



INTERNATIONAL PLASTIC MODELERS SOCIETY, USA

THE CORSAIR NEWSLETTER

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Craig Hewitt Chapter - IPMS/USA

Meeting Times:

The club meets at 7:00pm on the last Monday of each month at the Cutter Aviation facility at the south side of Sky Harbor Airport. Check the club calendar on the website for any changes. (<http://www.ipms-phx.org>)

Cutter Aviation, Inc.
2802 East Old Tower Rd. Old Tower Road is the first street north of I-10 off 24th Street.
Phoenix, AZ 85034

President & Chapter Contact:	Rick Marshall	rickmarshall@qwest.net	(602) 896-8960
Vice President:	Jim Baker	chadinko@cox.net	(480) 946-0610
Secretary:	Bruce Briggs	bbriggs@getnet.net	(480) 961-3033
Treasurer:	Ed Kucharski	edkucharski@hotmail.com	(480) 967-7101
Chapter Contact:	Dick Christ	dickc24@aol.com	(480) 983-7131
Web Site Editor:	Larry Grapentine	grapent1@cox.net	(623) 875-6967
Corsair Editor:	Kevin Henthorn	kevin.d.henthorn@boeing.com	(480) 396-8738

PRESIDENT'S MESSAGE

Happy Holidays to all. Well 2003 is almost a memory and 2004 is an election year and not just for the President of the US, it's also an election year for the club. This Monday we will be looking for volunteers for the nominating committee, however if you are unable to make the meeting and are deemed worthy by who knows you might volunteer in absentia! :). We are going to be looking for a total of 3 volunteers. Currently the club's Executive is comprised of the following:

Rick Marshall - President
Jim Baker - Vice President
Ed Kucharski - Treasurer
Bruce Briggs - Secretary

I will not be seeking reelection this year as that time pressure of work and the Nationals is placing too high a demand for my time and I need to reduce my obligations outside of the home.

I also received a call from Mike Pabis who has a Great Suggestion. Mike's idea is for members of the club to donate one of the kits in their collection for our troops overseas. I think that this is a simply wonderful suggestion and I am in complete support of the idea. Mike also suggested that the club could use some of its financial resources to purchase supplies to send with the kits. Again this is a great idea and a good use of the club's funds. Mike will be discussing this with us on Monday, see you then.

Rick

WHAT YOU MISSED

There were about 40 people at the October meeting, including several guests. There was no contest in October, but we did have a few models brought in for display. President Rick Marshall did a demonstration on how to work with sealants and fillers.

The 2004 National Committee invites all club members that want to get involved with the planning of the event to come to the committee meetings. See the calendar for the next meeting. E-mail the Chairman, Dick Christ, for info.

If you want more information about what took place at a monthly club meeting, go to the website and look at the meeting minutes page. There you can download the meeting minutes from past monthly meetings.



Mike Mackowski's 1/72 X-32A (JSF).



EthanDunsford's 1/35 Panzerhaubitze 2000.



1/72 Fw 190Z willig by Brian Baker.



1/48 Monogram F-102A by Kevin Patrick.



Raffle Prizes.



1/35 Army Trucks by Mark Cusenbary.



Some of the crowd.

There was a full house for the November meeting. The contest was "Turkey Kits", and members were encouraged to bring a kit that was the worst that they ever bought, finished or not. Tim Ryan has a 1/72nd ERTL XB-70 that he had stored in a dark closet so the white paint turned yellow, but he vowed to fix all the seams and finish the "Turkey". Kevin Wenker displayed an unbuilt 1/350th Panda USS Burke, which looked more like the Monitor than a modern ship. Kevin vowed to give

the kit to his Grandson to build and then blow up with firecrackers and send it to a watery grave.

Ah, there were many sad tales of Turkeys, but Dick Christ and Charles Swanson were able to tame their Turkeys and make respectable looking models out of them, so they both were awarded a First place in the Turkey Contest.



1/48 Matchbox Seasprite by Dick Christ.



Charles Swanson's 1/48 Macchi C.205 Veltro.



1/25 Looney Toons Rabbit Express by Lucy Sanborn.



Scratch-built Star Trek Escape Vessel by Jimmy DiGiaco.



King Homer by Brian Fisher.

UPCOMING LOCAL EVENTS

December

- Sat-13th 2004 National Committee Meeting at Rick Marshall's house, Litchfield Park. Contact Dick Christ if you would like to get involved with the National Committee!
- Sat-20th Christmas Party at Red Devil Pizza, Southern and Mill, next door to Hobby Depot. Please bring a kit to donate to our boys and girls serving in Iraq. **NOREGULAR CLUB MEETING THIS MONTH.**

January

- Mon-26th Monthly Club Meeting: 7:00 PM at Cutter Aviation— *Time to renew your membership.*

Centennial of Flight Exhibition-Update

It's about time to update you all how it's going as we approach the middle of the Exhibition's third week:

1. Feedback from visitors has been very good. Lot of interest and excitement over what they are seeing. Seriously. If you haven't come down, please do. After this week, we will have some "serious" new additions to show off (see item 4, below).
2. Attendance had peaked and dropped a little because of recent storms, but it seems to be climbing back. On average, about 20+ visitors per day during the weekdays and higher (up to 80 one Saturday) on weekends. We have tried to raise visibility through additional signage throughout Arizona Center. That and two newspaper articles have helped.
3. Boeing is helping with a media blitz before Thanksgiving to give us a boost in attendance. Some of our participating members are making local media contacts to see if we can get TV spots.
4. Tomorrow, through the end of this week, new Exhibits are scheduled to be added, including: a NASA satellite and accompanying display, courtesy of Arizona State University, and large scale models of historic aircraft (Wright Flyer, Curtis Pusher, etc.), courtesy of Arizona Model Aircrafters in Scottsdale. We are also planning the addition of a Tuskegee Airmen Exhibit and the behind the scenes story of the Winslow Airport (which was designed by Charles Lindbergh). More flight gear coming in, too. Also, a local retired airline pilot turned author has indicated his interest to participate, staff and do book signings. A local inventor has also indicated his desire to showcase a model of his lighter-than-air craft that he is developing here in Arizona for civilian and military applications.
5. In response to our request, Governor Napolitano issued a proclamation declaring the Arizona Centennial of Flight celebration. It now hangs in the entry of the Exhibition. We should all be very, very proud of what we are accomplishing here.
6. Volunteers for staffing continues to be a problem. Mesa Public Schools and IPMS took the first two weeks and basically spoiled us with how smoothly it went. This week we came up short and Mesa agreed to staff the AM and the Arizona Wing the PM. Next week is AIAA and the Arizona Science Center. Then we are uncovered for two consecutive weeks. Those of you who haven't yet taken a natural staffing site: please let me know what you can do to participate and to provide volunteers. We need help for the weeks of December 1 through December 7; and December 8 through December 14. The Arizona Wing takes it again for the final week on December 15. See the attached staffing table for details.
7. Mesa Public Schools is doing a field trip to the Exhibition in December with three fifth grade classes. Also, the Boy Scouts are scheduled to visit the site and do model "make and takes" courtesy of IPMS.
8. Attached is a revised Contact List which includes Lisa Tidwell @ ASU/NASA and Jaime Johnston @ Arizona Model

Aircrafters. There are more to come, as well, and I will update this accordingly.

That's about all for now.

Thanks to all of you for making this as successful a ramp up to Centennial Week -- December 13 through 17. Be sure to spread the word within your communities that this is going on and will be "climaxing" in late December.

My best wishes to you all.

Herb

Herb Zinn
Chairman
Resource Development Committee
Arizona Wing-Commemorative Air Force
Mesa, Arizona
www.arizonawingcaf.org

REVIEWS

HASEGAWA 1/72 LOCKHEED P-38J/LIGHTNING By Bruce Briggs



HISTORY. The P-38 was one of the best-remembered stars of WWII American aircraft. It's the only American fighter that was in continuous production for the entire war. America's two all-time top aces scored their combined total of 78 victories in P-38s in the Pacific. Powered by two Allison supercharged V-12s, the Lightning saw action in all the major theaters, doing service as fighter, escort, radar-equipped night fighter, light bomber, bomber pathfinder, photo reconnaissance, and even aerial ambulance. Standard armament consisted of 4 .50 caliber machine guns and a 20mm cannon in the nose, along with almost any combination of stores you could imagine. The kit provides two drop tanks and 5" rocket launchers. I'm an unabashed fan, since my father helped build this plane during his long career in tool-making at Lockheed.

I hadn't planned on reviewing this kit until after it was completed, so unfortunately there are no construction photos.

THE MODEL. This is an older kit, with raised panel lines. The detail is good, but it's a challenge to build, given the complex shape of the Lightning airframe and the older tooling technology of this kit. I wonder if the plane was as relatively difficult to build as the model. Instructions are typical of Hasegawa, with clear drawings and multi-lingual notes. The instructions feature detailed painting information. Four sprues hold 66 parts, including 5 parts that are marked "not for use" in the instructions: they consist of a canopy and nacelle chin parts for earlier model P-38s. I think you could make a P-38F through L from this kit.



kind of sheet styrene blocks to prevent light showing through the radiator cooling pods. It's allowed under OOTB rules, and it was one of many missed details that was noted in contest judging.

Mating the nacelle/booms to the wings was the most difficult part. The fit is tricky, and a lot of filling and sanding were required to smooth the faring. At this point I gave up on this being a competition model, though I entered it in the 2003 Craig Hewitt Model Contest anyway just for fun.



I painted the superchargers Burnt Metal with a thin dark gray wash, and the guns Stainless Steel. Propeller blades are Gloss Black with Insignia Yellow tips, 4" from the ends. After applying decals, I sprayed Testors Dullcote Lacquer on the blades, which were flat black on the aircraft.

This was my first Olive Drab over Medium Gray model. I masked the model with a combination of various tapes and Parafilm®. The demarcation between the olive drab and the gray is a hard but scalloped edge, so it shouldn't be feathered with an airbrush. My wife and I agreed that the Olive Drab is truly an ugly color. The difference is I like it, and she doesn't. It probably has to do with what OD connotes to me, having grown up steeped in the lore of WWII aviation, and Lockheed in particular.



I had troubles with the Medium Gray underside. It was a very hot night, probably over 100° in my garage paint shop, and as I

The cockpit is detailed well enough, considering the canopy is a single piece and cannot be built in the open position. I painted the cockpit Interior Green and Flat Black, both lightened for scale. I built this plane following IPMS "Out Of the Box" rules, so the only non-kit parts are the masking tape seatbelts. The canopy provided some more challenges, which will be discussed below.

There is plenty of room in the nose to add weight. Hasegawa makes no mention of adding weight, but they do provide a brace in the clear sprue for holding up the tail in case you forget.

The center fuselage and wings are built up from four parts: an upper wing/fuselage piece, a lower center fuselage piece, and two outer wing bottom pieces. I missed the part in the instruction that tells you to cut out openings for a leading edge landing light for the L model, or a flush-mounted light in the bottom of the left wing, that would hinge downward when in use, for the J model. As a result, my J model has no landing light represented. The wing fit is tricky, and it gets worse later on.



The twin nacelle/booms are next to be assembled. They hold the main landing gear struts in sockets, so the struts have to be painted and installed early, giving you plenty of chance to break them during the rest of construction. I used my regular technique of painting the oleos Alclad II chrome over a coat of glossy Black enamel. The insides of the wheel wells and landing gear doors are lightened Zinc Chromate, though I found out later the factory painted them aluminum. I figured sooner or later they'd get painted something different in the field anyway, so I ignored color accuracy and didn't repaint them. Before assembling the booms, you should flash

tried to fog the last bit I held the airbrush too far from the work, and applied a thick orange peel that looked like scuffing around the center fuselage. It took a lot of careful sanding to smooth it out as much as I could without taking the paint off altogether.

I sprayed a heavy coat of Future(r) thinned with Liqor and water, then applied the standard kit decals for the 77th Fighter Squadron, 20th Fighter Group, 8th Air Force. Then I went crazy weathering. I made a wash of Raw Sienna and gray enamel and had fun. After the model had dried, I used a cotton swab lightly moistened with mineral spirits to reduce and streak the wash. The strokes are all in the direction of the airflow over the airframe. If you drop tanks are only used once, they wouldn't be weathered, except they were probably stacked outdoors waiting to be used. For those tanks, I used a vertical stroke with the swab to represent rain washed weathering. I airbrushed thinned raw Sienna enamel to simulate the exhaust discoloration around the superchargers and on the vertical stabilizers. I then dry brushed aluminum on leading edges and around the canopy to represent paint chipping. It was great fun, but remember, if you enter your model in an IPMS contest, even the best finish won't compensate for neglected basics, of which this project has many.



The rockets are white with red tips. They would not have weathered, as they would have been kept in crates and stored in earth-covered ammo dumps.

Be sure to use the canopy with the large armor plate at the bottom of the windshield for a P-38 J or L model. The alternate canopy on the sprue does not have the armor plating, and was the type used on earlier models. After dipping the canopy in Future(r) and allowing it a few days to dry, I discovered the second hardest challenge. There are no pre-cut canopy masks available for this model, so I ended up applying Parafilm® and Scotch Magic Tape® and trying to score the mask with a very sharp hobby knife along the raised frame lines. This probably cannot be done. Actually, the frame turned out almost acceptable, but no amount of brushing with Future® could hide all the scratches. I should have glued the canopy on then, and masked it before weathering. By saving it till last, I was unable to fill the noticeable gap where the canopy met the fuselage, without reworking the paint and weathering.

The drop tanks ended up not parallel on the horizontal axis. I don't know if I missed this during test fitting or if something

changed. Those judges don't miss a thing, though. After the contest I removed the offending tank and found the pylon was too wide at the midpoint and rocked back and forth rather than seating in its slot. Considerable reworking fixed the problem, but I damaged the paint around the pylon. It's well hidden, and I'm moving on to other projects rather than trying to patch paint and weathering.

CONCLUSION. This is a challenging kit that yielded a good three-foot model, and in spite of all the little difficulties, I'm pleased to have built it. An advanced modeler could make a very nice little project out of this kit. I'd like to do a 1/48 scale P-38L one of these days, especially if it's a kit made with modern tooling.



MISCELLANEOUS

How You Can Help Out Our Soldiers Overseas

With the holidays quickly approaching, here is an easy way to help out our soldiers who are deployed in Iraq. The soldiers of the 82nd Airborne Division are recurrently deployed near Fallujah and will be spending the coming months away from their friends, family, and the other things that make them happy. Due to their deployments, the soldiers do not have many of the comforts of home to brighten their days or make their deployments easier. Many of these soldiers have expressed an interest in building models as a form of entertainment and a way to pass the time. The way you can help is by donating an un-built kit that you have sitting on your shelf (I am sure that we all have one that has probably been sitting there for quite some time) to the troops so that they can build it while deployed.

Simply bring an un-built kit to the Christmas party on December 20th at Red Devil Pizzeria (next to Hobby Depot) and I will coordinate the distribution of the kit to Iraq. A coworker in my company's Lexington site has been kind enough to allow me to contribute to the soldiers through her contact in the 82nd. If you have any other tools, glue, or other materials that you would like to contribute, those will be accepted too. Also, if you have any extra model magazines or articles that you think would be helpful or interesting, I am sure that the troops would appreciate that too. However, there is one thing to keep in mind. Many soldiers do not have the facilities that we do, so we might need to keep the kit to a reasonable size. I am sure that many of them would love to build a 1:48 B-29, but they wouldn't have the space to store it or keep it as they move around.

Thank you all.

Please contact me if you have any questions.

Mike Pabis
Email-mpabis525@yahoo.com
Phone-480-515-3627

Mike Pabis
Retail Loan Servicing
National Performance Management
602-221-4812

Here are some pictures:



Russian KA-27 Helix.



An F-117 painted in gray for daytime operation.



F/A-18.



A Seahawk over Baghdad.



Russian SU-24 Fencer.



EA-6B Prowler.

The Corsair

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