



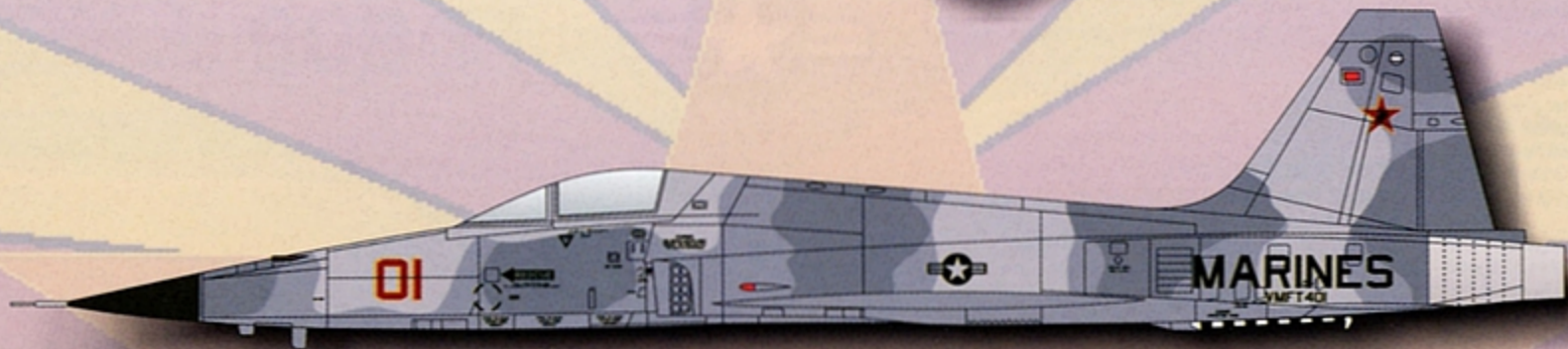
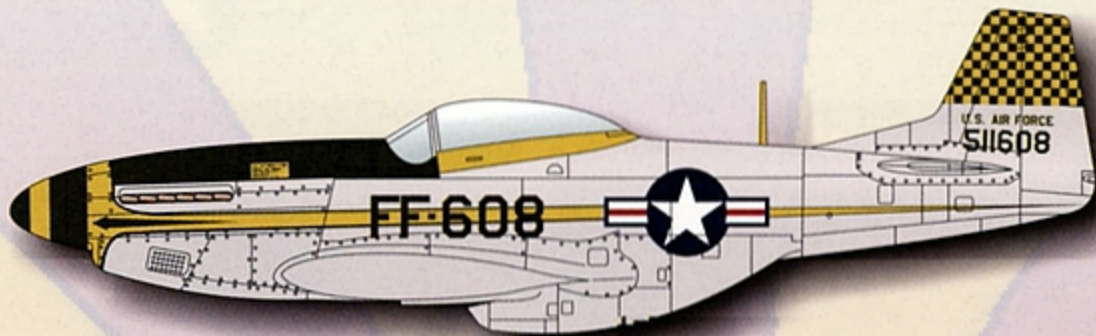
IPMS/USA

NATIONAL CONVENTION

CRAIG HEWITT CHAPTER; PHOENIX, AZ



By Modelers
- For Modelers ©



2004

AUGUST 4 - 7

This A/C was assigned to BGen Robert Lee Scott Jr. He was the Jet Fighter School commander at Williams Field in the late 40s and this was his personal mount. This aircraft was assigned to the 3525th Training wing, Air Training Command.

His name might be familiar to some of you since Gen. Lee was the author of the best selling book "God is My Co-Pilot".

Robert Lee Scott was born in Macon, Ga., in 1908. He graduated from the U.S. Military Academy in 1932, completed pilot training at Kelly Field, Texas, in October 1933 and was assigned to Mitchel Field, N.Y. Like other air officers, Scott flew the air mail in 1934, commanded a pursuit squadron in Panama and helped instruct other pilots at bases in Texas and California.

After World War II began, he went to Task Force Aquila in February 1942 to the China-Burma-India Theater where he pioneered in air activities. Within a month he was executive and operations officer of the Assam-Burma-China Ferry Command, forerunner of the famous Air Transport Command and Hump efforts from India to China.

At the request of Generalissimo Chiang Kai-Shek he was named commander of the Flying Tigers, formed by General Claire Chennault, and also became fighter commanding officer of the China Air Task Force, later to become the 14th Air Force.

He flew 388 combat missions in 925 hours from July 1942 to October 1943, shooting down 13 enemy aircraft to become one of the earliest aces of the war.

For his combat record against the enemy, Scott received two Silver Stars, three Distinguished Flying Crosses and three Air Medals, and was ordered back to the U.S. in October 1943 as deputy for operations in the School of Applied Tactics at Orlando, Fla.

He returned to China in 1944 to fly fighter aircraft equipped with experimental rockets directed against Japanese supply locomotives in eastern China. He then went to Okinawa to direct the same type of strikes against enemy shipping as the war ended.

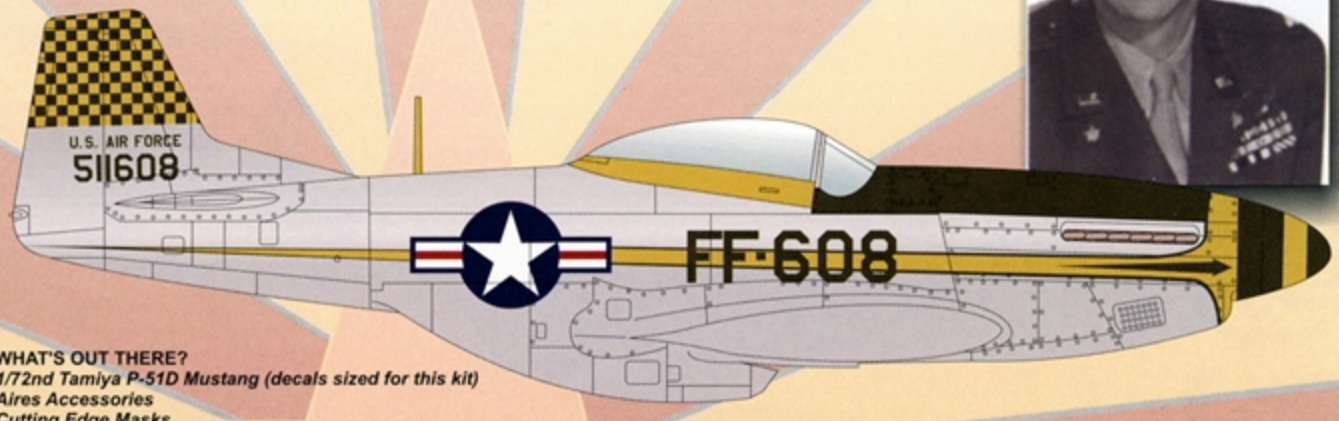
Scott then returned to the U.S. for staff duty in Washington and other stations until the period of 1947-49 when he commanded the Jet Fighter School at Williams Air Force Base, Ariz. In late 1949 he went to Germany as commanding officer of the 36th Fighter Bomber Wing at Furstenfeldbruck.

He graduated from the National War College in 1954 and was assigned to Plans at Headquarters U.S. Air Force, and then to the position of director of information under the secretary of the Air Force. In October 1956 he went to Luke Air Force, Ariz., as base commanding officer.

WHAT'S OUT THERE?

1/48th Tamiya P-51D Mustang (decals sized for this kit)

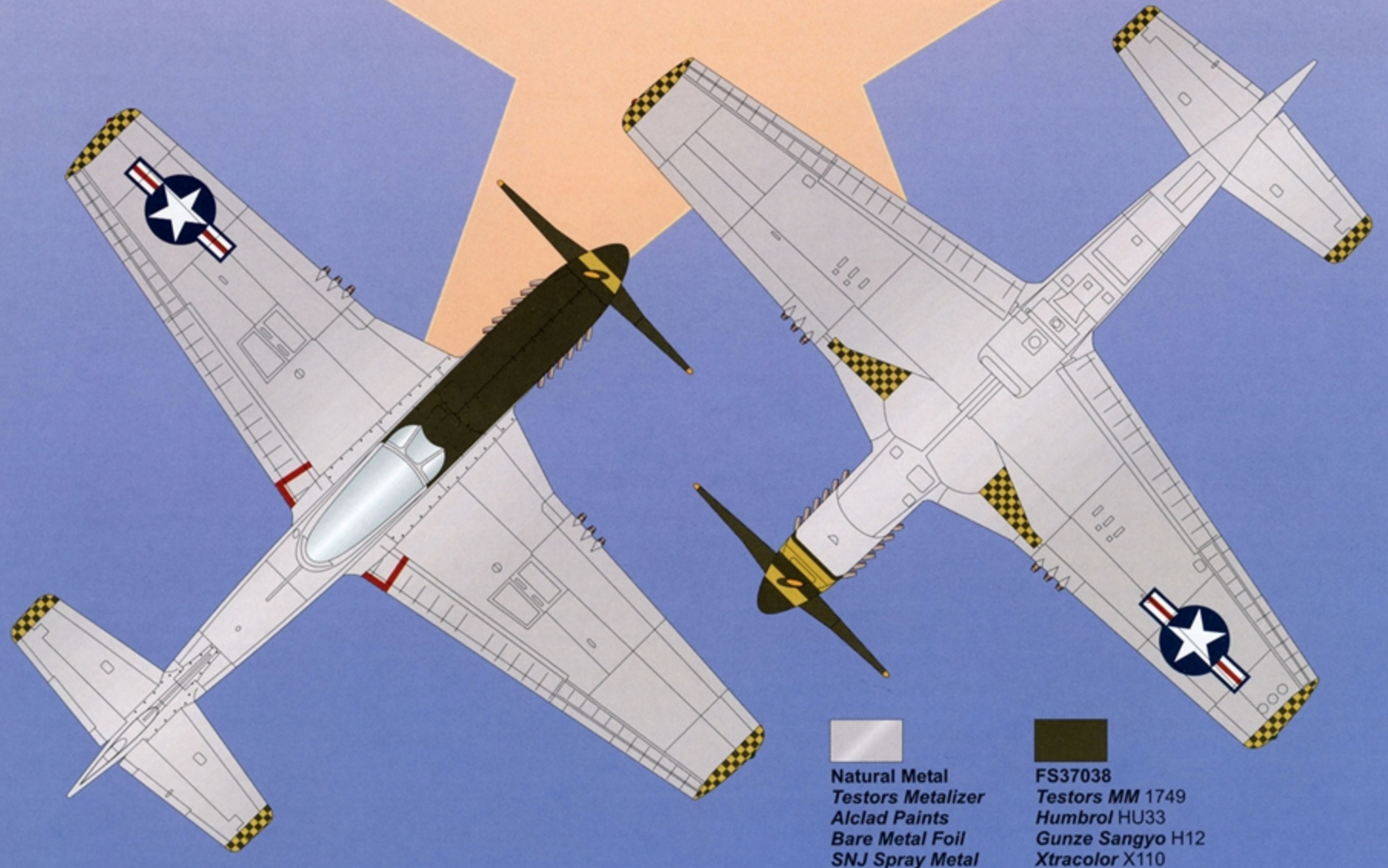
- Aires Accessories
- Black Box Cockpit
- Cutting Edge Masks
- Cutting Edge Accessories
- Eduard Photo-Etch
- E-Z Masks
- Parts Accessories
- Ultracast Accessories
- Verlinden Accessories



WHAT'S OUT THERE?

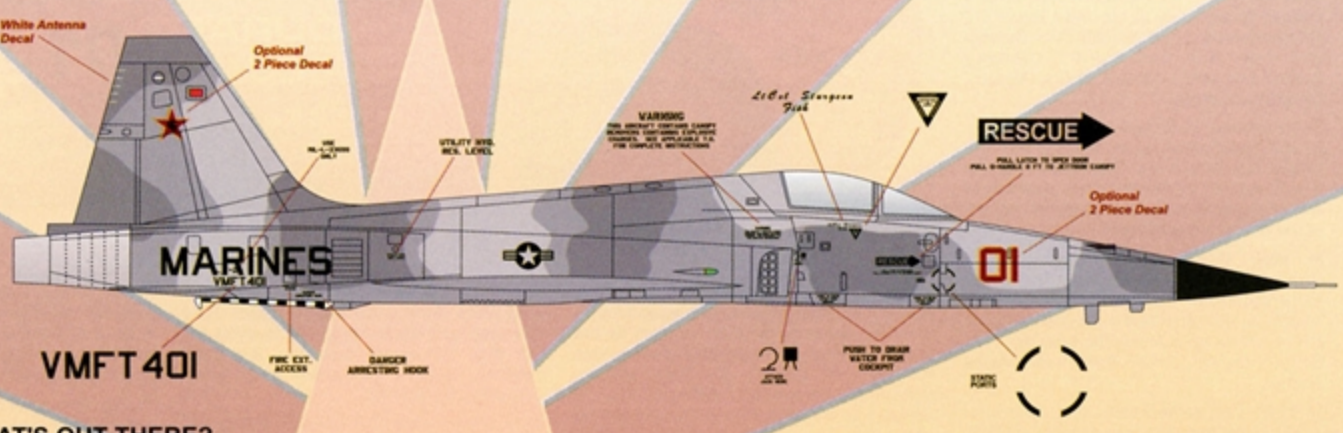
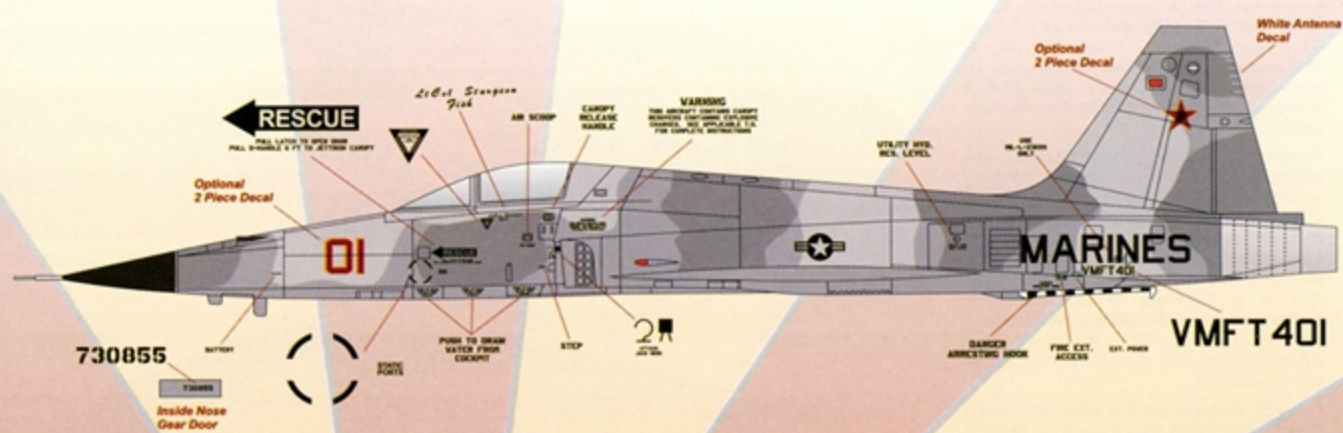
1/72nd Tamiya P-51D Mustang (decals sized for this kit)

- Aires Accessories
- Cutting Edge Masks
- Cutting Edge Accessories
- Eduard Photo-Etch
- E-Z Masks
- Parts Accessories



- Natural Metal
- Testors Metalizer
- Alclad Paints
- Bare Metal Foil
- SNJ Spray Metal

- FS37038
- Testors MM 1749
- Humbrol HU33
- Gunze Sangyo H12
- Xtracolor X110



VMFT-401; MCAS Yuma, Arizona
 Marine Fighter Training Squadron-401, a component of the 4th Marine Aircraft Wing, was activated at MCAS Yuma March 18, 1986. The squadron's mission is to improve the Marine Corps' air-to-air combat readiness by employing current threat tactics against Marine pilots.

The "Snipers" of VMFT-401 are mostly Marine Corps Reserve pilots serving in Active Reserve or weekend drill status. Flying the F-5E Tiger II aircraft, they provide realistic training for Marine and Navy pilots using dissimilar aggressor aircraft. The F-5's appearance and flight characteristics enable the "Snipers" to simulate various threat aircraft types.

VMFT-401, the only aggressor squadron in the Marine Corps, takes part in Marine training exercises both at Yuma and throughout the United States. Maintenance for the squadron's aircraft is provided by contract with Sikorsky Support Services, Inc.

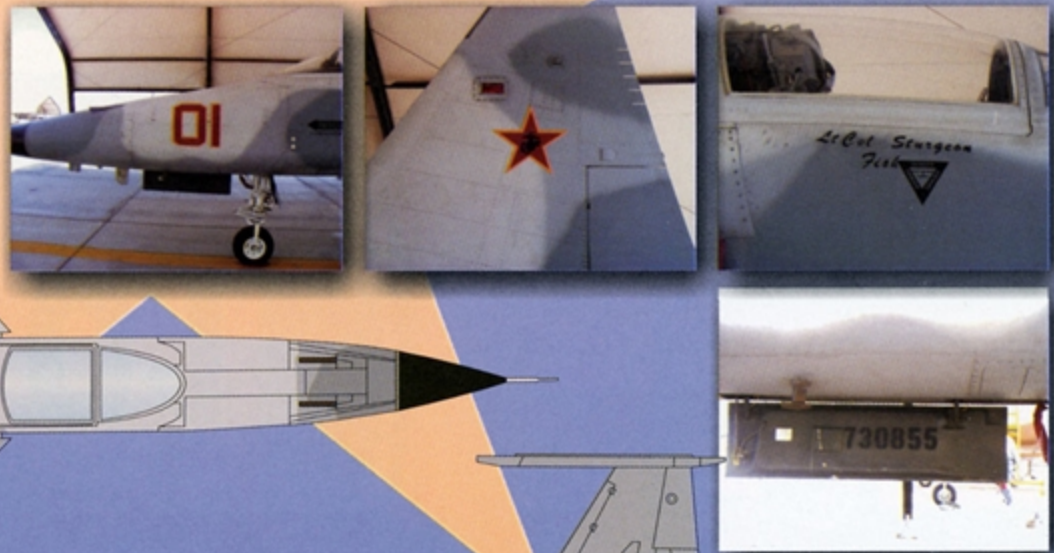
WHAT'S OUT THERE?
 1/48th Revell/Monogram F-5E
 1/48th Italeri F-5E
 Koster Aero Intake Plugs
 E-Z Masks
 Cutting Edge Masks

Note:
 This is a non "shark nose" jet so the stock conical radome is correct.

Top View Callouts:
 MAIN CANNOPY RELEASE HANDLE
 KILLS ON
 NO STEP
 MAIN CANNOPY RELEASE HANDLE
 KILLS ON

Color Legend:

FS36495 Testors MM 1732 Humbrol HU147 Gunze Sangyo H338 Xtracolor X139	FS36375 Testors MM 1728 Humbrol HU127 Gunze Sangyo H308 Xtracolor X136	FS35237 Testors MM 1721 Humbrol HU145 Gunze Sangyo H337 Xtracolor X126	FS37038 Testors MM 1749 Humbrol HU33 Gunze Sangyo H12 Xtracolor X110
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Bob Bondurant

Internationally recognized as the leading authority on advanced driver training, Bob Bondurant has been at the forefront of professional driving instruction since 1968. Located in Phoenix, Arizona, over 85,000 students, ranging from housewives, racers and celebrities, to teenagers, professionals and police officers, have learned from Bondurant's expertise.

Bondurant grew up in the Westwood area of Los Angeles with a passion for anything on wheels. By the time he was 18, he was racing an Indian Scout motorcycle on the local dirt ovals, and soon moved to sports cars in 1956 at the wheel of a Morgan. His racing career began to soar in 1959, when driving a Corvette in the Southern California region, Bondurant captured the West Coast "B" Production Championship and the Corvette Driver of the Year Award.

In 1963, Bob joined the team of Carroll Shelby and Ford Cobras in Europe and went on to win numerous races and a chance to compete in the 1964 World GT Championship. Paired with Dan Gurney that year, Bob won the GT Category overall and place 4th in a Cobra Daytona Coupe at Le Mans.

Bob remained in Europe in 1965 and drove to win 7 out of 10 races earning him the World Manufacturers' Championship for the US driving a Shelby Cobra. That honor would put Bob in Formula One for Ferrari at the Watkins Glen Grand Prix.

In 1966, Bob continued with Ferrari, driving in the World Manufacturers' Championship for Dan Gurney's All American Racers Team. Between races Bob worked as a consultant on the now famous movie "Grand Prix" with James Garner.

In 1967, Bob joined the Dana Chevrolet Team in the growing Can-Am and USRR (United States Road Championship). That year while racing at Watkins Glen, a broken steering arm caused a crash at 150mph, rolling his car eight times and ending the promising professional racing career of Bob Bondurant.

WHAT'S OUT THERE?
1/25th Revell
2003/2004 Chevrolet Corvette



Faced with the possibility of never walking or racing again, Bob went back to what he knew better than anyone in the world, maximum car control. Bob began teaching at Carroll Shelby's driving school in Riverside, California and at numerous SCCA schools. Having finally regained his physical abilities, Bob opened his school in 1968 with three Datsuns, a Lola T70 Can-Am car and a Formula Vee.

On February 14, 1968, the doors opened at Orange County International Raceway,

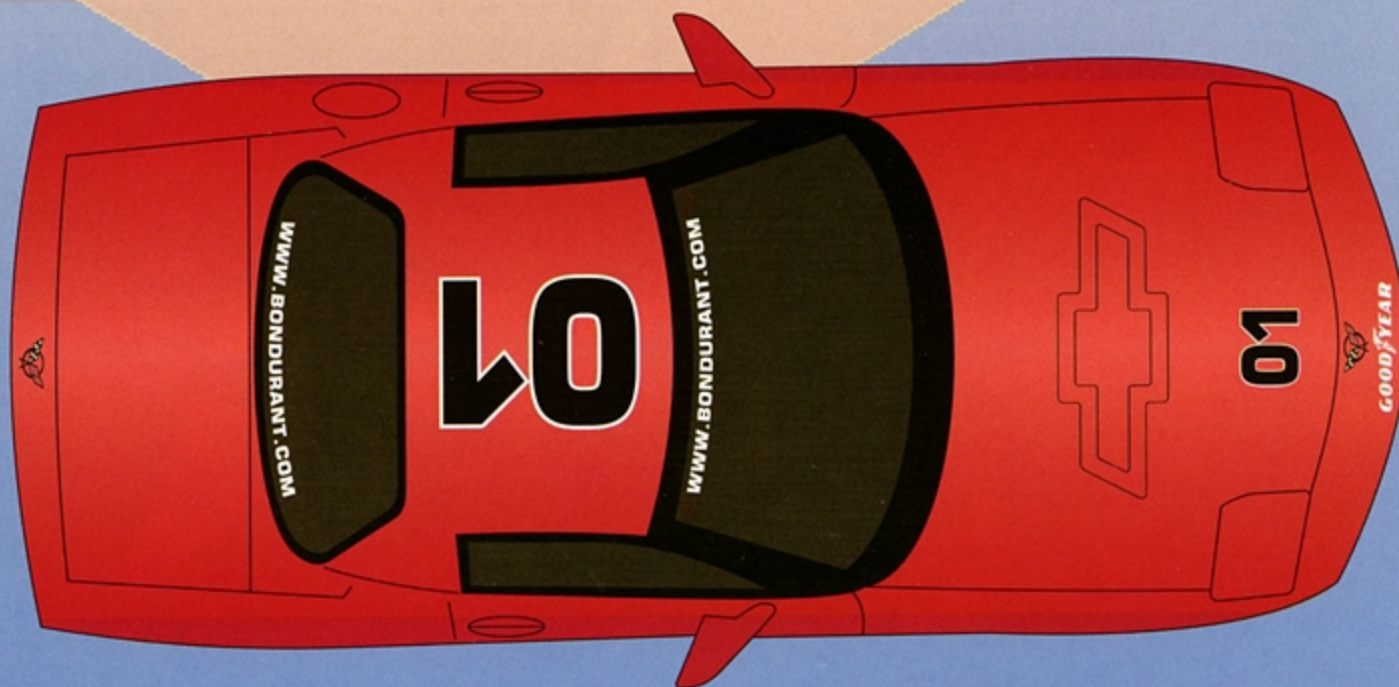
near Los Angeles with 3 students. The next week there were two students, Paul Newman and Robert Wagner, training for the film, "Winning". Bob was technical advisor, camera car driver and actor instructor for the film.

Two years later the school moved to nearby Ontario Motor Speedway, and in 1973 to Sears Point International Raceway near Sonoma, California. In 1983, Ford Motor Company offered to provide vehicles and other support to the school.

Seven years later, on March 2, 1990, Bob's

dream of building a purpose-built driver training facility became a reality. The school maintains over 200 race prepared vehicles, and open wheel cars and is the largest facility of its kind in North America.

Today, Bob continues to teach daily, time permitting, and race in select vintage racing events around the country. Whether racing, flying his helicopter or speeding around the course in a Bondurant race prepared car or Super Kart, Bob is still considered the man to beat and the master of maximum car control.



Chevrolet Torch Red
(Similar to Guards Red)
Testors Spray TES-2918
Testors MM Acryl 4632

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GOODYEAR

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give you the best results when used
with our decals.*

*Twobobs would like to take the time to
thank some very special people for their
help in producing your 2004 IPMS
National Convention Decal Sheet.*

*Jim Clark (P-51D)
Dick Christ (2003 Bondurant Corvette)
CWO2 Luis Torres, VMFT-401
Sgt Isaac Helms, VMFT-401
James Tantillo, Bondurant Racing
Microscale Industries*

*The Bondurant School, Goodyear, TTC,
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Craig Hewitt



Phoenix IPMS; Craig Hewitt Chapter

The Phoenix IPMS chapter is named after Craig Hewitt. Craig was a member of the local area modeling club that was the predecessor to the current club and passed suddenly at an early age.

Craig was a terrific modeler and extended his help to anyone that asked. His specialty was building models out of the box.

The F4U Corsair was Craig's favorite aircraft and to honor his memory, the chapter adopted this aircraft in their chapter logo.

The Craig Hewitt Chapter has been an active IPMS sanctioned club for over 13 years. Since 1991, the club has grown to almost 100 members from throughout Arizona, modeling in a wide variety of areas. Many of our members focus on aircraft; others enjoy armor, automotive, ships, real spacecraft, sci-fi or figures. Some members have a new model to show at every meeting, some take months, or even years, to complete a project. Our members include modelers who have won 1st place awards at IPMS Nationals, as well as beginners. The club hosts an annual model contest open to all modelers. The club also is active in IPMS national activities, and has been selected as the host chapter for the 2004 IPMS Nationals. Not all of our members build models to compete, but what we all have in common is that we love to talk about building models! If you do too, we invite you to join us.