



Emerald City Modelers

International Plastic Modelers Society

Wichita, Kansas

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The OZ Report

January/February 2006

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A modeling tip for you:

Three common “throw away” items make great additions to your toolbox. When you get finished trim painting around the house and the 1” brush looks a bit ratty, just cut off the bristles down to less than one inch and you have a ready made device for smearing around plaster or other material for your diorama. This makes a great implement for shaping and smoothing plaster or other ground material in dioramas. An old toothbrush can be used for detailing ground material also but it’s also great for scrubbing your model clean prior to painting. Those bristles can get into tiny places, like seam lines and around tight areas to get out any sanding dust or grit. Put a dab of cheap toothpaste on the brush and it will lightly etch smooth plastic so that paint has something to “bite” into. Lastly don’t toss out fabric softener sheets after them come out of the dryer. Slip a few into a zip-lock bag and prior to painting your model; wipe it down with one of these sheets. Static cling and dust are zipped away.

Mystery Airplane:

Here’s one for you eagle-eyed people out there. Can you identify this strange looking aircraft? And for a bonus, what well-known movie did it play an important role in? The answer appears later in the newsletter.



Bring and Brag Time:

The December meeting, which was held at Richard G's house, featured the dreaded "Flight of Fancy" contest. Six people entered models and the creativity on display was great. The two winners were:

Best Morphing of a Subject: John King's DC-3J, in which he took a 1/72nd scale DC-3, removed the engines and replaced them with jet engines.

Best Finish: Dave Hooten's nifty FW-109 painted in the colors of the Washington Redskin's Football Team.



The January Bring and Brag table had a slew of interesting subjects. Bob Tyhurst had two 1/96-scale cuties. One a Beech Staggerwing and the other a lovely Serman 4E painted up in the colors of "Standard of California No. 4". Richard G. had a "work in progress" F107A by Trumpeter in 1/72nd scale. Charles brought in a nice looking 1/48th scale F-18B painted in the colors of the US navy Blue Angels. When you look at the photo take note of his "creative" stand. Adam had a Revell Republic Star Destroyer in 1/2256 scale and next to it Joh had a "work in progress" of an Arado AR E555 by Revell in 1/72nd scale. Finally John King had a nicely finished Bombardier Challenger CL604 (Revell – 1/144th scale). He used decals by Draw Decal to finish it off. And for an upcoming Revell contest he's doing an A320 in which he's making his own decals by scanning boxes of Revell kits down through the years and using these decal scans so that they fit along the fuselage. We can't wait to see this one when it's finished. Photos are on the next page.

Latex "Face Mask" as a painting mask?

The first time I that heard about this I thought that someone was nuts but it does work. It involves using the liquid mask the ladies put on their faces to improve their complexion. No, I'm not talking about that funky looking green stuff but a different one. I read about using a product called Peel-off Masque but Freeman Products and thought I'd try it to see what all the noise was about. I located this stuff in a Wal-Mart Health and Beauty section and bought a tube of it. If memory serves me right it was about \$4 for a 6-ounce tube and the one I purchased was "Beautiful Face" cucumber, melon & ginseng Peel-Off Masque. (I'm not making this up!)

Knowing the conventional hobby liquid masks can be expensive, I thought this might work for large areas where detail is not important. After conducting a few experiments here is what I found.

Right out of the tube this stuff is as thick as honey. In fact straight from the tube it can take days to dry. So I shot a glob of it on to a plastic tray from a TV dinner (great things to have around) and added a bit of tap water to thin it down. When it reached the consistency of light cream I painted a strip of it across a piece of scrap plastic and waited about 15 minutes. I then shot a line of paint across the plastic and mask and then waited for it to dry. When dry the mask was peeled off and I found that no paint had penetrated it. However because it has a tendency to not stick well, the idea of using it as a full-time mask won't work. Next I laid down a strip of masking tape and then next to it, where I didn't want the paint to go, I smeared a bunch of this stuff down and waited for it to dry. When it dried the area was painted. Upon peeling off both the mask and the tape I found that I could use this product to mask off large areas if I first used masking tape to mask off the paint line. It was easy to remove (simply peel away) and prevented paint from getting on to areas that you don't want it to go. My suggestion? Use it in conjunction with masking tape and it will cover those large areas that paint over spray is not wanted.

Bring and Brag Photos

Bob's Two hard-carved beauties



Richard G's F107A



Charles F-18B with "creative" stand



Adam's Republic Star Destroyer



John King's Challenger CL604



John's Revell A320 (work in progress)



Words of Wisdom:

"Aim towards the enemy" – Instruction printed on US Rocket Launcher

"Any ship can be a minesweeper – once" – Anon

"Never tell the Platoon Sergeant you have nothing to do." Unknown Marine Recruit

Russian B-29 Clone – The TU-4 Story

After the bombing of Pearl Harbor, President Roosevelt had a burning desire to retaliate by bombing Japan. This soon became an obsession with him, but how were we going to accomplish this seemingly impossible feat? The only long-range bomber in our arsenal was the B-17 and the idea of reaching Japan became increasingly remote. We needed a Super Bomber, but there wasn't one on the drawing board. Fortunately Roosevelt had a solution to this problem. And it was General H.H. Arnold, better known as HAP. General Arnold was already pushing for a more sophisticated Air Force with long range capability and He sent requests to all the aircraft companies seeking designs for a Super Bomber. Boeing had been working on such a design and won the contract. They were to deliver two flying prototypes by 1942. It was to be the largest, fastest, heaviest plane ever mass-produced. The U.S. ordered 250 sight unseen. Then Germany attacked Russia. The number was increased to 500 planes. On September 21, 1942, the Boeing XB flew out of the Seattle Plant. This three billion-dollar gamble was the largest government commitment ever to a single project, including the Atomic Bomb. There were residual benefits to this contract. It brought the country together. Boeing had four assembly plants and hundreds of smaller plants all over the country making subassemblies. Finally in 1943 the first production model B-29 rolled out of the Wichita plant. Eventually over 4000 were produced, 1600 at the Wichita plant which employed 26,000 workers working seven days a week.

The first bombers were sent to the CBI area (China, Burma, India). General Arnold quickly realized we needed a place for damaged planes to land after bombing Japan. Roosevelt asked Stalin for permission to land in Siberia or Russia and Stalin evaded answering the request. Russia was not at war with Japan and had their hands full fighting the Germans. They were not in the mood to open up another front by taking on Japan. Our crews were told that after bombing Japan, only in an extreme emergency, to land in Vladivostok, Russia. On August 20, 1944, a B-29 was forced to divert to the Soviet Union. It crashed east of Khabarovsk after the crew bailed out. The crew was interned in Russia. About the same time three B-29's with emergencies landed in Vladivostok. One of the planes was the "Ramp Tramp"; another was the "Ding Hao". Ironically the third plane, which was completely intact, was the "Gen. H.H. Arnold Special". The crews assumed the planes would be refueled and they would return to China. They were never to see their planes again. The crews and aircraft were all interned. Now the Russians were holding four crews and three complete B-29's. Desperate negotiations by the U.S. for the release of the crews and the aircraft were ignored.

Stalin was continually pressured for the release of the crews and planes. However it soon became obvious that he had no intention of giving either the planes or the crews up. Instead he decided to steal the aircraft. He figured it would take the Russians over five years to design and build their own long-range bomber. A better way would be to steal these already in his possession and make an exact bolt for bolt copy of them. Stalin demanded the reproductions be ready in two years. The entire Soviet aircraft industry was mobilized to meet this seemingly impossible deadline. At that time any dissension was met with severe punishment, even death. It would be considered sabotage to even question a project. As a result this undertaking received top priority. However the Russian engineers were dumbfounded when faced with the enormity of the situation.

Finally through some bizarre diplomatic negotiations between the US and Russia, it was arranged for the crews to "escape" to Tashkent, Russia, via the Trans-Siberia Railroad. From Tashkent they were transported by train and truck to Tehran, Iran, for their release. However their release wasn't going to be that simple: They were warned not to talk to anyone and had to sign top secret documents swearing them to complete secrecy. They were then flown to Naples, Italy and then shipped to New York, where they finally found freedom.

The Russian plan was to organize the best pilots, technicians, engineers, and aviation specialist to measure and catalog each of the 105,000 parts of the B-29. They decided to completely disassemble the "Hap Arnold Special" and use it for measurements. The "Ding Hao" would serve as a reference model and the "Ramp Tramp" would be used for pilot training. Russians pilots had a difficult time figuring out the significance of the instruments so their top pilot, fluent in English, labeled every instrument in Russian so their pilots could easily identify everything required to fly the B-29. The Russians were amazed at the quality of the workmanship and the technology involved in the manufacture of the B-29. The Soviet version would be called the TU-4, NATO code-name BULL. After the Hap Arnold Special was completely dismantled they immediately realized the almost impossible task of reverse engineering the aircraft. It has been reported the Russians only had slide rules and even some used an abacus. All measurements had to be converted to metric sizes. Now they were running into major problems. Imagine the complexity of copying the giant R-3350 engine. They were not able to manufacture the wing fuel tanks. The compound curves of the Plexiglas nose presented an unsolved problem and pilots complained about distortion in the Russian copy. They did not have the capability to manufacture the huge tires. The massive landing gear was also a problem. The responsibility of copying the airframe went to Tupolev. There were miles of wires and

the sophisticated gunnery system presented the biggest problem. The Russians sent agents to the U.S. to try to purchase anything they could find in parts, plans, tires, or information pertaining to the B-29. The machine guns were replaced with cannons and the copying and manufacturing of the R-3350 engines was turned over to Shvetsov.

The TU-4 project was well underway early in 1945. An increase in quality control and sheer perseverance moved things along. The end of the war with Japan made no difference in the production effort. It was full speed ahead. The U.S. had previously not believed the Russians had the capability to clone the B-29, as it seemed inconceivable. The public Russian debut in the Aviation Day parade changed their minds. The U.S. found itself in a panic situation when they learned that the TU-4 was indeed a reality, capable of hitting any target in the U.S. There were reports flying around of one way missions by hundreds of TU-4's carrying nuclear bombs attacking the U.S. This forced the U.S. to beef up their radar systems, surface-to-air missiles and interceptor jet fighters.

Meanwhile back in the Soviet Union problems continued to plague the TU-4 project. The advanced avionics of the central fire control gunnery system remained unsolved. There were problems with the pressurization system, and the R-3350 copy was overheating, had short engine life, runaway props and in general the total unreliability of the entire aircraft. The Russians toiled endlessly on solving these problems and it was not until 1949 that the TU-4 became fully operational with some 300 in service.

The TU-4 never saw combat. Some 850 were eventually produced. Before the 1960's arrived, jet aircraft had replaced the TU-4. A few were given to China and there are reports that they were kept flying as late as 1968. The "Ramp Tramp" and the "Ding Hao" were scrapped. The "Hap Arnold Special" was never put back together. The B-29 brought our country together and made us a proud nation. The TU-4 became as much a part of Russian aviation history as the B-29 was to American history. As far as anyone knows the only remaining TU-4 is displayed at the Yuri Gagarin Air Force Academy outside of Moscow.

Answer to the "mystery aircraft"

This freaky looking aircraft is the Transavia PL-12 Airtruck. It was built in Australia during the mid-1960's as a general-purpose aircraft. And if you recall, it was featured in the movie "Mad Max and the Thunder Dome".

Up Coming Events

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| February 2, 2006 | Monthly meeting at the Lakeview Community Clubhouse, 1001 E. MacArthur Road
Start time is 7:30. Along with everything else discussions will be held regarding the club's participation at the IPMS Nationals in Kansas City. |
| March 2, 2006 | Monthly meeting |
| March 25, 2006 | IPMS Tulsa Modelers Forum Contest. Information on page 6 of the newsletter. If any ECM members go, please wear your nametag! |
| August 2-5, 2006 | IPMS/USA National Convention in Kansas City. I'll have lots more information on it in the next copy of the newsletter. |
| Sept. 16, 2006 | OZCON 2206 , Wichita, KS |

From John Vanek, the new Region 6 Coordinator comes this bit of information. IPMS/Metro (OKC) is not going to sponsor the SoonerCon this year. Something about running out of time to get it organized. Let's hope that things are up and running again and we can look forward to attending.



19th Annual Open Contest IPMS/Tulsa Modelers



Forum

Saturday
March 25, 2006



European Auto Specialist
4121 S. 72nd East Ave.
Tulsa, Oklahoma 74145



Registration--9:00AM---12:00Noon / Registration Fee(s)--\$7.00 First Entry, \$3.00 Each Additional Entry,
Display Models--\$3.00. Intermediate, Novice and Junior Modelers---**FREE**
Judging Time--12:00Noon---3:00PM. Awards Presentation--4:30PM
Door Prize Drawings--Every Half Hour Starting at 10:30AM. Grand Prize Drawing(s)--3:00PM

Master Awards

Best Aircraft of Show, Best Military Vehicle of Show, Best Figure of Show, Best Fantasy & Science Fiction of Show, Best Ship of Show, Best Miscellaneous of Show, Best Automotive of Show, Best Humor of Show

Special Awards

Best of Show (Judges Choice), Best of Show (Modelers Choice), Best Foreign Car of Show, Best WWII, Best Star Trek, Best Star Wars, and any others that may be available the day of the contest

Intermediate/Novice Awards

Intermediate/Novice Best of Show

Junior Awards

Junior Best of Show

1st, 2nd, & 3rd place awards will be presented in each class listed on the back of this flyer

For More Information Call or Email

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Dealers: Dealer Tables--\$20.00 First Table and \$15.00 Each Additional Table

