



# Emerald City Modelers

International Plastic Modelers Society

Wichita, Kansas

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## The OZ Report

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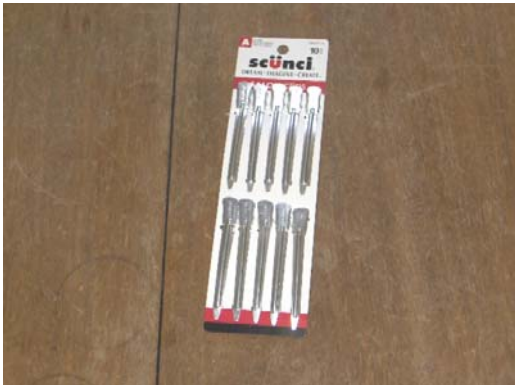
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#### A modeling tip for you:

One problem facing modelers is how to hold together glue joints while the parts fuse together. Everything has been tried from rubber bands to clothespins. I tried something new for gluing large flat areas (wings) and like what I discovered. The product is a “Salon Clip” and the ones I found in a K-Mart are made by SCUNCI. A package of 10 sells for roughly \$3.00 and I found it in the hair care section. The spring clip holds the parts together nicely without exerting too much pressure. The large base handle makes it easy to position the clip where you want it to go and once in position the clip won’t move.



#### Kansas City, here we come!

It’s not everyday that the IPMS National Convention is this close and the two host chapters (IPMS/Great Plains and IPMS/West Central Missouri) have put together an event that is going to be hard to top in the future. Guest programs include building dioramas, airbrush painting and weathering of armor vehicles and others. Lt. Col. Hugh Mills (US Army retired), a decorated Vietnam Veteran and helicopter pilot, will be speaking and presenting a slide show detailing his tours in Vietnam. Everyday there is something new to experience so boredom won’t be an issue.

For the contest crowd there are over 100 categories to enter and if your passion is shopping, be prepared to go nuts. 255 Vendors are booked (sold out) and there are 55 more Vendors on the waiting list. If you can't find it in the Vendor room, chances are it doesn't exist.

There are five Theme awards over and above the usual awards for the modeling categories. These Themes are:

- “Midway – USA” Best Battle of Midway Subject. KC, MO is located in the heart of the United States or “midway” from anywhere in the country.
- Eisenhower/Truman Era (1944-1960). Truman was from Missouri and General Eisenhower called Kansas his home state.
- Best Harley Davidson Motorcycle. Harley Davidson has a 330,000 square foot manufacturing plant in Kansas City. Any time frame is eligible, from the 1903 racer to the modern V-Rod and beyond.
- Best World 1 Subject. Liberty Memorial, the only WW1 Memorial in the country recognized by Congress, is located within a walking distance to the convention.
- Best Aircraft of the 509<sup>th</sup> Bomb Group. Whiteman Air Force Base is located in Knob Noster, Missouri, and is the only base in the country that is home to the B-2 Spirit Bomber. In honor of the 509<sup>th</sup>, an award for the best aircraft related to this group will be given. The 509<sup>th</sup> flew the following aircraft: B-29, B-50, B-47, B-52, F-111 and the B-2.

The Convention Headquarters and hotel is the Hyatt Regency Crown, 2345 McGee Street, Kansas City, Missouri. And the Convention Hall is connected to the hotel.

Mark your calendar for August 2-5, 2006 and even if you won't be there for the entire event, consider going up for one day. In fact let's explore the possibility of carpooling because, the more the merrier.

### **Modeling in Kuwait or more from Eric**

I'm still over here at Camp AJ doing my part for the Global War on Terrorism. Personally I think it would be cheaper if we just hired these guys to sell us oil and go about their business, but what the heck do I know? Will miss the Nats again this year, even though they are once again in my backyard, and again due to deployment. Perhaps I'll get to the 2007 Nats.

I'm learning part of why 1/144<sup>th</sup> scale exists. It is an easier scale to work with when you are constrained on space and materials, but also when you REALLY want to model. There are not a lot of bits or aftermarket decals for 1/144<sup>th</sup>-scale warplanes. The fit is at very best not too terrible. If you want markings you have to create them yourself or use what comes in the box. If you want cockpit detail there is plenty of room to work with plastic bits and the like to scratchbuild. You just need a magnifier.

So far I've completed the following here at Camp AJ:

1. F-8C Crusader in spurious markings
2. SR-71A from ARII, a very nice kit
3. DML F-16A. This one has problems fit wise that are evil. Gonna try another DML kit, a -C model to see if I can get it right.
4. DML A-10. A sweet kit with nice markings.
5. LS ship 5 F-4E Thunderbird Flight. Not bad but a lot of tedious work. Decals were not the best fit, probably scaled down from another kit. Did not seem to be made to fit the actual kit.
6. LS F-14A(2). A nice kit but I had to build the cockpit from scratch. Comes with nice VF-111 markings, hi and lo Vis.
7. DML F-14D VF-31 with lo Vis markings. Nicer than the DML kit with cockpit and better armament (Phoenix, Sparrow and Sidewinder missiles). This is the definitive 1/144<sup>th</sup> kit of this type.
8. DML F-14A. See above but with VF-1 Hi Vis markings.

I am doing so many F-14's in commemoration of the type's retirement last month. A sad day for the USN but that's the way of things. The F-14 remains one of my favorite aircraft. I got to see a VF-31-D at Ali Al Salim AB while passing through to head up north that was waiting for a part.

#### Work In Progress:

1. B-52H, Revell of Germany. Really nice kit!
2. B-1B by Panda. Fixed a bad forward fuselage shape, only partly fixed the leading edge of pivot point on the wing – life goes on. Soft plastic so it cuts and sands easily. Good thing, eh?
3. DML Su-22. A so so kit.
4. DML A-6E. Such a cool looking aircraft in this scale!
5. Academy B-47E. Another really well engineered kit. Natural metal finish is going to be tough in the dustbowl out here.
6. F-111E, ARII edition. Okay markings but had to redo intakes and scratchbuild the cockpit, but not a bad kit.
7. FB-111A, ARII kit and OZ Mods conversion for wings and intakes. Also have their cockpit and wheel well details. Marking from the Hasegawa 1/72 kit scaled down to 1/144 via bit map scan printed on color laser jet printer. More tedious work but fantastic markings!
8. DML F-18C. Another story of poor shape of the forward fuselage. I'm surprised that this was the case, as the kit appears to be a new tool from the old LS F-18, which is not a bad kit. Comes with really nice armament options.
9. ARII F-105D – basic kit but nice. I scratch built the cockpit and am finishing it in the kit markings, which are sparse and plain. I'll make up for it by doing a –G model in some scaled down markings. I have an LS armament kit that has both Standard ARM and Shrike ARM missiles. I just need to scratch the proper pylons and bumps and lumps.

I figure I should be home before all these are finished. It's a great way to forget about being stuck in this S\*\*Thole though and I recommend it as a means of maintaining mental health.

Take care and keep building!

Best Regards,  
Eric Engstrom

#### Bring and Brag

Dave Hooten brought in a really nice F-4F "Wildcat" (1/32<sup>nd</sup> scale) by Hobbycraft/Trumpeter.



Bob Tyhurst had two of his hand-carved beauties. One was a Sparrowhawk (in progress) and a Grumman Gulfhawk, both in 1/96<sup>th</sup> scale. The ink pen and dollar bill was placed in the photos to give a comparison to how small these gems are.



Charles had his latest creation, a 1/72<sup>nd</sup> scale Revell/Germany F-100D. He used the kit decals but painted it with SnJ paints.



Jon loaded the table with a collection of stuff he's working on. They include a Monogram B-1B, an AMT/ERTL XB-70A1, Airfix/Heller Concorde, A Toad Resin BAC TRS-2 and an Airfix BAC TSR-2. All in 1/72<sup>nd</sup> scale.



Adam had a scratchbuilt (wood) 1/400 scale RMS AQUITANA, which was being tormented by Dave Hardin's 1/35 scale Plesiosaur.



Along with the RMS AQUITANIA, Adam had a Republic Star Destroyer and a Republic Victory Class Destroyer, both in the dreaded 1/2256 scale. Sorry, but I wasn't able to find out who the manufacturer of the kits was.



### Up Coming Events

- June 1, 2006. Monthly meeting at Lakeview Community Clubhouse, 1001 East MacArthur. Starting time is about 7:30. A reminder, this is the month dues are payable. If Troy, the Treasurer is not here, we'll pay up in July.
- July 6, 2006. Monthly meeting, same as above
- August 3, 2006. Monthly meeting, same as above
- August 2-5, 2006, IPMS Nationals in Kansas City
- September 16, 2006. OZCON 2006. More on this in the next issue

### A lucky find and a true story

One night, while on the Internet, I came across the following story, which took place in Kingston, Ontario in 1967. I liked the story and on this Memorial Day week I hope you like it also.

## A boy's account of a P-51

Old aviators and old airplanes never die; they just fly off into eternity.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some US airport as the pilot was tired and wanted a good night's sleep.

I marveled at the size of the P-51 dwarfing the Pipers and Canucks tied down near her. It was even much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver then stepped into the flight lounge. He was an older man and his hair was gray and tossed. It looked like it might have been combed, say around the turn of the century. His flight jacket was checked, creased, worn and smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo 67 Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check, the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe". Though only 12 at the time I was allowed to stand by with an extinguisher, after a brief instruction on its use. "If you see a fire, point then pull this lever". I later became a fire fighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from the fumes as the huge prop started to rotate. One manifold, then another and yet another barked and I stepped back, along with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar. I looked at the other's faces; there was no concern. I lowered the bell on the extinguisher, one of the guys signaled to walk back to the lounge, which we all did.

Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19L, out of sight. All went quiet for several seconds and we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway, which we could not. But there we stood, eyes fixed to a spot half way down 19L. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose. Something mighty was coming this way.

"Listen to the thing!" said the controller. In seconds the Mustang burst into our line of sight. Its tail was already off and it was moving faster than anything I'd seen by that point on 19L. Two-thirds the way down 19L the Mustang was airborne with her gear going up. The prop tips were supersonic and we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few minutes in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio, "Kingston tower calling Mustang". He looked back to us as he waited for an acknowledgment. The radio crackled, "Go ahead Kingston." "Roger Mustang. Kingston Tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" he asked. "I can't let that guy go without asking. I'd never forgive myself." The radio cackled once again. "Kingston, do I have permission for a low level pass east to west, across the field?" "Roger Mustang, the circuit is clear of an east to west pass." "Roger, Kingston, I'm coming out of 3000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first. A high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze, her airframe straining against positive G's and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field, shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with an old American pilot saluting. Imagine, a salute! I felt like laughing. I felt like crying. She glistened, she screamed, the building shook and my heart pounded. Then the old pilot pulled her up and rolled and rolled out of sight into the broken clouds and indelibly into my memory.

I never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their Big Brother, a steady and even-handed beacon of security who navigated difficult political waters with grace and style; not unlike the pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Until that time I'll just send off a story; call it a reciprocal salute to the old American pilot who wove a memory for a young Canadian boy that's stayed a lifetime.