missing from my collection.

The good news here is that I was able to contact MJ Kinney at IPMS and request a copy of the article I needed. MJ, in her usual efficient and excellent manner provided exactly what I needed in the form of a photocopy of the article.

The bad news is that I went through my collection of Quarterlies and Updates, and there were more than a few issues missing. I joined IPMS in 1967, and at that time when you joined, you got all of the Quarterlies for that year with your first paid membership. So I had everything from Volume 2 Issue 1 on. Except that in the intervening years with nine changes of address, I had managed to misplace or lose a goodly

Conversion Cont.

number of those wonderful early issues.

I got ahold of Dick Montgomery, who was IPMS/USA President at that time, and asked him if anyone had done scans of all the pages of the Quarterlies. I had done this project for Dirty Plastic, the newsletter of IPMS/Phoenix AZ, so I knew how to do this, all I needed were the Quarterlies that I was missing.

Dick had a collection of scans that someone, I never found out who, had done of some of the Quarterlies. He sent me the files. I started by looking at which issues were done and which were missing. I discovered that I had about 75 percent of the missing issues, and started scanning. I got the rest of the missing issues through the unstinting efforts of MJ, who mailed me some of the remaining unscanned issues, and found the rest in the collections of past editors, members, and chapter "libraries".

So now, after several months of pretty hard work, I had all of the pages of all of the issues of the Quarterly. I decided that the best thing to do with them would be to produce each issue as a separate Adobe PDF file. PDF is "Portable Document Format", and Adobe has free reader software for just about any computer or operating system.

The next problem to overcome was that the 50 plus pages were individual files, which the Adobe Acrobat couldn't handle to make a single PDF. So I fell back on good old Microsoft Office's Power Point. I imported each page in an issue into a Power Point presentation which I then "printed" as a PDF. It took about two months of working part of every day to get all of these done.

Then there was the challenge of how to find the articles. I went through each issue and indexed the articles and the people in that issue. I also separated out armor, ship, vehicle, figure, and Space/SF articles. The index runs to 30 pages for articles, and 29 for people. This index can be found on the IPMS/USA web page at <http://web.ipmsusa3.org/content/ipmsusa-quarterly-index>. These articles are for IPMS MEMBERS ONLY. Any publication, use or retransmission except for personal use is forbidden under US copyright law without the express permission of IPMS/USA.

Nevertheless, now I had my copy of the B-52 article.

This project went on the back burner for a couple of years, until I ran into an old friend, Carl Knable at the 2012 Orlando National Convention. Carl lives in Wheaton, Illinois, and I lived in Peoria, IL until I moved to Arizona, so we go back a pretty long ways. Carl had a conversion for the B-52D in 1/144. And he sold me one, with another later via mail for a pretty good price.

And it only took me about 11 months to get around to building the B-52D.

Conversion Cont. THE BUILD

The tough part of some of these conversions is getting the base kit. In my case, I had two Revell and one Minicraft B-52Hs in my stash. Well, hoarding is such a harsh word, let's just say I'm ready for any huge increases in kit prices.

The conversion kit consists of a new nose with the corrected shape, a new gunner's position with the four .50 calibers, four engine pods and engine fronts for the D, two huge outboard fuel tanks, an extension for the vertical tail, and vac-formed windscreen and canopy for the new



gunners position. If you're a little leery of the vac windscreen, the Minicraft/Revell windscreen fits.

Carl has pretty thorough and straightforward instructions in the conversion kit. The first steps are to build the kit fuselage right out of the box. Then you either reshape the nose or, my preferred method, cut the nose section off at the indicated panel line and install the

resin nose. The tail section is two operations. Cut off the rear of the fuselage, with the cut conveniently located at a panel line then install the resin gunners position, and sand the top of the vertical tail flat and install the tail extension. Carl also recommends drilling and inserting one or two wires to stabilize the fin extension.

The engines are somewhat more complex, as the front of each engine must be removed from the pour block, ditto the main part of the engine pods. I did run into a self-induced problem here. The resin seems to act like an accelerator for the CA glue I was using, and one of the engine fronts stuck to the pod before I had it correctly positioned. I put a pretty big gouge in the engine front getting it off. Which leads to one of Carl's strokes of genius. He includes one of each part extra in the kit. Break the tail extension? There's an extra one. Ruin an engine? There's an extra one. Lose a wing tank? The kit comes with three, and you only need two. I guess Carl knows me better than I thought.

The engines mount on the kit pylons. Again, Carl recommends drilling and inserting a

Conversion Cont.

pin to stabilize the parts.

The wing tanks need to be removed from the pour blocks, and then each needs to be slightly modified where the tank pylon meets the front of the wing. The tanks are not set up for right/left, so they need an angle cut to match the wing sweep. I had some problems with this, and I may still go back and try to make the tanks fit better using putty.



And the conversion part is pretty much complete. I didn't put the engines or wing tanks on until painting and decals were complete. Same with the landing gear.

The kit was finished with the rest of the Minicraft parts, except for using Scale Aircraft Conversions landing gear, which SAC kindly provided as a review item. Thanks again to SAC, the gear is very good.

PAINTING THE MODEL

I started by painting the bottom and tail of the aircraft black, using Floquil Grimy Black. Testors is discontinuing the Floquil line, but I sure hope they come up with a suitable replacement. I then got out the TO page from the IPMS article. I checked it against the TO 1-1-4 that I have from 1970 which I got as a "training aid" when I was in a Tech Order Distribution Office in the Air Guard. The two sources agreed perfectly.

I continued painting the 30219 brown, covering a little more area than the TO called for, as I could cover this with the greens. The engines were a little difficult, but as my friend George Reny used to say, "There's nothing you can screw up on a kit that you can't fix".

The greens went on pretty well, with minimum overspray. I got a tip recently that you can freehand this type of soft-edge camouflage if you use fairly thin paint, low pressure and keep the airbrush tip close to the surface you're painting. OK, this tip was worthwhile, as it worked. It's a LOT easier to do this in 1/72 or 1/32 scale, but even in 1/144 you can freehand Vietnam camouflage.

Once the colors were on and the over sprayed areas were fixed, it was time to do

Conversion Cont.

markings. At this point I painted the white cloud on the nose of the aircraft. I put on a coat of Future in the areas where the minimal markings were to go, and when it was dry, I was ready.

DECALS AND MARKINGS

The first things I did was to make the serial numbers for the tail and the “Snoopy” for the nose. These required two different decal-making techniques. The Snoopy was done by capturing the picture from the Quarterly article and resizing it, both in dpi (dots per inch) and size. I wound up with a decal less than ½ inch wide and high at 600 dpi. I printed it on my (black only) laser printer on clear decal film. I have a real money-saving technique here. I print the tiny marking on white copy paper. Then I scotch tape a piece of decal paper over the graphic and run it through again. In this case I used less than 1 square inch of decal paper.

I then sprayed the decal with Krylon Acrylic clear coat which I bought at an art supply store. Even a laser printed decal needs protection.

The serial number was different. I knew that the serial was 0-60604, with USAF on a separate line above the serial. I used Microsoft Word for this decal, so it looked something like this:

.USAF... USAF.
.0-60604 .0-60604.

Note that the USAF and numbers look different. The Air Force uses a font called “Amarillo USAF” on aircraft. You can find this font on the Internet.

Also, the numbers on the B-52 were in red. So I had to print the red numbers on WHITE decal film, with a black surround to cover the extra white. The reason for using white decal film is that the ink-jet color printer depends on the white paper to make the colors look right. If you put clear decal film from a color printer on any dark background, the colors simply disappear.

I printed the markings (twice through the printer). Again, once the ink had dried, I sprayed it with clear acrylic. I have used brush-on clear, but I find that the water-soluble ink from ink-jet printers tends to smear. Also, if you don't put the clear coat on the decal, the colors will run when you put the decal in water.

The “home made” decals were then applied. I used the kit markings for the US “Stars & Bars”, which left the aircraft number on the nose and outboard sides of the wing

Conversion Cont.

tanks. I sort of lucked out here, as I found in my decal stash a sheet of small white numbers which were originally intended for railroad cars. But they were the right size, and I just wasn't up to printing white numbers on a black background. And I should have known better.

The number I needed on both sides of the nose and both tanks was 604. The decal sheet came as a series of numbers on a solid decal film. Each number had to be cut out from the sheet and then applied with the other two numbers. The sixes were pretty easy, as you could also use 9 upside down. The 4s were OK. Every 0 I tried broke. The film would crack and the top or bottom of the number would float away. A couple of them were coaxed back into place, and some just had to be started over. I finally got one to go on without breaking. When I used the tissue to wick away the excess water, it stuck to the tissue. I got it back on the plane. It stuck again. And this time it broke. OK, try it tomorrow, it isn't working tonight.

But after all this, I got the decals on, a coat of clear flat acrylic on, and did the final assembly.

Then I finished installing the landing gear, the engines, the clear parts and the wing tanks. The project was finished.

AFTERWORD

This model was the culmination of a couple of larger projects. This model caused me to do the Quarterly scans and index. Because of that, Jack Kennedy suggested I run as his replacement for IPMS Historian. I'm now working on the IPMS Updates. The scans are finished, the index is in progress. I hope to finish in the next few months.

Carl Knable says his engine molds are wearing out, and he may not be able to make any more of these conversions. He suggests you e-mail him at crk-dak@sprynet.com to see if he has any.

I thank Carl Knable for selling me the conversion kit, Dick Montgomery for providing the impetus for the Quarterly Project, Jack Kennedy for moral support, and all of the members of IPMS/Phoenix for their interest in my B-52D at the September 2013 meeting.



Secretary's Sound Off

By Hal Sanguinetti

President Mike Pabis opened the March 2014 of the Craig Hewitt Chapter of IPMS right on time at about 7:01, and it only took several attempts to bring the modelers into their seats for another fun evening. Our treasurer, Bill Dunkle, reported the encouraging news that "we have money", which is more than can be said for the government, so it looks like the club is on the right track. Craig Pearce discussed the wide selection of raffle items for that evening, and the minutes were read by yours truly (another mesmerizing performance that had members glued to their seats). OK, maybe not that mesmerizing, but club secretaries like to think that's the case).

Craig Brown then briefly discussed the evening's contest, the subject of which was Natural Metal Finishes. Ethan Pierce then gave us a rundown on the progress of the club's new Facebook page, which seems to be getting more participation, and not just from our own club members. This, of course, is the goal - to reach out to modelers around the country and the world in an easy-to-access medium. There was a short discussion on suggestions to improve the page.

Vince Villascez, our new web master, brought us up to speed on the concepts he's been working on for a complete website redesign. Those members who had seen some of the 4 test shots were very enthusiastic, and Vince will continue to keep tweaking the design and getting it ready to go on line. Suggestions from members are always welcome, both for the Facebook page and the website.

Our new IPMS chapter contact Steve Collins, urged members to make sure he has your email contact information in case he needs to spread the word about something between the meetings.

Bill Dunkle, who has spearheaded our now-annual Model Clinic gave us some background on finding a new venue for the Clinic; a location in Awatukey looks promising as painting would be allowed and they will help to promote the event. He then made a motion which was seconded and passed to postpone the Clinic until the 3rd week of June. This will allow more time to come up with a venue and to promote the Clinic. Keith Peiper discussed the Scottsdale Make & Take scheduled for March 22. If members are available to help they are always welcome. Hal Sanguinetti talked about how much fun the Make & Takes are and urged members to help at one if they hadn't already. Keith also talked a bit about the Spring Military Vehicle show that was just concluded.

Secretary's Sound Off Cont.

Mike reminded us all about Mike Cholowa's next swapmeet, which was coming up in a week or so.

The D.U.S.T. Convention at the CAF Museum was brought up by Keith - it will be held on March 15.

Dale Mickley kicked off a discussion of the club's donation to the Cactus Car Modeler's Desert Scale Classic. At our previous meeting, we voted to sponsor two trophy classes, but Dale did some research and found that last year we were also a Major Sponsor, which was an additional charge. A motion was made, seconded and, after some discussion to clarify the exact amount, passed.

Then we had our monthly discussion of the new kits out on the market, which always brings to light some interesting goings on in our hobby.

Ethan mentioned the upcoming tank battle, and guest Dan Baker gave an overview of the upcoming Good Guys Spring Car show at Westworld, which features a big model car contest. He explained how everything worked and invited our members to come out and enjoy the show. Hal & Dale added extra commentary.

Mike talked about tonight's White Elephant Raffle and how it worked; it took place during the break.

Finally before the break, the question was raised as to how our display at the State Capitol was being received; it had been moved to the other side of the room where it was displayed. Someone had asked an employee there how the display was going over, and apparently it is quite popular and appreciated.

We then had our break and contest judging. This month the Novice winner was a TU16G Badger by John Schwartz, and the Advanced winner was a P51D built by Dave Whitsell.

Our man-of-many-talents, Steve Collins gave an excellent mini-seminar on repairing dings, scratches & marring on clear plastic, using cheap electric toothbrushes and fine grit abrasive pads. It was a very impressive display of solving a common problem.



Modeler of the Year Standings

Name	January	February	March	Total Points
Charles Swanson	2	6	2	10
Brain Baker	2	6		8
John Schwartz	2		4	6
Jim Pearsall	1	3	1	5
Dave Weitzel		1	4	5
Keith Pieper		4		4
Craig Pierce	4			4
Philip Seim	4			4
Gary Thomas		4		4
Chuck Ludwig	1		2	3

The current Modeler of the Year standings are to the left. The top 10 modelers are shown.

Points are earned by bringing a model for display and winning the monthly contests. Point values are as follows: 1 point for each model on display and 3 points for a contest winning model.

Be sure to bring your latest finished projects to each meeting.

Scottsdale Library Make-and Take

On Saturday, March 22nd, several members of the club took part in the first ever Make-and-Take at Scottsdale Library's Arabian branch. 25 kids took part in the event under the watchful and teaching eyes of Keith Pieper, Ed Kucharski, Craig Bucklin and Chuck Ludwig.



Some Days, It Just Isn't Your Time To Go!

Elmer Bendiner (*The Fall of Fortresses, 1980*) was a navigator in a B-17 during WW II. An excerpt from his story of a World War II bombing run over Kassel, Germany

"Our B-17, the "Tondelayo," was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit. Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple.

"On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks! Eleven unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn.

"He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found there was no explosive charge. They were as clean as a whistle and just as harmless. Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It read: "This is all we can do for you now."

2014 CLUB MEETING CALENDAR

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

JANUARY 2014

Tuesday 7th, 7pm

Contest: Weapons Free - A kit w/o any sort of visible weapons or load

Seminar/Speaker: Decal finishes by Mike Pabis

Event: None

JULY 2014

Tuesday 1st, 7pm

Contest: Sci-Fi/Fantasy - can be a figure, vehicle or ship.

Seminar/Speaker: Alclad finishes by Bruce Briggs

Event: TBD

FEBRUARY 2014

Tuesday 4th, 7pm

Contest: 1st Group Build - F4U Corsair. Any model/scale of the famed gull winged Corsair, WWII or Korean era.

Seminar/Speaker: Model Photos by Ethan Dunsford

AUGUST 2014

Tuesday 5th, 7pm

Contest: Whatever floats- Anything designed to float, submarines, surface vessels, seaplanes.

Seminar/Speaker: TBD

Event: Club Swap Meet

MARCH 2014

Tuesday 4th, 7pm

Contest: Natural Metal Finish. Any plane in natural metal finish, no camo.

Seminar/Speaker: Canopies by Steve Collins

Event: Distressed Kit White Elephant Exchange

SEPTEMBER 2014

Tuesday 2nd, 7pm

Contest: 3rd Group Build - Ford Mustang. Any variant/scale of the classic Ford Mustang.

Seminar/Speaker: Diorama Bases by Bill Dunkle

APRIL 2014

Tuesday 1st, 7pm

Contest: Vietnam Era - aircraft, boats, tanks, that participated in the Vietnam War.

Seminar/Speaker: Making your own decals by Jim Pearsall

OCTOBER 2014

Tuesday 7th, 7pm

Contest: A Wolf in Sheep's Clothing - Any model not in its original colors or livery

Seminar/Speaker: TBD

Event: TBD

MAY 2014

Tuesday 6th, 7pm

Contest: Spy or Recon aircraft - any aircraft designed for either spy or recon missions.

Seminar/Speaker: Model railroading for modelers by Don Stewart

NOVEMBER 2014

Tuesday 4th, 7pm

Contest: Special Ops - Has some connection to a special operations unit, mission, etc.

Seminar/Speaker: TBD

Event: TBD

JUNE 2014

Tuesday 3rd, 7pm

Contest: 2nd Group Build- Sherman Tank. Any variant of the famous Sherman Tank in any scale.

Seminar/Speaker: Modeling Shermans & Stretched Sprue

DECEMBER 2014

Tuesday 2nd, 7pm

Contest: 4th Group Build - U-boat (Type 9). Any scale model of the infamous Type 9 U-boat from WWII.

Seminar/Speaker: TBD



Here are the items up for raffle at the April meeting.

Raffle Update

Item A: Revell Germany 1/72 Torpedo Boat PT-117

Item B: MiniCraft 1/144 E-3 Sentry AWACS

Item C: Revell/Mono 1/25 99' Ford Mustang Cobra Hardtop

Item D: Hasegawa 1/72 Mig-29 Fulcrum

Item E: Revell 1/48 TBF- Avenger Torpedo Bomber

Item F: Academy 1/32 Nieuport 17 (WWI Bi-plane)

Item G: Glencoe 1/48 UFO (First Plastic Sci-Fi model ever produced)

Item H: Paragon Pub FIGHTER The Worlds Finest Combat Aircraft
(Hardbound color -315 pgs)

2014 UPCOMING EVENTS

Saturday April 12th, 9:00-5:00 - Desert Scale Classic Model Car Contest and Swap Meet—
Postal Workers Social Club, 3720 W. Greenway Road, Phoenix, AZ

Saturday June 7th, 9:00-3:00 - San Diego Model Expo and Swap Meet— San Diego Air &
Space Museum Annex, San Diego, CA

Saturday July 11-12th, - Region 10 Chile Con— MCM Elegante Hotel and Event Center, 2020
Menaul Boulevard NE, Albuquerque, NM

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.....	Mike Pabis	president@ipms-phoenix.org
Vice President.....	Craig Pierce	vice_president@ipms-phoenix.org
Secretary	Hal Sanguinetti	secretary@ipms-phoenix.org
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Newsletter Editor	Mike Pabis	newsletter@ipms-phoenix.org



PLASTIC PONDERINGS

BY MIKE PABIS

Milestones

It just dawned on me. February was my eleventh year of being with the club. Like many of you, I am shocked at where time has gone. I have made a lot of personal leaps and milestones during that time. Two kids, a couple of job changes and promotions, houses and the rest of life have happened in that time. It still is amazing what happened since I showed up for my first meeting at Cutter Aviation.

For about a year or so, I kept reading on the web and in Finescale Modeler about IPMS clubs. Could it be true? There were other modelers out there? Further, there were modelers that were social and liked to talk about the hobby? This I had to see to believe.

One of the first things I saw was a guy walk in carrying a large steel like tube, tapered slightly toward the end (later to find out it was a portion of an A-10 barrel that one of the members was able to keep from his plane). Then a few guys showed up and started putting models on a table next to the window overlooking the executive terminal taxiway at Sky Harbor Airport. As more people showed up, conversations started. Rousing of the lone Canadian in the group commenced and I tried to avoid sticking out like a sore thumb. In hindsight it must have felt like going to a new school for the first time.

What I found was that I was welcomed and included. This seemed like such a strange thing for a notoriously loner and introverted hobby. Here were a bunch of people that sat around and told tales about what they were working on, what they used shoe goo to fix and how not to use a hairdryer with models all while offering tips and information to help others solve problems.

So I kept going back. I am still there and plan on it for a long time to come. It was fun and something I looked forward to. Why else would someone look forward to a random midweek day once a month?

As for myself, I learned a lot about modeling. I also learned what it takes for people to succeed and make something enjoyable. Watching, learning and doing are what helped me go from some random tall guy in the corner to become someone who is involved in something I enjoy. It taught me to take those steps and reach out for something I never normally would have done. Baby steps at first with IPMS Nationals.

Plastic Ponderings Cont.

Next, the Corsair. Then the Corsair again. Finally, running for my first office. It is one thing when your boss tells you that you need to reach for something. It is another when you do it on your own.

Over the years, we outgrew our meeting place three times! For those of you that remember, do you remember how big the church seemed? Then we filled that to the max. What about the first room in the American Legion after so many members joined we outgrew the church? Now comfortably residing in a former bingo hall at the American Legion, we have ample room for all of our members and then some.

What I learned over the years was that IPMS Phoenix was a great place to be and had people that were great to be around. Our club has grown and evolved over the years like everything else. We are still welcoming and inviting toward new members. We don't try to scare anyone off. No one is turned away (unless you are a drunk who wandered into the meeting somehow and tried to walk off with some stuff after touching kits).

Our club is what a club is supposed to be. We learn from each other. We offer advice and insight to each other. Over the years, many of us have gotten to become good friends. Some are even godparents to other member's children. There have been births. Some have gotten divorced. A few remarried. Unfortunately, the club has even dealt with death of members and spouses.

It is good that we tend to check our egos at the door. Each month, we gather and are all equal. Some may build better than others but that doesn't matter. We each come together to be a part of our little desert modeling community. Advice is freely offered. Even after all these years, I have seen so little infighting I often hear about other clubs.

As time has passed, I have seen what it takes to make this club so successful. Never would I have imagined that a group of a several dozen people can pull off so many things. I still can't fathom how so few pulled off not one, but two Nationals and somehow successfully drew HUNDREDS to Phoenix in August. Oh yeah, those were two of the best received, fewest complained about, most successful Nationals ever. If you didn't know, because of the success and hard work put in by those members, our little club has been asked multiple times to be a ready backup Nationals location just in case. Yeah, IPMS Phoenix is on Ready Alert on Cat 5 to pull off another Nationals if need be. How many other clubs are that respected to be available just in case? Not many I would guess.

Speaking of great ventures, if you haven't ever participated in a group build, make sure you do so whenever the club does one again for Nationals. Prior to signing up to build

Plastic Ponderings Cont.

a kit for the Luke AFB group build, I had no idea what it was. The hard work that Bruce and the gang put into that group build really shined through. Through painstaking research, Bruce was able to find out darn near every type of aircraft ever stationed at Luke and Williams AFB. Even the base historians didn't know about some of that.

The collective effort we shared was enjoyable. How would it all look when done? Really, a base can be made to look that cool? Could we even place? Heck, I even talked my wife and young son into coming along to Anaheim for the Nationals. Thanks to the group build, it also started my love affair for all things Disney (my wife is probably regretting that trip now). When it was all said and done I still couldn't believe this combined effort produced something that looked so amazing and won. Without the members we have, none of this would have taken place let alone succeeded.

To this day, I am still proud to have had the Air Force request to keep one of my kits. I don't know about everyone else that participated but I am sure they feel proud too knowing that their hard work is on display for the community to see. It doesn't stop at Luke AFB either. The club's collective effort is now on display throughout the Valley of the Sun for thousands to see each year. Again, it is the members who made this happen.

Perhaps you have noticed when you look around the room but we have a few good modelers. You might not realize that some of our members are amongst the best in the country. That is right, modeling royalty is around you. There are members who have had models displayed on magazine covers. Your fellow modelers annually bring home a ton of hardware from across the country too. Quite a few guys have had to build trophy rooms for their trophy rooms for all the hardware they earn each year. Earned recognition through hard work, precision and attention to detail all in scale form is something that we get to see each and every month at our meetings. I know that I have tried to learn from many of these fellow members to help make my modeling better. All you have to do is ask.

When you take all the things that make this club work so well and add them together, this club might be one of the **BEST** around. The membership works hard to make it successful. I can't imagine that there are many larger clubs in the country. I certainly can't believe many others do so much and succeed so well. Congratulate yourself for choosing to be part of something positive and rewarding. Take part in all the activities you can. If you more on the shy side, use this club as an opportunity to step up and introduce yourself. We won't bite. Well, there are a few who may but don't let that dismay you. Remember, the club only succeeds when its members come together and make it so. If there is a club event, do your best to join in and help out. You never know what you can accomplish if you don't try.

Putting Your Dues to Good Use



THE **Littlefield** COLLECTION

July 11-12, 2014 | Portola Valley, California

108 Historic Vehicles to be Offered **WITHOUT RESERVE!**

[Click here for the full list of vehicles!](#)

Well, it is time we started putting your annual dues to good use.

As you can see, there are a few interesting auctions that the club will consider bidding on. With our funds in good standing and through a small donation from the membership, IPMS Phoenix can begin making a bigger name for itself.

No longer shall we stand by and just look at miniatures when we can have the real thing. Going forward, IPMS Phoenix will be the first club to have its own army, navy and air force!

Look for a forthcoming motion at the April meeting to begin our world dominance! Uh, I mean vehicle collection. Yeah. That is it. Vehicle collection.

Courtesy of Robb Donaldson

Things I learned about military history from models

Graeme Davidson started a humorous thread over on Missing-Lynx's General Discussion Group (12/04/2008). The thread took a life of its own as many replies were added. Thanks to Graeme and the many contributors! -- RC

Personal Predilections

- 95% of tanks had a crew of one.
- 90% of all personnel fighting or in a combat zone were always smiling and happy.
- 99% of those soldiers that got hit by a bullet never bled.
- 100% of tankers had X-ray vision that allowed them to see through the stowage that was piled atop the turrets and glacis in front of their periscopes.
- 90% of the human race had elongated faces as seen by Roger Saunders. Also 85% of these people suffered from Crone's syndrome -- therefore giving them 6 inch necks.
- Soviet soldiers were very well fed and 80% of Soviet units had mandolin or accordion players assigned to them.
- A class of genetically altered soldiers fought for many WW2 combatants. They could pivot their arms over their heads like a Ken doll but their shoulders and ribcage remained static.
- 70% of anti tank gunners were trained not to fire at oncoming enemy tanks until they rolled within 25 feet of the muzzle or at least within the far edge of the diorama base.
- Infantry never wore their rucksacks on the march. They snapped their fingers upon arriving at their destination and their duffel bags arrived by magic. The Germans never owned rucksacks to begin with.
- Soldiers spend 5% of their time fighting, 20% just standing with their elbows resting on something, and 75% pointing at something.
- 50% of soldiers in WWII waxed their uniforms for that chic, glossy look.
- Soldiers in the field shaved every day.
- All soldiers have blue eyes.
- Vehicles got dirty as sh*t, but never soldiers.
- Soldiers always wore their uniforms correctly. Even after a battle or being captured they found mirrors to adjust their caps and ensure their jackets were straight.
- Only about 3 people of African descent fought in WW2, all truckers.
- Many European children possessed smaller heads, but adult features.
- Any crew member could leave the tank, except for the driver.
- Japanese soldiers always seemed to be screaming.
- Only the most photogenic people made it as soldiers; no weak chinned, buck toothed, glasses wearing puny type with ill fitting uniform ever made it off the recruiting ground.
- American/British soldiers stood around a lot, and were not nearly as active as Soviet or German soldiers.
- There was always a local citizen available to sell chickens, eggs, or bread to a passing soldier, even in the heat of battle.

Modeling Cont.

- All Air Defense crews had one NCO designated to point at the sky at the same bearing and elevation as the gun barrels.
- Nobody wore glasses -- except a few screaming Japanese.
- Abandoning personal weapons was the norm.
- Tanks crews are very tidy since there are hardly ever any brass casings or links on the turret after firing the machine guns.
- Despite being fully engaged in a firefight or pinned down by a sniper there was always one soldier that decided to make a dash in open ground to another position and another soldier that thought if he stood fully upright and very still, no one would shoot him.
- Sergeants and corporals never commanded tanks and if they did they were never platoon sergeants. Loaders and drivers were always privates.
- Senior NCOs did not exist, only junior officers.
- Either all soldiers wore all prescribed insignia or no soldier wore prescribed insignia.
- 95% of all soldiers had a medium build and weren't fat, unless they were a German cooks or headed the Luftwaffe.
- Sten armed British soldiers never had spare magazines.
- Soldiers were chosen by their hand size -- the bigger the better. Most of fingers were a solid mass too.
- Short and tall soldiers never made it into most armies.
- Every soldier, regardless of race, country, or theatre, had the exact same skin tone. Soldiers were also immune to suntan, sunburn, or frost burn.
- Every Israeli tank crew had at least one guy with a ZZ Top beard.
- In Vietnam no US soldier was ever more than 5 yards from a radio/cassette player. Sunglasses and bandanas were regulation, too.
- 80% of British soldiers, when not in combat, took their tunic off to show their braces.
- 99.9% of French tank crews smoked cigarettes.
- British tank commanders fought the whole of WW2 clasping white enamel mugs in their left hand.
- Every German had his hair combed back.
- Every GI combed his hair to the side.
- 90% of the Wehrmacht's time in occupation of any country was spent pasting posters to the walls, usually advertising the Waffen SS.
- 90% of the Red Army's time was spent plastering over the top of these posters with their own, usually within the first ten minutes of the end of a good hard battle.
- They too dedicated another 5% of their time to painting Russian graffiti on walls, careful to leave a paint can left lying on the ground next to the wall. They had to go listen to the unit accordion player.
- Women soldiers had supplies of great, uplifting bras.
- No one died, ever. They only ever got wounded. Dead bodies turned up occasionally, but they were covered in snow. When people did get shot, they stood up awkwardly while thick globs of bloody gel slowly stretched out the wound.

Modeling Cont.

- Soldiers usually stood around smoking cigarettes when in a group, but when alone would stand by a small tree holding their gun in a menacing fashion.
- 1 in 3 US paratroopers have an Mohawk haircut.
- Combat dress was resilient to dirt to the point where only the knees and elbows got dirty.
- When escaping a tank about to blow up, 70% of crews had to fire personal weapons to announce their exit.
- No one ever had faded or discolored ALICE gear, always parade ready green stuff.
- Smoke grenades were often mounted on shoulder straps in the finest traditions of West Point/ROTC cadets and pre 9-11 Reserve/NG types.
- Boots were always polished, never bare leather exposed.
- BDUs/DCUs never faded or discolored.
- Chin straps were clean as were the neck areas around body armor.
- Uniforms never absorbed sweat in any era, with any army, in any environment.
- A large % of WW2 soldiers looked like friends of Ron Volstad, thousands of others looked suspiciously like Roger Saunders and the really large ones bear a striking resemblance to John Rosengrant. Lookalikes of Francois Verlinden's relatives served worldwide in all conflicts.

Germanic Generalities

- At some point, every German tank crossed a wooden bridge over a narrow stream. One-third of those tanks crashed through that bridge.
- At any given time, 36% of Wehrmacht soldiers were reaching into their chest pockets to pull out a pack of cigarettes
- Germany had 10x more vehicles and soldiers than the Allies.
- German offensives could be halted if a piano and some beer steins were discovered.
- Late war Panzer gun barrels wore out at an alarming rate.
- Almost every German WWII AFV commander rode around in combat with their entire upper body out of the hatch.
- German Panzer men had their black uniforms tailored after the Prom tuxedos of the day.
- Ahhh... if only German soldiers wore camouflage.
- Paint chipping was a new form of camo used by the German armed forces in WW2.
- All German Panzer crew had to pose like fashion models with their hands on their hips or arms crossed or leaning against their tanks like movie stars even when the war correspondent wasn't around; they didn't ever slouch around showing fatigue or stress.
- German soldiers were scrupulously neat, and washed their dirty uniforms frequently. No one has ever determined where they found washing machines or wash tubs, but they were always clean.
- Michael Wittmann and Otto Carius commanded two thirds of all Tigers manufactured.
- One out of every four German soldiers was an officer.
- 1/3 of German officers captained pirate ships before the war – thus the eye patches.

Modeling Cont.

- Half of German officers owned German shepherds.
- And half of them wore Italian Camouflage, though they never seemed to go for the classy Italian shoes.
- The Waffen-SS actually had more troops than the Wehrmacht, and used every vehicle Germany ever made or captured.
- The Germans had several hundred Ferdinands at Kursk; they were all lost in combat, mostly to Russian 14mm anti tank rifles.
- A resin or plastic figure exists for every single German soldier of WW2.
- German tanks in the Battle of Berlin actually outnumbered the Soviets.
- Besides wearing camo, all soldats carried an MP44 and a Panzerfaust from about 10 minutes after D-day until the fall of the Reich.
- Stuffing a potato masher grenade down your boot leg for a long march on the Russian steppe was actually comfortable.
- Only the Germans used binoculars.
- And 2/3s were awarded the Knight's Cross.
- German tanks were randomly assaulted by enemy infantry armed with paint scrapers who viciously chipped the paint in order to somehow disable the tank.
- Germany had enough Flak guns to send a solid wall of metal up the sky in front of Allied bombers, but didn't have anyone to crew them.
- Germany had enough Pak guns to send a solid wall of metal down the field in front of Allied tanks, but didn't have anyone to crew them.
- All church ruin ceiling holes magically lined up with Allied bomber flight routes -- making them perfect locations for emplacing heavy flak guns.
- The Germans produced millions of Panthers and Tigers (just ask Hobby Lobby!).

Ordinarily Out of Proportion

- In WW2, it took 2 cubic yards of earth and 7 stout men to lift a single sand bag.
- 60% of rope used to attach personal gear or ammo boxes was taken from naval stores of 2" diameter mooring rope.
- 70% of all chains used on an AFV were so big and heavy only Samson could handle it.
- Not only were chains very heavy but they were always unhelpfully short for any practical application.
- 70% of cigarettes were 6" long and 1" in diameter.
- The Universal Carrier's sidewalls were actually 4" thick, surpassing that of the Tiger tank.
- Panzerfaust warheads were completely hollow. The weight was in the last 5 inches of the launcher tube. This is why every Panzerfaust seen was leaning with its warhead UP.

Functional Fantasies

- WW2 tanks had miraculous shell propellant that did not cause fatal concussion to any infantry near their main gun muzzles. Also, they had safety features like beeping

Modeling Cont.

alarms which would indicate sudden tank movement to those crouching near the rear idlers, manning the MG nest 2 feet in front of the front tread, or the officer w/binoculars atop the turret. With this knowledge, infantry had no fear of clinging to all corners of a tank about to jerk forward or hovering near the main cannons of one about to fire its main weapons.

- 4 years in combat and the driver still hadn't figured out how to fill the gas tank without spilling it all down the hull sides.
- It is worth carrying main armament ammunition that does not fit your vehicles weapons just in case.
- It is worth carrying main armament ammunition that does not fit your vehicles weapons on your engine deck, just in case.
- Crews frequently stowed vehicle tools in non-standard locations to make it more challenging for them to find one in the dark just for fun.
- Tanks can easily defeat a garden fence, but are powerless against old ladies with brooms.
- 60% of all tanks rode around with damaged or worn down roadwheels.
- Firing a .50 caliber machine gun only leaves 5 or so rounds around a tank's turret.
- WW2 bedrolls were made of lead-impregnated cloth so they'd stay draped over the AFVs regardless of road jarring and tossing without the need to be strapped on.
- Tankers who used tools always re-painted them to factory specs before stowing them – bare metal polished to a silvery sheen.
- Zimmerit was textured with a machine with a massive combed device that was several feet long instead of by a bloke with a plastering trowel.
- Tanks never turned as the weight of the vehicle does not shift and track tension was identical on both sides.
- All tank crews wiped their shoes before climbing on their vehicle to keep roofs pristine.
- Screws and bolts were never removed so as to retain a perfect paint job and had washes added to show off the screw and bolt detail.

Hardly Hardware

- Tanks always ran rich and/or had dirty air filters
- Finland has only ever operated one tank: the Stug III. And it never got its tracks tensioned once.
- FAMOs never hauled empty trailers
- 100% of the M48 Pattons in Vietnam were equipped with porn and a case of Bud.
- Got a spare hook? S'alright, hang a bucket off of it!
- Front Fenders are there for denting, flipping up, or ripping off. But only on one side. Same for mudflaps and mufflers.
- 80% of all tanks rode around with their hatches closed, even in the African desert during the daytime.
- 30% of all AFV's that travelled with their hatches open did not have any interiors at

Modeling Cont.

- all. There were propelled by a magnetic force instead of an engine or transmission.
- 70% of tank maintenance crews did not glosscoat their vehicles before applying decals. Silvering was deemed an acceptable camouflage shade.
- There was a gentleman's agreement signed before WW2 where each combatant's tankers and artillery observers intentionally ignored any turret or hull hatches they saw with interior surfaces painted white.
- Black powder stores from the Napoleonic period were recycled into tank shell propellant giving us so many darkened muzzles
- 80% of wheeled military vehicles did not have steerable front wheels, and nearly all had solid tires that didn't need an inflation valve.
- Cargo trucks had rigid cardboard tarps that fitted over their cabs and bed without the need for attachment or support rods.
- Tanks often carried a lawn blower to remove dust, leaves and twigs.
- 75% of US Tanks in Korea were painted like Tigers.
- When tanks weather, all the angled joins of plates, internal or external, are darker than the surrounding flat surfaces.
- Personal firearms were really light and could easily be held in one hand, far from their centre of balance. MGs too.
- Most WW2 tanks either still used black powder as a propellant or adopted India ink as muzzle camouflage.
- And they ran on furnace fuel oil.
- WW2 infra-red lens filters were red and the laws of physics changed in 1945 so we fit black IR filters to vehicle headlights and searchlights today.
- Aluminum armor rusts!
- It is perfectly acceptable to add on every add-on kit (dozer blades, winches, MG's that your country doesn't use, etc.) because the crews will need all of that to move their underpowered/overloaded vehicle across dry level ground.
- 80% of AFV's and Softskins had nonworking suspensions that allowed at least one wheel to levitate above the ground surface. This also eliminated the need for spare wheels as these are usually just glued to the side of the vehicle in question.
- Thick towing cables of tanks were made of very soft rubber.
- All nations delivered military trucks for troops with a non-washable pair of windshield's wiper marks.
- All weapons were covered in a perfect coat of oil to keep them shiny and bright.
- Headlights never got dirty and, when not lit, reflected so brightly as to be visible for miles.
- Head lights on tanks were the most indestructible part since they were never removed and stored inside. They were impervious to anticipated enemy fire and muzzle blast

Modeling Miscellany

- 84% of all major battles were fought adjacent to railroad tracks.

Modeling Cont.

- In WW2, every urban structure included one bomb-proof corner.
- Whenever possible, tanks stopped next to oil barrels, over railroad tracks, near small streams or buxom civilian women – or next one of the impervious building ruin corners.
- American tanks will always stop for a puppy in the road.
- There was a standard streetlamp design that was used across Europe from France to the Urals.
- The IDF: masters of fighting on paved roads.
- IDF tanks have only ever been painted one shade of 'sand grey'.
- 99% of all IDF rations were boxed as Passover supplies only with RED text on the rat packs.
- According to road signs, the Arab-Israeli conflict took place within 30 miles of the Golan Heights.
- According to road signs, the entire war on the Eastern Front took place within 30 miles of Moscow or Stalingrad.
- According to road signs all battles in NW Europe took place within 30 km of the Bastogne.
- Contrary to all available evidence the M26 Dragon Wagon WAS used by the IDF (there's a diorama of one so it must be true).
- Geology changes rapidly: the Golan used to be made of yellow sand but is now actually grey volcanic debris.
- 86% of IDF soldiers wear a Kippah but no other religious clothing.
- No IDF vehicles were ever knocked out by anybody, ever.
- Arab painters were incapable of putting paint on vehicles without it chipping after scraping the many trees in the desert.
- One of the largest tank-to-tank battles in history was only a figment of imagination by the Indian and Pakistani armies.
- It was common practice in the average household to store fuel drums in first or second floor in the apartment where they live.
- Armies would spend \$45,000 on a CARC camo paint job and also supply a day-glo orange cooler to mount right behind the commander's head.
- 95% of all British Chieftain tanks were in the Berlin Brigade.
- WW2 bombs and shells completely disintegrated rubble when destroying buildings.
- Military maps were not allowed to be folded smaller than 3' x 2' at any given time.
- 90% of all airplanes are very clean and neat.
- 95% of aircraft ground crews took 1" wide Sharpie markers and outlined all the planes' panel lines.
- Japanese Naval air units actually captured three SBD Dauntlesses that were filmed attacking Pearl Harbor.
- Luftwaffe crews used captured IL-2s as Stukas.
- 50% of tree branches used for foliage camouflage would not ever brown or dry up.
- Buildings with cellars and basements had terrific floorboard loading ratings allowing

Modeling Cont.

them to be perfect ambush spots for Tiger or Panther tanks.

· Artillery men had suction cup shoes that prevented them from ever tripping over the dozens of spent cartridges at their feet. Tank loaders too!

· Rob Ervin, as an infant, owned a company that actually supplied 80% of Allied vehicles' pioneer tools.

· Soviet cine cameramen were under strict orders to only film their tanks from the left side, showing them advancing to the West. German cameras in the East could only film them from the right, therefore going East.

· The term for the armed cupola atop tanks changed from TURRENT to TURRET mysteriously after the war.

· There were only two Polish tanks in 1944-45, and both were Sherman Fireflies.

· The British army had one type of tank: the Sherman.

· The Americans only had one type of tank: the Sherman.

· The French had 2 types: the first was the Char B1 bis, all of which were abandoned with no apparent damage during the invasion of France. They were all repainted in three tone camo and large crosses and used in the German army. The other French tank: A Sherman.

· The Germans managed to capture intact at least one of every single Allied vehicle, and repainted them in three tone camo and large crosses, and used them in combat. Including the Sherman.

· The Russians had 2 tanks at the beginning of the war: the T-34/76 and the KV-1. They also had 2 types at the end: the T-34/85 and the JS-2 (because we all know Joseph is NOT spelled with an "I"). And they also had Shermans.

· The most produced tank in WWII: The German Tiger.

· Paint chipped totally at random and not on areas most scuffed by the crews.

· There was never any overspray on any stenciled markings.

· No tool was ever stolen. Vehicle crews left them anywhere because they'd surely be returned to the rightful owners.

· Mortars and grenades never disturbed the earth, only a shell from naval cannon could cause a crater.

· No one dug a foxhole throughout the whole campaign as the ground was only 12mm deep, under which there was the backboard for a picture frame.

· Because of a shortage of slings, 25% of WWII soldiers were forced to keep their weapons in their hands all the time.

· Foxholes are a myth.

· Horses were a myth – except those ridden by Polish Lancers and Cossacks.

· There was no war in Italy.

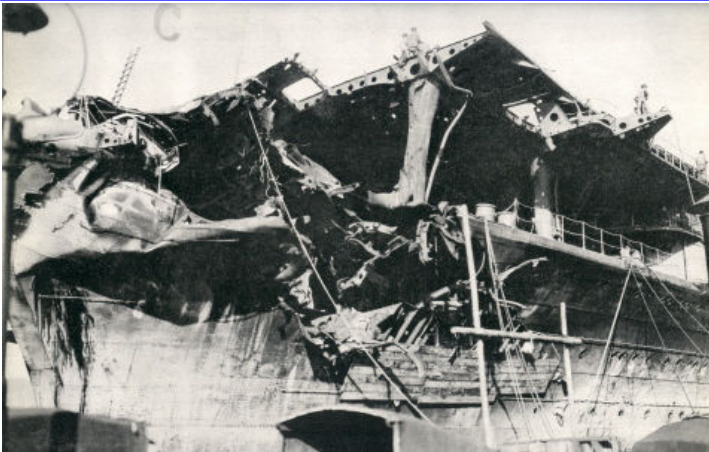
· War in Northwest Europe began on June 6, 1944.

· No armored vehicle was ever washed or cleaned from D-Day to the end in the West, and from Barbarossa to Berlin in the East. It didn't ever rain and snow never melted on them either.

Modeling Cont.

- Allied vehicles spent 5 years parked in the desert sun prior to being issued, to ensure proper paint fading.
- Whenever possible, tanks were left to sit still so that the tracks would be thoroughly rusted before their next use.
- Tanks always parked in open fields, meadows, and flat areas. There was no direct-fire threat except during declared battles, so no need to dig foxholes or hide tanks behind hills or berms. Even battle-weary troops were free to recuperate in farmyards and town squares, secure in the knowledge that there would be no artillery fired at them.
- The reason it took the Russians so long to push back the Wehrmacht was that T-34 drivers never opened the periscope hatches on their hatches, even when the hatch was closed.
- Tanks for which aftermarket engines are available could often be found with the decks open. The decks of the others were welded shut at the factory.
- There is a rubble fairy who magically removes most of the debris from any demolished building.
- The rubble fairy never leaves home without an industrial vacuum cleaner used to remove dust from the vicinity of said demolished building.
- Tank manufacturers described their production types as early, mid, late and final because they knew how long the production run would be when they started.

Some Photos from the damaged Shokaku



Famous Quotes

“WE STOLE THE EAGLE FROM THE AIR FORCE, THE ANCHOR FROM THE NAVY AND THE ROPE FROM THE ARMY. ON THE SEVENTH DAY WHILE GOD RESTED, WE OVERRAN HIS PERIMETER, STOLE THE GLOBE AND WE'VE BEEN RUNNING THE WHOLE SHOW EVER SINCE.” - *The true history of the USMC emblem*

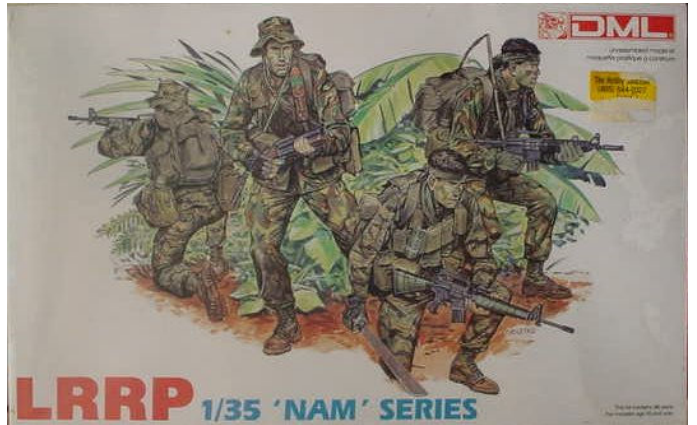
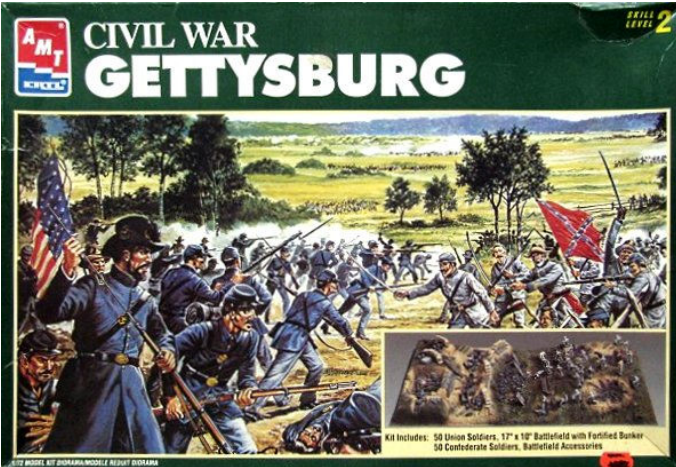
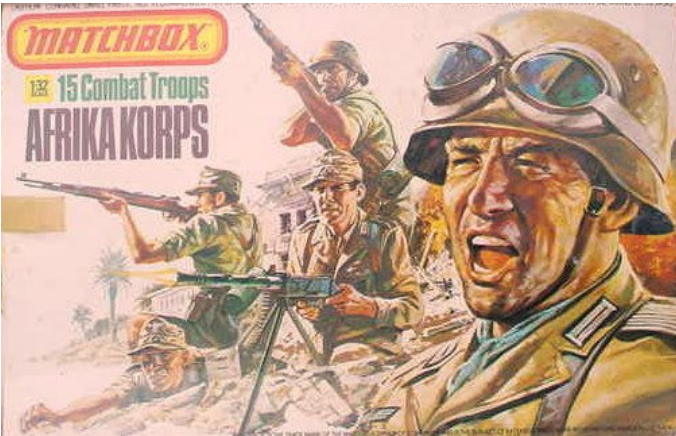
WANTED!

The CAF needs your help!

The Mesa museum is looking to add two additional models to its display. In particular, they are looking to add a 1/72 B-58 Hustler and a B-29 Superfortress. If you are interested in building them, please contact wingleader@azcaf.org

Box Art of the Month

A collection of notable, amazing or otherwise great looking box art from kit boxes over the years. Feel free to contribute any images you have or know of for future issues. This month: Figures



SURFING THE WEB

Interior color photo tour of the Enola Gay

http://www.cooksontributeb29.com/uploads/5/8/6/5/5865941/howlett_interiors1.40.pdf

http://www.cooksontributeb29.com/uploads/5/8/6/5/5865941/howlett_interiors1.80.pdf

Information about the Airliners International show at LAX this July. It features a lot of neat memorabilia, airliner photos and a model contest.

<http://airlinersinternational.org/>

All about the US military aviation designation system

<http://www.designation-systems.net/usmilav/index.html>

Data on every PB4Y constructed

<http://www.aviationarchaeology.com/src/USN/PB4Y.htm>

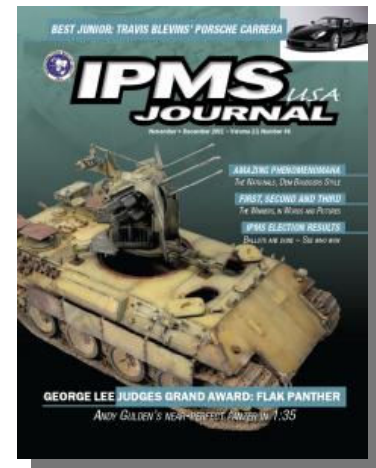
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Membership also gives you access to the online Discussion Forum, where you can exchange ideas and information with other members of IPMS.



CONTENT NEEDED!!!!

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

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

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



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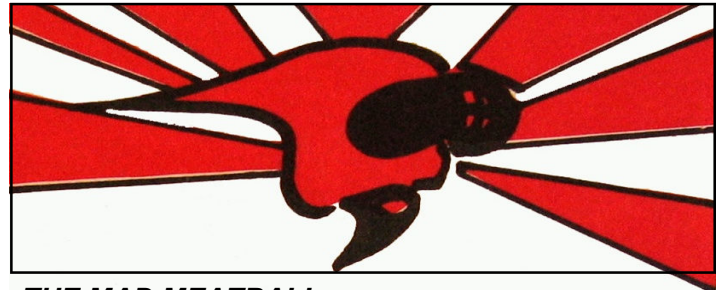
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