



Emerald City Modelers

International Plastic Modelers Society

Wichita, Kansas

Chapter Contact: David Hardin, 10351 S. 295th St. West, Viola, KS 67149

Phone: (620) 584-4716 Email: phacops_1@yahoo.com

Newsletter Editor: Richard LeGaye (316) 524-3358 Email: kstoad2000@cox.net

Chapter Web Page: <http://members.cox.net/tcdowen>

The OZ Report

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A modeling tip for you:

Sometimes you just have to mask off a large area and figuring out what to use can be a problem. Newsprint is out of the question because the inks can stain any paint that is already on the model. No, what you need is a cheap, flexible product that clings to the plastic and won't allow paint to bleed through. The next time you are in your favorite "Dollar" store pick up a box of "Glad" Cling Wrap. Back home when you go to paint your model, first lay down a thin line of masking tape (to set the demarcation line between colors and then lay down a wider layer of masking tape. Too this you can tape this Cling Wrap and let it fold over the rest of the model, preventing any over-spray from getting to what has already been painted. Cling wrap is not affected by acrylic or enamel paints but lacquers might cause it to "melt" so caution is in order. So the next time you have to mask off a large area, reach for the Cling Wrap and feel confident everything will work out fine.

Modeling In Kuwait (Eric Engstrom's foray into modeling overseas)

(Eric, who is serving in Kuwait, sent this bit of information and photos to me. However he didn't say who made the kit itself so I'm assuming it's a Revell 1/144th-scale offering.)



Eric's cozy modeling room



1/144th scale F-8C

The fit of this venerable 1/144th F-8C was pretty poor and the lack of detail and incorrect shapes were nearly maddening. But that's why they call it modeling, right? So let's get to work.

I began by filling the IFR hump on the portside of the aircraft with CA from the reverse side of the plastic, then sanding away the outer styrene skin of the model until I arrived at approximately the correct shape for the hump. This slow process took nearly two working days to accomplish. Then I remembered my Dremel motor tool at the bottom of my other footlocker. OOPS! Good exercise anyway!

I cutout the cockpit space and scratchbuilt a rudimentary cockpit using scraps from the manufacturer's name plate on the sprues, as I had not yet received a supply of sheet styrene for the task. This was another tedious task that made me glad I brought extra sanding boards from the States with me. I used my set of tiny drill bits to drill out the openings for the 4 20mm M-39 cannons. This helped a lot in adding to the visual interest of the forward section of the aircraft. A Number 80 drill makes a pretty small hole.

I had to reshape the canopy opening, as the opening did not match the canopy and neither the canopy or the forward fuselage looked correct, so I split the difference and used the canopy as a guide and filled with CA to get the right shape for the nose. Then I masked off the clear parts of the canopy with Parafilm M and a sharp #11 knife. Treating the canopy to a triple dunk and dry session in Future made the clear impervious to the usual fogging effects of CA. And the CA fill was needed to blend the canopy into the fuselage.

Painting was straightforward, using my old Badger compressor, attached to a gawdawful whomping huge 240 to 110 VAC transformer. The compressor motor, (which has about a million hours on it) is usually a little slow to begin turning on application of the foot pedal, but it had no problem sucking down 120 VAC from the transformer. It started right up without the usual long warm-up period. And instead of grudgingly providing barely enough air to operate my Badger 150 airbrush, I had to turn down the resulting air pressure coming off the little beast. Amazing what an extra 6 – 8 volts AC will do for a tired old electric motor used to sucking down a meager 114 VAC. I used Model Master Gloss Light Gull Grey over an overall finish of several coats of ¼ ounce Testor's bottle white. This is close enough to Insignia White for this job. I used Polly S acrylic Marker Red to outline the landing gear doors, and some more Polly S Acrylic Burnt Aluminum for the afterburner portion of the aircraft. A silver fine tipped "Sharpie" pen provided the means to apply the trace of natural metal to the wing and empennage leading edges.

Now we got to the markings, which to be frank, are quite spare. They were even sparer when the decals shattered upon being introduced to water. A very unhappy state of affairs, until a spare F-14A Tomcat came to the rescue with its decal sheet, representing a generic VF-124 from the West Coast Fleet Replacement Squadron. The national markings were really poor, but as these were the second set of markings for this beast, I was done futzing with them. Given that I am usually a real stickler for accurate depictions of actual aircraft, this became a liberating experience, especially with the red swooping stripes that I seriously doubt ever graced any version of the F-8 family, let alone an F-8C. But remember that I am 8,149 miles and 10 time zones away from home, modeling out of a quarter of a footlocker and a table that I share with 2 other guys and a 19 inch TV set (see attached workshop photo, which has been cleared for Public Display from the 3d COSCOM Security Office), so I am entitled to some flexibility to my normally strict canon of small aircraft production.

I did not weather the poor thing, as it is so small that I did not have the heart to do anything else to it. My bunkmates were bowled over by the final product, which is understandable, as none of my 40 closest buddies has picked up a model in at least 20 years, although I have now planted the seeds in a couple guys' noggins. I am now known as the "crackpot in PCB 1422", which is altogether not a bad thing. Stay tuned to the imminent completion of 5, count 'em, 5 F-4E's in Thunderbird markings courtesy of the old LS kit.

Till then, be well, stay in touch, and do good work.

Eric Engstrom
Serving somewhere in Kuwait

Bring and Brag:

Not a lot of (completed) models came to the previous two meetings but the ones that were there looked Great! Charles had a “tiny” model of an AN-74 in the colors of Aeroflot. This is a TOKO 1/288th-scale beast and is positioned on a homemade stand.

Troy brought in a nifty looking Minicraft MD-80 (1/144th scale) in the colorful colors of Crossair’s McDonald plane. (See article about this in this newsletter). Not built but still in the box he had Revell of Germany new (massive) AN-124 “Ruslan”. In case you haven’t seen this kit yet, you are going to be blown away, as the detail is fantastic. Just make sure you’ve got the shelf space for it, as it’s big!

Finally Bob brought in two more of his hand-carved beauties. Unfortunately I lost my notes from the meeting and as a result I can’t tell you what they are.



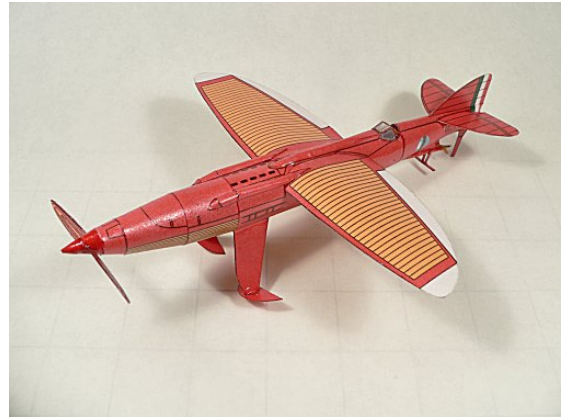
Up Coming Events

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| April 6, 2006 | Monthly meeting at the Lakeview Community Clubhouse, 1001 E. MacArthur Road
Start time is 7:30. |
| May 4, 2006 | Monthly meeting |
| June 1, 2006 | Monthly meeting. Dues are payable at this meeting. |
| August 2-5, 2006 | IPMS/USA National Convention in Kansas City. See page 6 for more information. |
| Sept. 16, 2006 | OZCON 2206 , Wichita, KS |

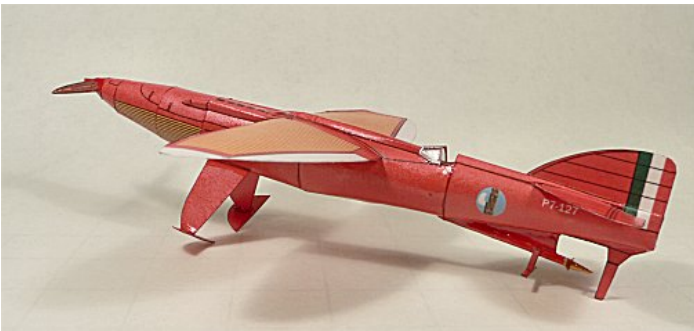
Something really strange!

In 1912 Jacques Schneider, a wealthy French industrialist and aviation enthusiast, declared a contest. He believed that seaplanes were the future of aviation, as they needed no expensive airfields – just a stretch of smooth water. The race that he proposed was to cover 150 miles around a triangular course, starting with about a third of a mile of travel on the water. Later he added the requirement for the plane to sit in the water for six hours before the race, and to race with the added weight of any water that leaked into the plane. The first race was in 1913 and was won by a plane averaging 61 mph. The last race was held eighteen years later in 1931 and was won at an average speed of 340 mph, more than five times the speed of the first race.

Giovanni Pegna, then technical director of Piaggio, concluded that speeds were increasing only because of huge increases in power – not because of significant improvements in aerodynamic design. He set out to change that. The Piaggio Pc 7 was the result of his design work toward this goal. Just look at the result. Incredibly smooth lines with very little drag, primarily because he brilliantly substituted hydrofoils for the huge floats used by other planes. The airplane sat in the water with the wings on the water surface. The engine, just ahead of the pilot, had a long drive shaft going the propeller and another going under the pilot to a water propeller at the rear. The two propellers were controlled by clutch arrangements, with a lock on the air propeller so it would be in the horizontal position for landing. The rear water propeller was to take the craft up to the foils, at which time the clutch for the air propeller would be engaged, the water propeller disengaged, and the plane taxi and take off in a fairly normal manner.



Unfortunately, the plane affectionately called “Pinocchio” because of its extremely long nose, was plagued with problems in the complex clutching arrangements. It never got off the water, and the races were cancelled before the problems were resolved. Looking at the plane today, and comparing it with its contemporaries, it seems to be a shame that it never got to prove the genius of Giovanni Pegna.



As a footnote, Schneider’s original dream of seeing seaplanes develop to rule the world was not to be. As for speed, however, the Italian plane that lost the final race was modified and went on a couple of years later to set an absolute airplane speed record, not broken for five years. It also held the seaplane speed record that was not bested until

1961 when a Russian jet powered seaplane took the record.

Sadly for plastic modelers, there isn’t a scale model of this historic aircraft available. The only model available is a paper one and it’s available from DeWayne Barnett at www.teuton.org/dbarnett.

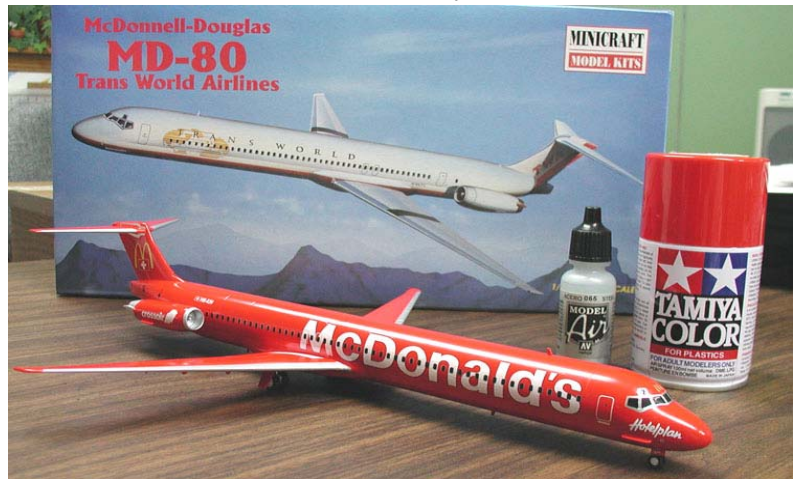
Crossair McDonalds MD-80

By Troy Downen

The Minicraft MD-80 kit has been on store shelves in a dozen or more different forms for a number of years. It’s likely that you’ve already read a few reviews on the kit so I won’t rehash a blow-by-blow kit construction here. Suffice it to say that this was the finest airliner kit available on the market until Minicraft outdid themselves with this year’s release of the DC-8-71. I won’t hesitate to assert that the MD-80 kit is among the finest model kits available today, ranking right up there with the best kits offered by Tamiya, Trumpeter, Hasegawa, Fine Molds and others. Given careful gluing of seams, no filler will be required. I used just a few spots of Liquid Paper to fill hairline seams that my careless gluing left behind. The engine nacelle inlets are one piece so there is no difficult

seam to correct, although the nacelle exhausts are still left and right halves, resulting in a tough seam to hide. This is probably the only weakness of this kit as the 727 and the new DC-8-71 kits both have exhausts as one piece to remedy this. Why the one anomaly? Still, if only Revell Germany would learn from Minicraft's careful engineering of their airliner kits (but that's an Airbus A320 kit review for another day...)

I completed my MD-80 in a special "McDonalds" livery that a Swiss Crossair article (HB-IUH) flew for a while about 10 years back. Pictures of the McPlane may be found in the Jul/Aug 1996 issue of Airways magazine, and Airliners.net has a few additional photos of the aircraft. Both sources will prove useful for painting and decaling the kit. Decals of the livery are available from aftermarket decal manufacturer "Decales de Guido"; I purchased my decal sheet from ModelAirliners.com.



First, you must find a good match to the McDonalds shade of red in which the entire aircraft is painted. I stumbled across Tamiya Color's gloss Bright Red TS49 in the spray can and it turned out to be an excellent match. Give the kit a primer coat of white to verify that you've got all the seams cleaned up and to produce a consistent base color which will result in a brighter topcoat. After masking the landing gear bays (they need to remain white), apply the Tamiya red directly from the can. The mist from the can is very fine and will rival anything you could do with an airbrush. Get basic paint coverage with 4-5 light mist coats, and then follow with one or two heavy coats to get a gloss sheen. The heavy coats may seem too heavy, but the paint resists runs and the panel lines and detail will pop back out on the model as the paint dries. The Tamiya paint settles very well and leaves a smooth, glossy finish without the dreaded "orange peel" effect. I was able to apply decals directly on top of the paint coat without first applying a gloss coat, and I just can't say enough good things about the Tamiya spray paint. Before applying decals, mask the engine inlets and exhausts as well as the wing and the horizontal leading edges and give them a coat of your favorite silver paint. I had some Vallejo Model Air steel (#65) on hand and it looks good in this scale.

The Guido decals are printed using an ALPS dry transfer printer. This means that they're more delicate than your average kit decals, but they are also so thin that once they're applied they look painted on. Most white decals on the sheet are printed twice; you'll need to double up on them because they're not completely opaque and some of the red from the paint job will show through. Aligning the two layers of white decals can be tricky and takes a steady hand, but they look terrific once you're done. Considering the two layers of "McDonalds" lettering on each fuselage side, plus the black windows plus the silver window outlines, and then the emergency exit door outlines, there are places on the model where I have five layers of decals applied! Generous helpings of Micro Set, strategic slices and pricks with an X-acto knife, and lots of patience prevented silvering under the multiple layers of decals.

The decal sheet lacked a white undercoat for the Golden Arches on the tail and I was worried that the thin yellow decal would be slightly translucent. I scanned the decal artwork and used that as a template to print a white set of Golden Arches on my own ALPS printer. The decal sheet also lacked the silver detail at the horizontal tail hinge point so I created that artwork on my computer and also printed a set of those decals on the ALPS. Other than lacking a few details, the Guido decals went on great and settled down into the panel lines on the kit with an application of Micro Sol. A coat of Future sealed the decals and preserved the glossy smooth finish for this special paint scheme.



My experience using the Tamiya Color spray can on this kit was so good that I'll be trying their Pure White TS26 on my next white airliner livery (maybe the DC-8-71!). One small can of the Tamiya is five times as expensive as the large \$1 can of Wal-Mart white, but the results with the red were so amazing that I just can't resist giving the white a try.

There are dozens of different aftermarket decal sheets available for the MD-80; some are ALPS printed and some are the more conventional screen-printed. Buy 20 of these kits, stock up on some aftermarket sheets, and lock yourself in your hobby room. At the end of the day you won't be sorry!

IPMS Nationals Come to Kansas City:

It's been a while since this part of the country has seen the IPMS Nationals so close. Two clubs (IPMS/Great Plains and IPMS/West Central Missouri) are hosting the 2006 version and they have put together a winner of an event!

The Convention runs from August 2 to August 5, 2006 and will be held at the Hyatt Regency Crown Center, which is located at 2345 McGee Street, Kansas City, Missouri.

For contest devotees, there is a slot for everyone! I was going to download the list of categories and post it here but when the printer finally stopped at 5 pages of categories, that idea went down the drain. But let's just say that if it's plastic or resin, there is a contest category for it. Even the youngsters can get in on the act because the Junior list has both Pre-Teen (up to 12 years) and Teen (13 to 17 years) categories.

Instead of a few "themes", this year there are Five Themes.

- "Midway – USA" Battle of Midway subject. Since Kansas City is "midway" from just about any point in America, what better way to honor the Battle of Midway with a special award.
- Eisenhower/Truman Era (1944-1960). President Truman was from Missouri and President Eisenhower called Kansas "home". In honor of these two presidents a special award will be presented for a subject from this time frame.
- Harley-Davidson Motorcycle Award. Harley has a 330,000 square foot manufacturing plant in Kansas City and to honor this American Icon of the Road, a special award will be presented for the best Harley subject, be it from the 1903 racer to the modern V-Rod and beyond.
- World War 1 Subject. The Liberty Memorial, which is the only World War 1 Memorial in America recognized by Congress, is located in downtown Kansas City, Missouri (within walking distance of the Convention site). In honor of the Memorial, a trophy for the best World War 1 subject will be presented.
- Aircraft of the 509th Bomb Wing. Whiteman AFB is located nearby and is the home of the B-2 Spirit Bomber. During its service to America, this air wing flew the following aircraft: B-29, B-50, B-47, B-52, F-111 and the B-2. The model is not required to be in the colors of the 509th but must be one of the aircraft they actually flew.

Everything gets underway on August 2 with the Opening Ceremony at 11:30 AM. Registration and Vendor rooms open at noon. Each day the Contest Room is open from 9 AM to 9 PM and the Vendor Room (which has over 200 different Vendors scheduled to arrive!) is open 9 AM to 6 PM.

A One-Day pass to view the models and go into the Vendor Room is just \$8. For a complete list of activities, fees and rules, consult the IPMS Journal or visit the Web site at WWW.IPMSUSA2006.org

Even if you don't plan on entering a model into competition, I'd recommend going to this event, even for just a day. The quality of models on display is outstanding and inspiring and the Vendor Room has everything and anything your heart could ever want. And who knows how long it will be before the IPMS Nationals comes this close again?