



Emerald City Modelers

International Plastic Modelers Society

Wichita, Kansas

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The OZ Report

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A modeling tip for you:

Nothing is more annoying than having to deal with those tiny seams between wings and fuselages. However there is a simple fix and all it takes is some water-based glue (like Elmer’s School Glue) and a few drops of acrylic paint. As long as the gap is not too large (looks like a stepping difference) this method works great. Put a few drops of the paint into some of the glue and drizzle it into the seam. Use a wet Q-tip to smooth it out. If the seam is really tiny you might have to dilute the mixture to get it to flow into the seam. Even if the drizzle part looks messy, the wet Q-top will clean it up and a wetter Q-tip will finally smooth out the seam. As it dries use progressively drier Q-tips to take anything left over, leaving a perfect fill. And when it dries fully, it looks like its part of the plastic and the paint job.

The passing of a hero.

At exactly 7:55 on a beautiful Sunday morning, the United States was suddenly plunged into the greatest conflict in the history of the world. We were not only unprepared for war, but our Armed Forces in the Pacific were caught completely by surprise.

That same Sunday morning two young Army Air Corps lieutenants were just leaving an all-night party at Wheeler Field, Hawaii. They were George Welch and Ken Taylor of the 15th Pursuit Group. As they stood outside their army barracks watching the tropical sun grow brighter, neither had any idea of the momentous event which was about to change their lives – it was December 7, 1941.

At that moment, just 10 miles south of Lieutenants Taylor and Welch, carrier-based dive bombers, torpedo planes and fighters of the Imperial Japanese Navy were beginning their carefully planned attack on the great American Naval base at Pearl Harbor, as well as its surrounding airfields. Most of our powerful Pacific Fleet was in training, and there were 96 United States warships anchored in and about this pacific stronghold. War had been expected by our military leaders, but the general opinion was that the Japanese would open hostilities against the Dutch or British possession in Asia, thousands of miles farther west.

As Welch and Taylor walked to their cars to head back to the base, they saw 62 new Curtis P-40 “Tomahawks” parked wingtip to wingtip so they could be guarded “against sabotage”. Suddenly the

Japanese aircraft swooped down on Wheeler Field, which was the center for fighter operations in Hawaii. Dive-bombers seemed to appear out of nowhere. Violent explosions upended the parked planes, and buildings began to burn. Welch ran for a telephone and called Haleiwa Field as bullets sprayed around him.

“Get two P-40’s ready! He yelled. It’s not a gag – the Japs are here.”

The two pilots raced to the field, jumped into the waiting aircraft and flew off to join the war. On that day both pilots were credited with shooting down 4 enemy aircraft each. Welch went on to score 9 more “kills” flying a lightning and died in 1954 while test piloting the F-100. On November 23, 2006, Taylor passed away at the age of 86. History will long remember these two heroes who knew their duty and served with bravery and honor.



Lt. Taylor on the left and Lt. Welch on the right

WORKING WITH “ALPS” DECALS

With the advent of ALPS printers, a lot of new companies and individuals are now producing decals that once before were just unimaginable. Unlike conventional decals usually made by a silk screen process, ALPS decals require a different technique handling to be successful.

ALPS decals can scratch easily, are more difficult to handle (and use) because of the extra care and cutting required. The first line of defense for them (or any other decal for that matter) is to leave the decals in their protective package. If the decal maker did not supply a protective cover you can use a zip-lock bag or clear plastic sheet protectors. Never store decals in any kind of paper covering (envelopes for example) as the fiber in the paper can scratch the decal surface.

When handling ALPS decals grab them from the edges; much like you would hold a CD. Besides leaving body oils on a decal, a finger, no matter how smooth it may be, can easily scratch a decal surface. This is a good idea for not only ALPS decals, but for any other kind of decal. If you must grab over the decal artwork, use a piece of the plastic sheet protector between your finger and the decal. In a pinch a bit of clear Saran Wrap will work also.

The main thing most people don’t realize is that when using an ALPS decal you must first overcoat it before you use the decal. (I found this out the hard way when I ruined two pricey ALPS decals because I forgot to coat them and they literally rolled into balls when I tried to apply them). There are two excellent methods to overcoat the decals. One is use either Microscale “Liquid Film” or Krylon “Crystal Clear”. If these products are not available, Future Floor Wax, or any other similar clear acrylic product will do fine. The Future can be brushed on with a wide brush – use slow, even brush strokes and lay on a few thin coats. Future can also be airbrushed on and again lay on several thin coats, letting each one dry before applying the next coat. NEVER try to put on one thick coat of covering, as it will ruin the decal.

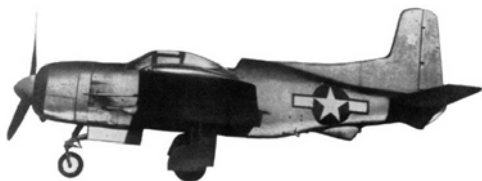
If you must move the decal, do not use a metal instrument (tweezers for example) to move it about. Also never force the decal into position. If it doesn’t move with a gentle nudge, re-float it again and reposition it with a wet Q-tip, a sharpened pencil eraser or anything else that is soft.

When cutting around the decal artwork, do not use tweezers as they have serrated edges that can damage the decal. If you must use tweezers, tape over the tips with black electrical tape. The tape will prevent the decal from being damaged by the serrated tweezers tips. To prevent the ALPS inks from running when you are using softening solutions, make sure that the decals are completely overcoated prior to application. This “overcoating” will protect the decal and yet allow you to use harsher settling solutions to help the decal to settle down.

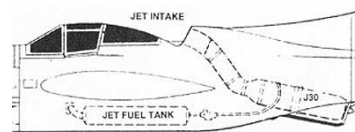
Always use really small scissors when cutting out decals. Never use a knife as the blade will not cleanly cut the film or the backing and could cause a tear, instead of a clean cut. If you don't have a small pair of scissors, go to any fabric store and select a couple of sizes. Since most ALPS decal makers don't provide spares on the decal sheet, it's important that you use the best equipment possible when working on them to get the most out of each decal sheet.

The bottom line is that yes, ALPS decals are more difficult to handle, but you do get subjects that otherwise would probably never get printed by conventional decal makers because of the high production costs involved with silk screen printing. So don't be afraid of the unknown. Follow the steps above and enjoy working with an ALPS printed decal.

The Douglas XBTD-2: A truly weird looking aircraft



The XBTD-1 was designed in 1943 as an attempt by the Navy and the Douglas Company to utilize jet power as quickly as possible. The conversion of three aircraft from the first production run of the Douglas BTD-1 “destroyer” consisted of adding a bomb bay fuel tank for the jet engine and removing the fuselage fuel tanks to make room for the Westinghouse engine, which was fitted at an inclined angle in what was the most undesirable location. The inlet was just behind the cockpit on the aircraft's back with a curved airflow to the engine, which it's self was inclined upwards in an attempt to shallow out the airflow. This ended up with the exhaust exiting from the belly of the aircraft at an angle which diminished the benefits of the engine performance, as well as directing the very hot exhaust on to the wooden flight deck of American aircraft carriers, with unfortunate consequences. Out of the two prototypes made, only the first (04962) was flown in tests and the whole project was dropped due to the unsuitability of the design.



Pro Resin (in the Ukraine) has made a 1/72nd scale resin kit of this kit and it can be purchased via mail order from Squadron and other outlets.

FUTURE: IN ALL WAYS

Everyone knows that Future Floor Finish is great for covering decals and for putting a shine on your models but did you know that this product could do much more for your modeling skill? After doing an Internet search on this product I found out that its uses are many and varied. So let's go down the list and maybe you can find something new to do with this product.

Future Floor Finish is a water-soluble acrylic floor coating that was developed by the S.C. Johnson Company in Racine, Wisconsin. It's sold worldwide under many different labels but here in the states we just know it as “Future”. You can find knock-off products that behave just like Future in discount stores, usually under the store brand label. For example the Dollar General, Family Dollar and Dollar Tree stores all carry a

product that looks, smells and even works like the original Future which leads me to believe that these products are actually the original Future Floor Finish packaged under different names – not an uncommon practice in business these days. With that in hand, let's take a look at some of the many uses of this product for us scale modelers.

To make canopies look thinner and clearer, and to cover up tiny scratches on the clear plastic, pour some Future into a small cup and dip the canopy into it or brush it on and let it dry. After you dip or brush on the Future, lay down a paper towel and put the part on it. The paper will act as a wick and wick away any excess so that you won't have a heavy buildup on the low point of the part. It's also a good idea to cover the part as it dries to prevent dust from settling on it. Some people say that if you leave a bit of the clear sprue on the clear plastic when you remove it from the "tree" and then put on the Future, the Future will prevent the plastic from splintering when the last of the sprue is removed. On clear parts, especially canopies, Future is a good hedge against the "chlorosis" white spray effect that cyanoacrylate glues can cause.

Future is also useful as a sealant prior to and after decal placement. Before using the Future it is important that the model be free of any oils or fingerprints. All paint should be allowed to cure at least 24 hours (48 to 72 hours for enamels). The Future can be applied by brush or airbrush and it should be allowed to cure 24 hours before the decals are applied. If your model is to have a dull finish, after the drying period you can apply a dull or flat finish of your choice. Remember, decals will silver if placed on a dull or Matt finish so apply Future first to give them something to lay tight on and then apply your Matt or flat finish.

Some modelers even apply decals using Future to set them. Wet your decal as usual in water, but before it goes on the model, dip it in Future. It works well and does away with the need for Micro-Sol/Set or similar settling product. Remember that the Future will go tacky quickly so you will need to work fast.

It's not necessary to thin this product prior to use. It can be applied directly from the bottle by either airbrush (15 to 20 PSI) or paintbrush. Clean up with an ammonia based window cleaner or ammonia that has been reduced by 25%. If you chose to apply this product with a paintbrush, make sure the brush is clear and free of any dust particles before starting. When I do my airliners I use a 1/2" soft bristle brush and lay the product on in smooth, even, long strokes. This prevents bubbles from forming and since Future is self-leveling, I don't have to worry about brush marks. A Q-tip is also a good method for putting on Future. If you use an airbrush, set the pressure at 15 to 20 PSI and keep the nozzle at about 6 inches away from the model. A word of caution: if you spray on several light coats you might get a pebbly finish. It's best to spray on one light (tack) coat, wait a minute and then spray on a slightly heavier coat. This should be enough to fully cover the model. If a run does develop, touch it with the corner of a piece of tissue to draw off the excess. If you discover a run that has developed after the Future has dried, simply use a cotton swab soaked in ammonia based window cleaner and gently rub the run until it has been removed.

Future can be polished with a non-volatile polishing compound, like Turtle Wax Polishing Compound (the kind in the white container with the green label).

Future can be flattened using Tamiya flat base to achieve different degrees of "flatness".

1 part flat base to 3 parts Future – very flat

1 part flat base to 10 parts Future – flat

1 part flat base to 15 parts Future – satin

If you get too much of any flattening agent on the surface of the model you run the risk of making it all go white. No thinning is required but make sure everything is well mixed.

You can mix Future with Model Master Acrylic paints and add 20% to 25% of Matt clear to obtain a realistic semi-gloss finish. Using Future as a "mixer" for acrylic paints will help them airbrush better, increase the durability of the paint to resist damage, and if you use enough of the Future, the finish may not need to be gloss coated prior to decaling. Future has been successfully used with Polly Scale, Model Master, and Gunze Sangyo paints. Some Tamiya paints don't mix well with Future so always test before proceeding. If you are doing a fade/blending coat, you might add 80% Future to make a "translucent" paint.

If you screw up the application of Future, it can be removed with Windex or let the part soak in a cup of Future overnight.

Future can be used for making mud puddles or standing water when doing a diorama. It's not as thick as epoxy but it is easier to work with. And it doesn't take nearly as long to dry as resin type clear mediums. Pastel powders can be also mixed with it to create grime, mud, yuck or whatever. When creating dioramas or display bases utilizing Sculpey or other clear modeling materials for water situations, coat it with Future for a really wet look.

Use Future for instrument dial faces. It may take more applications than epoxy but you don't get the domed effect you do with epoxy, and the Future dries clearer.

You can add talcum powder to Future to make a quick drying seam filer that is hard but sands easily.

If you want to create your own shades of transparent colors, food coloring can be mixed with Future for the desired effect. If you mess up, you haven't invested as much money as you would if you combined clear paints. For those gold tinted canopies on many jet fighters, try adding a few drops of Tamiya acrylic gold to a couple of teaspoons of Future.

If you do your own mold making and resin casting; Future is a great clear coat to use on your masters or molds to ensure a clean casting. You can either brush or airbrush it on and the Future doesn't harm the clay that you use as a mold so it can be used over and over.

Mix a little SnJ powder with Future and have a rock hard silver finish. Add about 4 "blobs" of the powder to a 1/2 ounce jar of Future and mix well. Using low pressure (8 to 10 psi) apply two or three light coats, the last one just a bit heavier. This will create a very convincing aluminum finish.

Future also makes a great barrier coat between styrene and lacquer-based paint that would otherwise attack the plastic. Some modelers use it as a primer coat before applying lacquer-based paints like Alclad.

When airbrushing Future some modelers have encountered a few problems. One is "Orange Peel", which is a dimpled surface like the skin of an orange. The most common causes for "Orange Peel" stem from two main reasons: One the product is sprayed in a very high temperature environment causing the droplets to dry out before they can flow and level properly or improper airbrush setting and air pressure. Future must "flow" so never use it when the air temperature where you are working is extreme and always set the air pressure and flow so that the liquid will have time to flow and level out before drying. Also let the first coats dry completely before you put on additional coats.

Another problem encountered is "Snake Skin". This happens when you are using enamel paints and they have not completely cured before the Future is applied. This can also happen if the model is not clean so after a complete drying period, let the model soak in a mild solution of detergent solution and then rinse with warm water. Let it dry completely before proceeding.

Strong decal setting solutions, like Micro-Sol, will react with Future that has not fully cured and this reaction will create a white haze. Don't despair, this haze will disappear when you apply a second coat of Future. Remember to always allow the Future to cure for a minimum of 24 hours before applying the decals.

A cautionary note on Humbrol Masking Liquid: Humbrol is an ammonia based masking liquid and the ammonia will break down Future so DO NOT use this product to mask over Future Floor Finish. However, you can use Humbrol Masking Liquid to strip Future from selected areas of a model without harming the underlying coats of paint.

Up Coming Events:

- February 1, 2007: Monthly meeting at Lakeview Community Clubhouse, 1001 East MacArthur. Start time is 7:30 PM
- March 1, 2007: Monthly Meeting. Same as above
- March 24, 2007: IPMS/Tulsa Modelers Forum 20th annual Open Contest at the European Auto Specialist, 4121 South 72nd East Avenue. This year's theme is "The 1980's". Frank Koons at (918) 835-5023

Odds and Ends:

OZCON 2007: The tentative date for this year’s OZCON has been selected for August 11. The location at Lakeview Community Clubhouse (as in years past) has been approved and a request to the Regional Director for approval has been sent. As soon as the final approval has been received we can start the advertising and getting everything ready. I’ll keep everyone posted as things progress.

The Special Category for this OZCON is “Wichita Built, Wichita Served”. “Wichita Built” means any aircraft that was built in Wichita by Beech, Boeing, Cessna, Gates/Lear, Mooney (pre-1929), Stermann, Travelair or the Laird Swallow. “Wichita Served” refers to any aircraft that was stationed at McConnell Air Force base. The aircraft must have McConnell markings on it. A full list of categories will be available soon.



The Christmas meeting: Many thanks to Eric and his family for hosting the December meeting at his house. The snacks were wonderful and it was a nice evening of hobby chat. Even Richard G. found a new friend who thought about using his lap as a springboard to the table full of goodies.

