

THE CORSAIR

The Monthly Newsletter of the Craig Hewitt Chapter



Phil Seim was the winner in the novice class at the April meeting with this very nicely done 1/35 Italeri Kangaroo Armored personnel carrier.

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President's Message

If you're wondering why your Corsair is late, it's my fault. I completely spaced creating this message so Keenan could include it in the newsletter for you. So, all the blame rests with me.

Therefore, I'll keep this really short. This month is a build meeting. That means, bring a model to work on, bring some tools, sit among friends and build on your model. The business meeting part will be incredibly short, and we'll still have our contest. Speaking of which, our contest this month is Prototypes and Famous Firsts, so bring in a model for that, if you have one. There have been some fantastic models on the tables recently.

Jim Pearsall won't be with us this month, as he is travelling to Illinois for family issues. Keep him in your thoughts as Mike Hinderliter handles Jim's duties for the raffle.

I look forward to seeing some of your techniques in action at the club meeting.

See you there.

Steve Collins

HELP WANTED!

Dennis Hutchison is am looking for someone willing to teach and/or assist him in learning how to airbrush his models. Dennis is only available evenings and all day Sunday. However Sunday is the best day. He would also like to talk to some one about getting costum decals made for upcoming projects.

If you are interested in helping Dennis, either give him a call or send him an e-mail.

Dennis Hutchison
 602-908-3166 Cell
 602-939-9381 Home
stargate375@hotmail.com

April 2011 Meeting

The highlight of the April meeting was definitely our guest speaker, Price Downey. Mr. Downey was a B-24 pilot during World War II, and he shared some really interesting experiences with us. Everyone enjoyed his presentation, and we really appreciate Mr. Downey's service to our country and taking time to come talk to us.

The monthly contest was "Three Foot Models". There were some really good entries, some of which looked more like one foot models. In the end, John Brubaker's 90mm Teutonic Knight was judged the winner in the Advanced class, and Phil Seim won the Novice class with a 1/35 Italeri Personnel Carrier. Good work, gentlemen!

To see more pictures from the meeting, visit the Gallery on our website at www.ipms-phoenix.org.



John Brubaker's 90mm Pegaso Teutonic Knight of the 14th century.



Robert Scott built this 1/72 Trumpeter Japanese LCAC.



Charles Swanson built this Marder III from the 1/35 Tamiya kit.



Mike Ronnau built this 1/1000 Polar Lights USS Exeter, and Jim Hough worked some of his magic to create this realistic looking scene.



Jim Pearsall's 1/144 Minicraft AWACS.

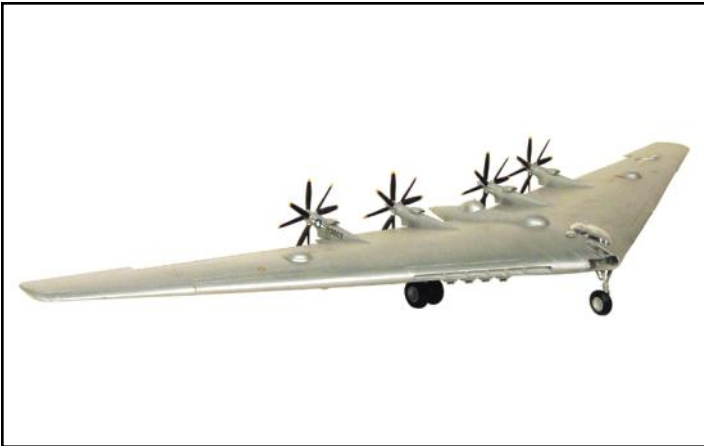
More April pictures...



Duane Kolstad brought in this 1/32 4D Master F-14A Tomcat that features clear parts to reveal the internal structure



Brian Baker created this TBM-3 firebomber from the 1/72 Airfix kit.



Richard McCoy did a terrific job on this 1/72 AMT/Ertl XB-35 flying wing.



Chuck Ludwig did a nice job weathering his 1/72 PST Russian ZIS-V truck.



Keenan Chittester built this 1/48 IL-2m3 from the Accurate Miniatures kit.



Dennis Hutchison built this 3 piece AMT Star Trek Adversary set.

even more April pictures...



Joseph Garcia's 1/48 Monogram Corsair.



Mike Hinderliter brought in this 1/72 Idea F-18B in an aggressor paint scheme.



A "normal" photo of Mike Ronnau's USS Exeter.



Gary Thomas built this 1/72 AF-2S from the old Esoteric vacuform kit.



Jay Steward's impressive 1/200 Hughes HK-1, aka the Spruce Goose.



Chandler Garcia built this 1/144 Bandai Mobil Gundam.

The 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

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The View from Space City

Commentary on the Hobby

by Mike Mackowski

Prototypes and Famous Firsts

This month's contest theme is one of my favorite modeling topics. I've always been more interested in unique aircraft rather than operational vehicles. Experimental, research, and prototypes generally represent of the edge of technology for their day, which I find more interesting than the large production runs that actually saw service. The markings are often unique and colorful and it is likely to be a completely unique vehicle, like concept aircraft that never got into production.

So it shouldn't be surprising that a couple of the projects I was already working on were a great fit to the "famous firsts" theme. You may have seen Yuri Gagarin's Vostok 1 space capsule model that I brought to the April meeting. It was fifty years ago on April 12, 1961 that Gagarin became the first person in space in that spherical spaceship.

That 1/72nd scale kit was a simple three-piece resin assembly (plus antennas) from RealSpace Models. I wanted to finish it in time for the April meeting and the April 12 anniversary so I took some of my usual "good enough" shortcuts. The kit is molded cleanly but it has some inaccuracies. These include misaligned straps on the capsule, the umbilical in the wrong location, only two hatches were inscribed rather than three, plus some other minor nitpicks. I chose to ignore all of those and build it out of the box. The detail on the equipment section was all hand-painted including the white straps on the oxygen tanks. I used the wires provided with the kit for the antennas even though the pieces provided were rather dark and corroded and made of a rather soft metal.

The biggest addition I made was to create custom decals for the hex thermal blanket that was unique to the first manned Vostok flight, plus decals for the circular hatches and straps. Using decals for the latter two features made for a much cleaner and simpler approach to those markings rather than trying to paint them.

But the decals weren't perfect. I made several swatches of the hex pattern knowing that I would need to cut them into smaller strips to conform to the spherical surface. I cut slits into adjacent pieces in order to attempt to match up the pattern as much as possible. The result wasn't perfect as there are some messy or overlapping patterns in a few



areas. But overall I was happy with the results and it makes a nice three foot model.

My other recent project is the latest addition to my McDonnell Douglas collection, the Anigrand 1/72nd scale resin kit of the XP-67 "Moonbat." The kit itself went together pretty well. It has a tiny cockpit with little detail but it's so small it doesn't really need much. I tweaked the instrument panel a bit and added some wiring, otherwise I didn't attempt any super detailing there. The parts fit together adequately and the surface finish was smooth with very few pits or flaws. I did use Tamiya spray primer to prepare the surface but I neglected to do that on some of the small parts. I noticed that after I painted the propellers (which were provided as individual pieces to be attached to the hub) that one side was rather rough and pitted. They could have used a coat of filler or primer but a second hand painted layer of paint did the trick.

The configuration of the engine cooling inlets changed a lot during the aircraft's development (overheating eventually led to engine fires and the loss of both aircraft) and the kit doesn't really match any of them very well. Again, I made no effort to correct any of this, as the overall appearance is reasonably close.

Once again, my "perfectly done is better than done perfectly" philosophy came into play with the main paint job. There were only two aircraft built and neither has survived. I could find no color photos but there seemed to be several color schemes, even for the one aircraft I chose to model. I used the WWII olive drab over neutral gray scheme. Some of the black and white photos I found showed the finish to be mottled or blotchy, with what appears to be many tiny dots all over. Some photos (associated with what seems to be an initial rollout ceremony) showed a cleaner two color paint finish. I stuck with a monotone finish as I was not completely sure if the blotchiness was real or just an artifact of lighting or weathering. But I did attempt some modest weathering to break up the monotonous green upper surface. I used some Tamiya weathering pastels to add some highlights and panel differences on the upper surfaces. The final result is a decent model of a very unique historical aircraft, the first built by the McDonnell company.

Eduard 1/72 Self-adhesive Detail Set for Airfix Canberra PR.9

Item # 73-352 • MSRP \$29.95

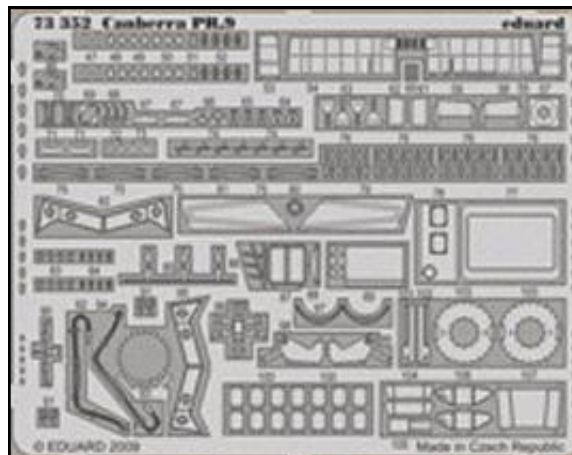
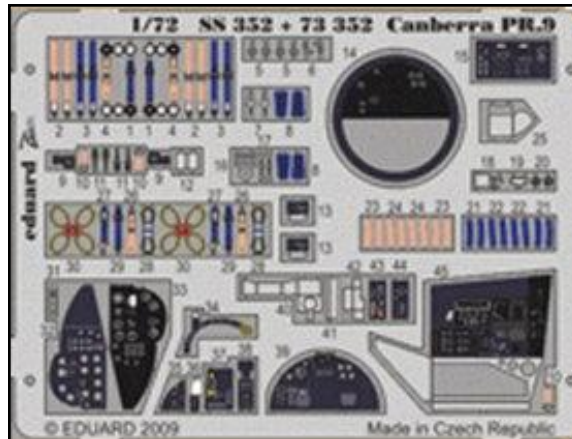
Reviewed by Jim Pearsall

I spent some time in Italy in the mid-1990s at the 5th Allied Tactical Air Force Combined Air Operations Center. It happened that we received frequent photo reconnaissance product from the RAF. These images were taken by a Canberra PR.9, and I've had affection for this aircraft ever since. When Airfix came out with their Canberra PR.9, I bought one as soon as it was available at the LHS. When I was offered the opportunity to really apply detail to the kit with the Eduard PE set, I grabbed the chance.

My other acquaintance with a Photo-Recon Canberra was a guided tour of an ANG RB-57A at Alpena, Michigan in 1967. Sure wish I'd had a camera. Sure glad I didn't, as they'd have taken it away from me and probably put me in the clink.

The kit

Eduard sends you a ten-page instruction book and two large frets of photoetch. One of the PE frets is colored, the other is just metal. The colored fret is self-adhesive, but either I did something wrong, or I missed something, because all the parts on the lower part of that fret didn't stick to anything. The ones on the upper part, which include the cockpit parts



for the pilot stuck wonderfully. This was not a problem, as I used Gator Glue on all of the non-sticky parts, and they stuck too.

The other fret is parts for detailing the exterior, and since they will be painted the exterior color, what's the use of pre-coloring them?

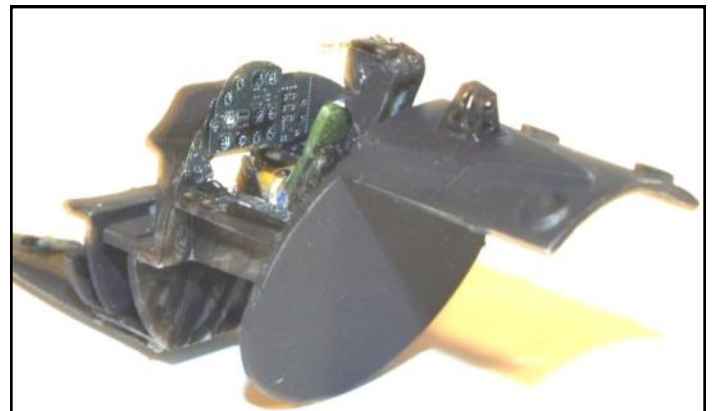
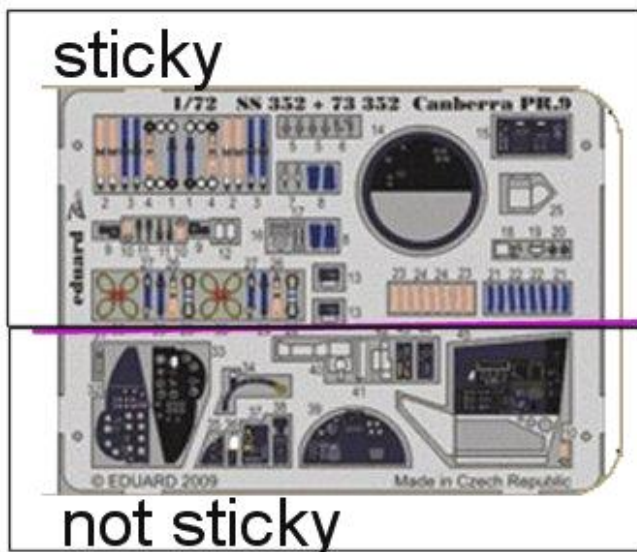
Cockpit Assembly

The detail for both seats and the pilot's cockpit are great. You have to remove the Airfix belts and seat arms and install the Eduard parts, and since this is small scale, some of the parts are just miniscule.

After the seats are completed, you have to "rearrange" the interior of the cockpit area. This involves cutting up the Airfix cockpit and gluing it back together with an overlap on the floor. It works.

The cockpits looked great!. It wasn't until I was looking at Chris Durdan's review of a 1/48 Canberra PR.9 cockpit set that I really

thought something was wrong. I did a Google image search for Canberra PR.9s, and came up with a photograph which proved that the Navigator's seat goes up in the nose, right where the nose opens. I didn't catch this because I remembered the nav seat in the RB-57A was where it's shown in the photo above, and he had to crawl up to the nose to do the recon photos. It would have been really bad luck to be there if he needed the bang seat. Of course I discovered the placement error long after the fuselage was assembled, puttied and painted. Fortunately I was able to reach in with a

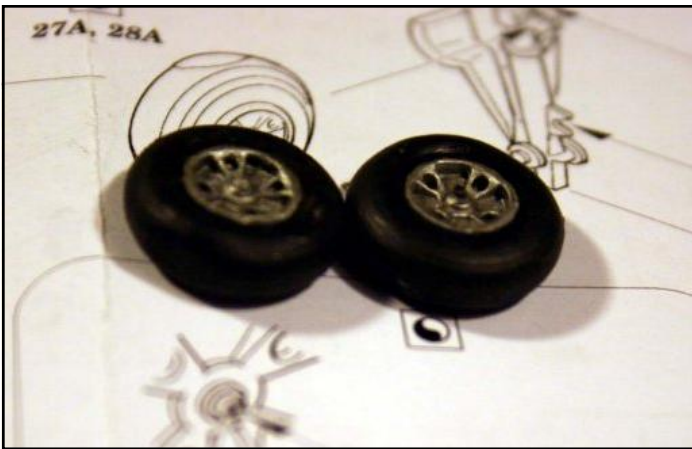


thin tool and pop the seat loose, then glue it in the correct spot. I am not happy with Airfix, but Eduard didn't make any mention of the correct placement either.

Exterior Details



The most visible exterior details in this set are on the underside of the aircraft. The two large areas just behind the wheel wells are PE, as well as the twelve square black spots, six on each wing, just outboard of the engines. There are also fixes for the wheel wells and the nose gear doors. The nose doors as they come are plain inside, and the PE with rivet detail adds a lot to them.



There are some additions and fixes where I'm not sure it's worth the time and effort. These are the main gear wheels on my Canberra. One of them has the original kit hub center. The other has had the center nub removed and it is replaced with a PE tie-down ring. Since I could get 6 of these rings on the head of a pin, I'm not sure anyone will be able to see it. But we know it's there, don't we? And that's what matters.

Overall Evaluation

Recommended. The improved interior is far superior to Airfix's. The addition of the detail in the Navigator's posi-

tion and the addition of the capability to open the nose are also really superior detail.

One problem I had as this project progressed is that I was working back and forth between the Airfix instructions for the basic aircraft and the Eduard instructions for the corrections and add-ons. There's no relation between Eduard's procedure and Airfix's. I finally had to annotate both sets of instructions with step numbers from the other instruction to insure I didn't miss a step.



If you want to do a parked Canberra PR.9 with the canopy open, it'd also be necessary to open the nose. Also, you're going to need a boarding ladder, as the PR.9 has no access to the cockpit except through the canopy opening. This last bit of information and the photo are courtesy of Paul Bradley.

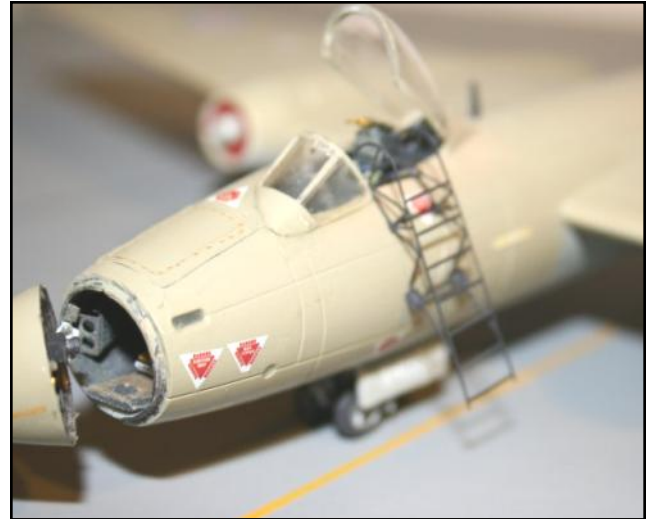
Thanks to Eduard for this really great detail set. Also thanks to John Noack, who was patient with me, as this project followed Hofstadter's corollary to Murphy's law exactly. "The first 90% of a project requires 90% of the time allotted. The other 10% also requires 90% of the time allotted."



Eduard 1/72 Boarding Ladder for Airfix Canberra PR.9

Item # 72-506 • MSRP \$12.95

Reviewed by Jim Pearsall



You're working on your new Airfix Canberra PR.9, and you realize something. The navigator opens the nose cone to get in and out, but there's no door for the pilot. Yep, he NEEDS this boarding ladder. As you can see from the "boxart" at the top, this is a pretty simple looking assembly. There's the ladder and 4 cross braces. Yes, that's all there is to it.

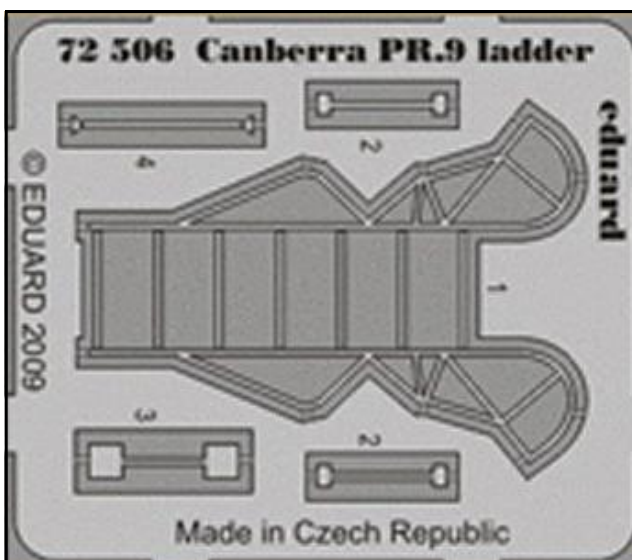
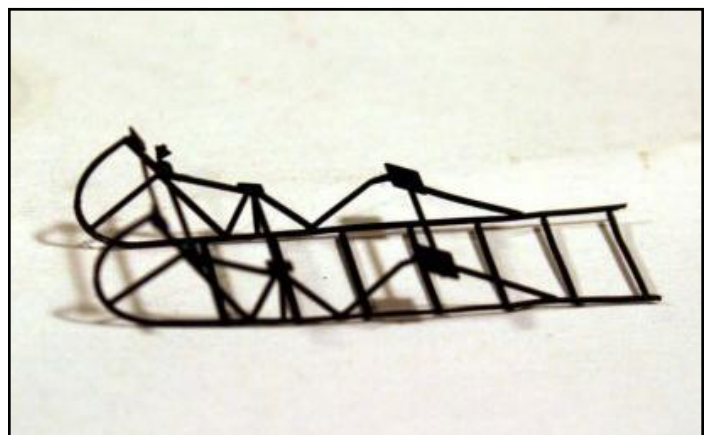
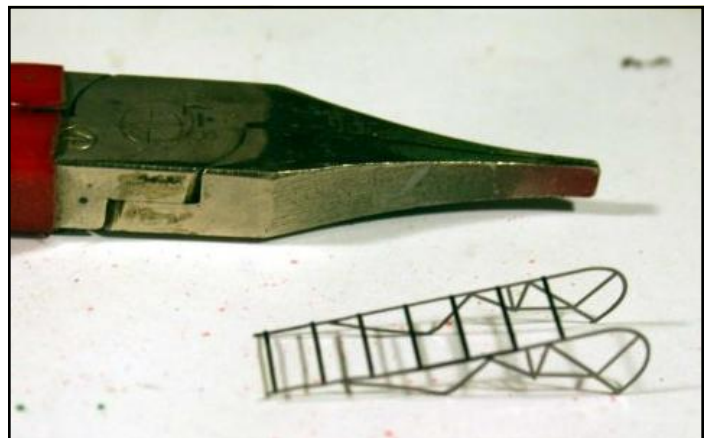
The toughest part of this assembly was bending the sides of the ladder perpendicular to the rungs. The bend is at the ends of the rungs, and with the hand holds at the top, it's not exactly a straight bend. I used a pair of "duck bill" pliers to hold the side while I bent the rungs. This worked well.

Once the four cross braces were installed, using Gator Glue, I painted the entire assembly flat black. With some setup time for the glue, the entire assembly took about an hour. When it's hooked up to the "Cranberry", it looks pretty good.

Overall Recommendation

Highly recommended. You need this detail if you plan to open the canopy on your Canberra PR.9. It's a simple PE addition, and it looks great.

Thanks to Eduard for providing this useful and necessary detail item, and to IPMS for allowing me to review it.



What Ever Happened To... Part 1



Air Florida

Operated: 1971 - 1984

Cause and result of demise: Bankruptcy, sped up by the crash of the January 13, 1982, Air Florida Flight 90 crash in Washington DC - assets obtained by Midway Airlines.

Interesting fact: Air Florida sponsored Southampton Football Club, an English Football League side, during the 1983-84 season, in which Southampton were league runners-up. The deal was cancelled after one season due to Air Florida's insolvency.



Allegheny Airlines

Operated: 1953 - October 28, 1979, started in 1939 as All-American Airways.

Cause and result demise: Rebranded as USAir, then US Airways

Interesting fact: It was one of the first airlines to create an affiliated branded network of regional airline carriers operating in unison with Allegheny, which was called the Allegheny Commuter System.

Aloha Airlines

Operated: 1946 - 2008

Cause and result of demise: Chapter 11 bankruptcy, transfer of operations to Aloha Air Cargo.

Interesting fact: On April 28, 1988 Aloha Airlines Flight 243 was a scheduled Boeing 737-297 flight between Hilo

and Honolulu in Hawaii. The aircraft suffered extensive damage after an explosive decompression in flight, but was able to land safely at Kahului Airport on Maui. The safe landing of the aircraft with such a major loss of integrity was unprecedented and remains unsurpassed.



Braniff International Airways

Operated: 1928 - 1982

Cause and result of demise: Bankruptcy. Some flights scheduled to leave on May 12, 1982, at Dallas Fort Worth Airport were actually forced to disembark, being told that their airline no longer existed.

Interesting fact: A Braniff plane and logo always appear after the closing credits in the South Park cartoon series. With the slogan : "Braniff - Believe It!"





Capital Airlines

Operated: 1941 - 1961. (Had its origins as Pennsylvania Central Airlines from 1936)

Cause and result of demise: Merged into United Airlines

Interesting fact: In 1948, the first airborne television was installed on a Capital airplane.



Central Airlines

Operated: 1949 - 1967

Cause and result of demise: Bankruptcy. Sold to Frontier Airlines.

Interesting fact: Former president of Venezuela Laurence Lau was present on the maiden flight.



Chicago Air

Operated: 1985 - 1986

Cause and result of demise: Ceased service.

Interesting fact: It operated six Fokker F27 aircraft, and the call sign was "Wild Onion" in reference to the Chippewa Indian derivation of the name "Chicago."

Image courtesy of David Oates.



Eastern Airlines

Operated: 1926-1991

Cause and result of demise: Bankruptcy

Interesting fact: An Ex-Airline Executive is set on purchasing the airline back under the original Eastern name, with the main hub being in MIA. It hopes to begin operations sometime in 2011.



Empire Airlines

Operated: 1976 - 1985

Cause and result of demise: Purchased by Piedmont (see below), then USAir.



Frontier Airlines

Operated: 1950 - 1986

Cause and result of demise: Bankruptcy. It re-emerged as the current Frontier Airlines in 1994 from executives of the old airline.

Interesting fact: Frontier Airlines made history when they hired Emily Howell Warner on January 29, 1973. She was the first female pilot hired by a U.S. commercial airline.

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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.

Upcoming Monthly Contests

January - *Something Blue.*

February - *Tiny.* Any scale, but things like light planes, mini cars, tankettes, PT boats.

March - *Hollywood.* TV or movie-related subjects.

April - *Three Foot Models.* Judged from 3 feet.

May - *Prototypes and Famous Firsts.*

June - *Lost In Battle.* Custer, USS Arizona, B-25 from the Doolittle Raid, etc.

July - *U.S. Navy World War II.*

August - *Wet & Wild.* Boats, floatplanes, amphibious tanks, fire trucks.

September - *Big.* Multi-engine aircraft, heavy tanks, over-the-road trucks, super dreadnaughts.

October - *Strangers In A Strange Land.* Markings or finish not normally associated with the type.

November - *Out Of The Box.* Don't forget your instructions!

December - *Golden Age of Monogram.*

UPCOMING EVENTS

MAY 2011

- **Tuesday 3rd, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Prototypes and Famous Firsts.**
- **Saturday 7th,** - IPMS Las Vegas Model Show and Contest at the Pass Casino and Hotel, 2800 S. Boulder Highway, Henderson NV. Check ipmslv.org for more information.
- **Friday 20th - Saturday 21st** - IPMS Region X Convention Chile Con 2 hosted by Albuquerque Scale Modelers at the MCM Elegante Hotel in Albuquerque, New Mexico. Visit http://www.abqscalemodelers.com/Region_10_%20Chile-Con-2_Home-Page.htm for more information.

JUNE 2011

- **Tuesday 7th, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Lost In Battle.**
- **Saturday 4th, 8am-4pm** - San Diego Model Expo and Swap Meet at the San Diego Air & Space Museum, Gillespie Field, 335 Kenney St., El Cajon, CA 92020. Visit www.IPMSSD.org for more info.