



# 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

### November/December 2006

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#### A modeling tip for you:

If you have an old decal that you think “might” shatter when put in water, then there are three viable options for you to take. One is to apply Microscale Liquid Decal Film over the decal but this can leave brush marks that refuse to come out. A second option is to use Future Floor Polish, which works well. But here is a third option: Krylon Acrylic CRYSTAL CLEAR Gloss in a spray can. It sprays on glass smooth and is perfectly clear. I had an old decal sheet going back something like 15 years and I sprayed on two thin layers, let it dry about 15 minutes and then sprayed on two more thin layers. Everything turned out PERFECT! The decals settled down with Microsol and look super. The down side to this product is the fumes. Make sure you are in a well-ventilated area when you use it.

#### Are you missing something?

If you think that you didn't get the September/October issue, you are right. Just before it was due to come out everyone (including me) was deeply involved in the preparations for OZCON. The day after OZCON I took off for a 12-day vacation in England and parts of France. Sure I could have brought the information and did a rough draft while on vacation but hey, a vacation is a break from the daily grind. Returning back things at work and at home got crazy so those areas became my priorities. Since the position of Newsletter Editor is voluntary and a labor of love, for the first time in ages I had to let one issue not be done. Sorry.

#### OZCON Recap:

Compared to the past few years, OZCON 2006 was an even better success. The attendance numbers were up, the numbers of models on display and in competition were up and we had vendors all over the place! I don't have the exact financial numbers but the last time I talked to Troy about the event, he said that the club realized a big increase in revenue and profit over last year. A hearty “THANK YOU” to everyone who worked on this event. Without your support and effort nothing would have been accomplished. Seeing that Emerald City Modelers is the only club or organization that is sponsoring an annual contest in this area, we should be able to look forward to many more successful OZCON contests.

### **Dart Shootout:**

Several years ago Dave Hardin and I (Richard LeGaye) challenged each other to an F-27 contest. The model in question was the ESCI F-27 in 1/72<sup>nd</sup> scale. A nice kit but a major challenge to build. I hate to admit it but Dave won by default because while my model was on the shelf letting the paint dry, a kitten decided that this shelf would be a great place to take a nap! You guessed it, she stretched and the half-completed model hit the floor, resulting in more broken pieces than what could be fixed. So these two guys are at it again and this time it's the "dreaded" Marquette HP Dart Herald in 1/72<sup>nd</sup> scale. Again a model well known for the amount of flash, lack of good fit – and those are the good points! The models are to be displayed at the January meeting and we ask that the members present make a decision as to which model looks the best. The winner gets to go "Nanny, Nanny, Poo, Poo" at the loser for the rest of the year, or until another shootout is declared. If you have said model in your collection of unbuilt, you are most welcome to join in.



### **Something to think about:**

Many years back, when the club was known as The Wichita Military Modelers, we used to have quarterly in-club contests where everyone built the same model. The choice of model was determined by a drawing of available kits submitted by the members present. The only requirements to enter this "contest" were that the model in question had to be readily available and inexpensive (usually under \$20). Also the build had to be straight from the box, no after-market parts allowed. The only changes allowed were decals. Judging was on the skill of the build and accuracy of the model and those who did not have a model in competition were called upon to do the judging. If I recall participation in these "contests" was pretty high and some good-natured modeling was on display when it came time for viewing and judging.

If we start this tradition up again perhaps in order to "sweeten the pot" the club treasury could spring for a special quarterly award or even a gift certificate to a local hobby shop. If you like this idea let's talk about it soon.

### **DECEMBER MEETING LOCATION CHANGE:**

Eric Engreston has graciously volunteered to host the December/Christmas meeting at his house this year. He does ask that you bring your own beverages and he'll supply the set-ups. If you can bring some chips and dip, or related things such as these, that would be great! Usually at this meeting everyone brings in a special theme model but this year none was chosen. So just bring in what ya been working on. The meeting date is December 7, 2006 and it starts at "about" 7:30PM. If you are not familiar on how to get to Eric's house, I have enclosed a map in this newsletter giving directions and it is on page 5.

### **Upcoming events:**

December 7, 2006: Monthly meeting at Eric Engstrom's house. Address and map is enclosed.

January 4, 2007: Monthly meeting at Lakeview Community Clubhouse, 1001 East MacArthur. Start time is 7:30 PM. The Dart Herald "Shootout" will be judged and discussion regarding a quarterly in-club contest held.

February 1, 2007: Monthly meeting at the Lakeview Community Clubhouse.

March 1, 2007: Monthly meeting at the Lakeview Community Clubhouse.

## A brief history of Northrop's SM-62 'Snark'

The SM-62 'Snark' began life as the B-62 and then became designated SM-62. Compared to the expense of a traditional B-52 bomber in costs relating to fuel and payload size, the Snark was a bargain.

While under development the Snark had many failures. So many crashed off Cape Canaveral, Florida that the testing area east of the cape became known as "Snark Infested Waters". One particular failure of a "D" model, equipped with recovery skids (Northrop No. N-3309, USAF tail number 53-8172) was launched on December 5, 1956 from the Launch Complex and it failed to return! It was last sighted off the coast of Venezuela, heading towards Brazil. Rumors have it that hunters in northeast Brazil later found it.

The first SNARK went on ALERT at Presque Isle Maine in March 1960 with the 702<sup>nd</sup> wing, and was fully functional in February 1961. The missile was deactivated 1 month later and the 702<sup>nd</sup> wing was deactivated 3 months later. A Presidential Order from John F. Kennedy, citing the missile's poor performance record, as well as the advances in ballistic missile technology, declared the SNARK to be "obsolete and of marginal military value". The SNARK was immediately phased out of inventory.

Although the SNARK is now remembered for it's many failures, it was a triumph in global navigation systems; the technologies of which are used in today's modern cruise missiles.

**Span:** 42 feet 3 inches

**Length:** 67 feet, 2 inches

**Weight:** 48,147 pounds (w/o boosters)

**Armament:** 4 megaton Nuclear warheads

**Engines:** PW J-57 jet engine with 10,500 pounds thrust and two Aerojet-General solid propellant booster rockets of over 130,000 pounds thrust each.

**Cost:** \$4,134,000 each

**Max. Speed:** 650 mph/565 knots

**Range:** 6,325 statute miles/5,497 nautical miles

**Service ceiling:** 50,250 feet

Back in the late 1960's and carrying on into the early 1980's Monogram produced a model of the SNARK missile. The kit is no longer in production but can often be found on Ebay.



## **Airfix is no more!**

Over the past few months there has been a big shakeup in the plastic/model railroad industry that has involved three well-known companies: Airfix Humbrol and Hornby.

Hornby is well-known and respected throughout Europe for its line of model trains. Airfix, on the other hand, has enjoyed worldwide popularity with its extensive line of plastic models. Humbrol is noted for its extensive line of quality paints

Airfix has its origins in a company founded in London in 1939 by Hungarian-born Nicholas Kove. The company manufactured cheap rubber toys filled with air. Its first model kit was of a Ferguson Tractor, released in 1948. The Spitfire kit was introduced in 1953. Airfix became so popular that in 1960 it was the first hobby company to produce its own magazine. Eventually the line grew to include vintage and modern cars, motorcycles, trains, ships, spacecraft and aircraft of all kinds and eras. A dip in the popularity of modeling and a reduction in sales caused the company to go into receivership in 1981.

Later Palletoy, a part of American General Mills Toy Group, bought Airfix and production was moved to France. In 1986 Humbrol took over control but sales continued to fall. For a while talks were held with Revell of Germany to acquire the assets of Airfix, but nothing came of these talks

On November 10, 2006 a press release announced that Hornby has acquired the assets of both Airfix and Humbrol.

Frank Martin, Chief Executive of Hornby commented: "We are delighted to have acquired Airfix and Humbrol, both of which are iconic brands in the hobby market. The strategic fit with Hornby is excellent. Hornby has similar distribution channels to Humbrol and Airfix, so we therefore plan to integrate the business into our existing structure."

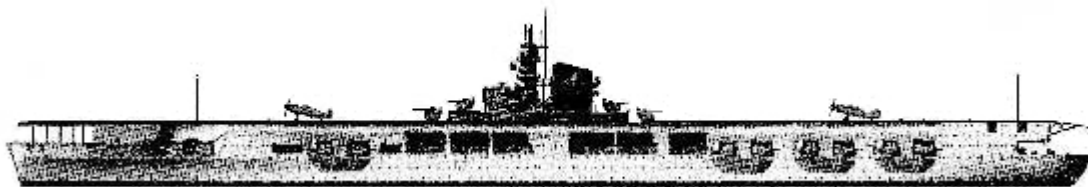
What happens next is anybody's guess.

## **Divers find Hitler's Aircraft Carrier**

In 1938 the German Navy launched the aircraft carrier *Graf Zeppelin*. Adolph Hitler raised his right arm in salute to a warship that was supposed to help Germany become the master of the northern seas. But when the fleeing German troops scuttled her in April 1945, she had never seen service – a casualty of infighting within the Nazi elite and the changing tide of war.

The *Graf Zeppelin* was scuttled in shallow water near Szczecin, Poland and it proved very easy for the Red Army to recover her after marching into the Polish port. According to an agreement with the allies, German and Japanese warships should have been sunk in deep water or destroyed. The Russians raised and repaired the ship then used her to carry looted factory equipment back to the Soviet Union. In August 1947 Allied spies observed her being towed back to the Polish Baltic coast and then used for target practice by Soviet dive bombers. It appeared that the Russians were preparing for possible action against US aircraft carriers. The *Graf Zeppelin* sank a second time and remained undetected until recently.

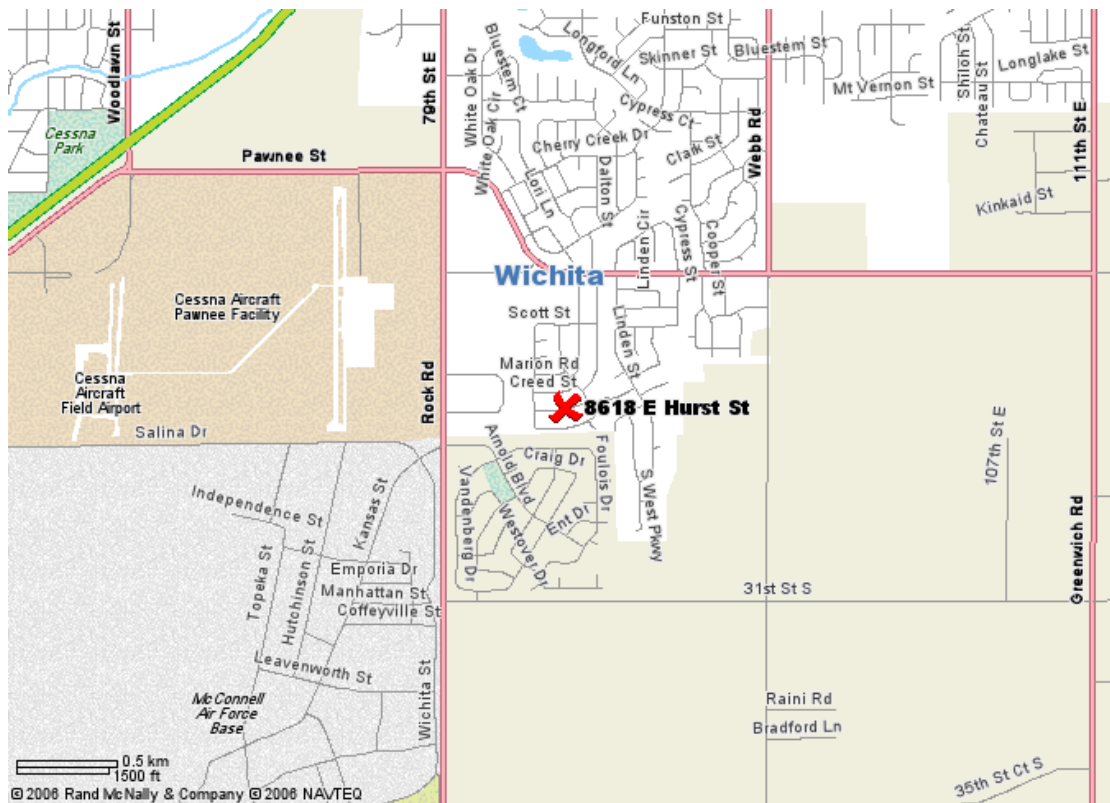
At 262 meters long, the *Graf Zeppelin* was comparable to the biggest of the US carriers that played a role in the Pacific. She had a range of 8,000 nautical miles, meaning that she could easily have reached the North Sea and beyond.



For more than half a century the location of the vessel was kept secret by the Soviet authorities. Even the opening of the Moscow archives in the 1990's failed to produce a precise bearing. The once-proud ship was simply one of dozens of wrecks that littered the bed of the Baltic Sea near the Bay of Gdansk.

“We were carrying out soundings for possible oil exploration, “Krzysztof Gerbowski, of the Petrobalitic Group said. “Then we stumbled across a vessel that was over 260 meters (850 feet) long at a depth of 250 meters”. In July 2006 divers confirmed that it was the German ship, though who owns her and what-if-anything-will happen to her remains a mystery.

### Map and directions to Eric’s house for the December 7 meeting:



Take Rock Road to Pawnee. Turn to the east and follow Pawnee as it makes a slight bend in the road. As Pawnee turns straight, turn south on Capri Lane and follow it to the second intersection (with White Cliff Lane). Turn left on White Cliff and at the second street you will be at Hurst. Eric’s house number is 8618 Hurst Street, phone number 612-0592.

Some Images from OZCON 2006

