



# Emerald City Modelers

International Plastic Modelers Society

Wichita, Kansas

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## **The OZ Report**

### **July/August 2007**

*Recreating History in Miniature*

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#### **A modeling tip for you:**

Don't laugh when I tell you this but panty hose is a nifty modeling tool. Along with it being a great item to strain paint though (except lacquers), it can be used for a variety of other useful applications. For one thing you can buff silver paints to a high luster with it not have to worry about rubbing off a layer of the paint in the process. Also it's great for buffing down a model prior to applying the final topcoat. And if you are one of those people who must detail the inside of aircraft, it can be used to make covers for pallets. And if you remove a few lines of the nylon in a random pattern and stretch it a bit, it can be used to simulate the mesh netting that is found in all cargo aircraft. Peel off a few lines of the nylon string that makes the panty hose, twist them together and you have an easy to apply hose for just about anywhere in the aircraft, or car or armor that you need. The thicker control-top part can also simulate canvas in larger scales.

#### **Help needed in Valley Center:**

Jim Oxley, who lives in Valley Center, is looking for some help. His father flew B-25's in WW2 against Japanese forces and Jim has a diecast, 1/48<sup>th</sup> scale B-25 that needs to be weathered. As you know diecast models all look like they just came out of the factory but Jim wants his to be more "realistic". All he is looking for is someone who is willing to take on the task to weather this model for him. If you think you'd like to chat this over with him, his phone number is (316) 755-2663. Or you can email him at: [joxley@cox.net](mailto:joxley@cox.net)

#### **OZCON 2007 reminder:**

If case you have forgotten **OZCON 2007** will be held on August 11 at the Lakeview Community Clubhouse. Club members are requested to arrive between 7 and 8 to help with set-up and getting everything ready. All advertisements have been sent out, flyers mailed and posted in hobby shops so we are hoping for a nice turnout of contestants and visitors. The more "hands" we have helping the easier it will be for everyone. Figure on calling it a day around 3 or 4 PM that afternoon. And don't forget to bring in the models YOU want to enter into competition. Complete details are on the club website, which is listed in the heading of the newsletter

## Bring and Brag:

Judging by the lack of finished models that came into the meetings the past few months, I'd say everyone is busting teeth getting ready for OZCON. There were lots of models in boxes for everyone to look at, fondle the plastic and gossip about but only Bob Tyhurst brought in a finished model. Once again his skills at hand carving in 1/96 scale were evident as his Hawker Hurricane came equipped with Bob's usual standard of excellence: spinning prop, sliding canopy, retractable landing gear and even a smiling pilot – all hand carved and painted.



Jon had two Mini-Cooper cars that he's working on. Both are in 1/24<sup>th</sup> scale. One, a Tamaya kit is of the Mini MK2, circa 1970 and the other is a Revell model of the current production Mini model.



## Thinning acrylics: What works best?

With the proliferation of acrylic paints on the market and the ease of using them, there are times when straight out of the bottle painting doesn't work well. Most people just put a drop or two of water in the paint, stir and go on but I've been some checking on the Internet and found out that there are a lot of options when it comes to thinning acrylics.

Liquitex (brand name) makes a product called Liquitex Medium or Acrylic Medium, which is designed to thin acrylics. If you use too much water, or other substance, you can disrupt the balance of the paint and cause problems (poor adhesion for one thing). This product allows you to thin the paint and not change the chemical balance of the paint itself. Also it retards the drying time so you have more time to "blend" colors or layers of paints. It's available wherever craft paints are sold (Micheal's or Hobby Lobby for example).

Another product that rated highly is called PAINT EASY and it's made by Wagner and is available in most hardware stores, paint stores and the usual "Mart" stores. A 32-ounce bottle costs roughly \$7 and lasts forever. What's nice about this product is that it thins the paint without diluting the color.

## Clear air Turbulence in a B-52

(A friend who lives overseas directed me to this story and I'm reproducing it here as it came off the "net".)

January 10, 1964 started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying low-level profile to obtain structural data.

Over Colorado, cruising at 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher then climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the airplane. He slowed the aircraft and dropped to about 5,000 feet to make it easier for the members to bail out. But then Fisher regained some control and he climbed to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was going to happen. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's Director of Test Flight. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration Air Traffic Control Centers in Denver and Kansas cleared the air around the troubled plane. A strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came along side Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone!



Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency response center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred; Fisher and his crew brought in the damaged B-52 for a safe landing. "I'm very proud of this crew and airplane," Fisher said. "Also we had a lot of people helping us and we are very thankful for that." The B-52, Fisher said, "Is the finest airplane I ever flew."

### Up Coming Events:

- August 2: **Monthly meeting** at the Lakeview Community Clubhouse, 1001 East MacArthur Road. Starting time is 7:30 and since this is the last meeting prior to OZCON, we need everyone to attend. Thanks.
- August 11: **OZCON 2007**. Details on the enclosed flyer.
- September 6: Monthly meeting.
- September 29: **SoonerCon 2007**, sponsored by IPMS Metro Oklahoma City. A contest flyer will be mailed or emailed at all members.
- September 29: **4<sup>th</sup> Annual Northwest Kansas Scale Modelers Society Show and Contest**: 1118 North Main Street, Goodland, KS. A contest flyer will be sent out at the same time the SoonerCon flyer goes out.

### Desperate attempts during desperate times:

During spring 1944 the Allied bombing offense began to take a serious toll on the German war machine. None of the conventional methods employed by the Luftwaffe to intercept the bombers seemed to work so the service began to explore unconventional materials. The German Air Ministry, or RLM, issued requirements for an inexpensive fighter made of non-essential materials that could defend important targets. Messerschmitt, Junkers, Heinkel and Erich Bachem submitted proposals but RLM officials remained unenthusiastic about Bachem's design. They chose a more conventional offering from Heinkel but Bachem refused to give up. He sought the support of Reichsfuhrer Heinrich Himmler, head of the SS. Himmler liked Bachem's proposal and signed an order to build 150 Natters so they placed their own order for 50 Natters and announced the official designation, Bachem Ba 349.

Dr. Erich Bachem's Ba 349 Natter (Viper) was the world's first manned, vertical-take-off interceptor. The aircraft was an imaginative solution to a desperate problem but World War II ended before the weapon saw combat.

Bachem's design was simple and easy to build. Semi-skilled labor could construct one in about 1,000 man-hours. The wings were plain rectangular wooden slabs without ailerons, flaps, or other control devices. The cruciform tail consisted of four fins and control surfaces. Deflecting these surfaces in various combinations controlled pitch, yaw and roll, once the Ba 349 had reached sufficient speed to generate adequate airflow. Guide vanes connected to the four control surfaces augmented aerodynamic control. Two liquid fuels combines inside the motor to generate thrust.

The original motor was only able to generate 3,740 pounds of thrust but a loaded Ba 349 weighed more than 4,000 pounds so more power was needed for liftoff. This was solved with the addition of four Schmidding 109-533 solid-fuel rocket motors that were bolted the aft fuselage, two per side. Each motor generated 1,100 pounds of thrust so when all five motors ignited, about 8,140 pounds of thrust resulted. The resulting 1.6 to 1 thrust-to-weight ratio produced acceptable climb performance.



The follow describes a hypothetical mission. A 79-foot tower guided the rocket plane during liftoff. The wingtips and lower fin fit inside guide rails to stabilize the aircraft until it cleared the tower. Flight controls remained locked in the neutral position until the solid boosters burned out about 10 seconds into the flight. At burnout explosive bolts blasted away the solids, the flight controls unlocked and the Natter's 3-axis Patin autopilot began receiving steering commands from the ground via radio. Bachem calculated the maximum rate of climb to be 37,400 feet per minute but flight tests did not confirm this figure.

American daylight bomber formations often approached a target at an altitude of 20,000 to 30,000 feet. After the Natter had climbed even with the formation, the pilot took control, steering his Natter in close. At a range of about 1-2 miles from the formation the pilot jettisoned the nose cone and shotgun style, fired a salvo of all 24 Henschel Hs 217 unguided rockets.

Rocket fuel would be nearly exhausted by now so the pilot began to descend. At about 4,500 feet the pilot released his seat harness and fired a ring of explosive bolts to blow off the entire nose section. A parachute simultaneously deployed from the rear fuselage and the sudden deceleration literally threw the pilot from his seat. The pilot activated his own parachute after waiting a safe interval to clean the bits of falling Natter. Ground crews recovered the Walter motor to use again but the airframe was now scrap.

By November 1944 the first Natter was ready for tests configured as a motorless glider. A Heinkel He 111 bomber carried one to 18,000 feet and released it. The pilot found the craft easy to control. At 3,200 feet he fired the explosive bolts and the escape sequence worked as designed. A powered vertical launch failed on December 18 because of faulty ground equipment design. On December 22 the aircraft made its first successful launch with the solid fuel boosters only because the Walter motor was not ready. Finally in February 1945 a successful launch took place with all the power systems on-line. All went as planned, including the recovery of the pilot dummy and the Walter rocket motor.

On February 28, 1945 Oberleutnant Lothar Siebert climbed into the Ba 349, strapped in, and rocketed off the launch tower. At about 1600 feet the Natter shed its canopy and headrest and the aircraft veered off and flew into the ground, killing Siebert. No cause was determined but the ground crew may have failed to lock the canopy and it could have struck the pilot. Even so more pilots volunteered to fly and the Bachem team launched three flights in March of 1945.

With the end near, the Germans erected a battery of ten Natters at Kircheim, near Stuttgart. Pilots stood alert all day but no US bombers flew into range. Once the German's erected a Natter site, the US Air Forces strike planners could easily route the bombers out of harm's way. Also accuracy of the unguided rocket salvo was questionable and it was a one-shot opportunity. It's safe to assume that the Bachem Ba 349 Natter was a bad idea from the start and as a bomber interceptor, it was a total failure. In the end the US Seventh Army overran the site but not before the Germans blew up all 10 Natters and their launchers.

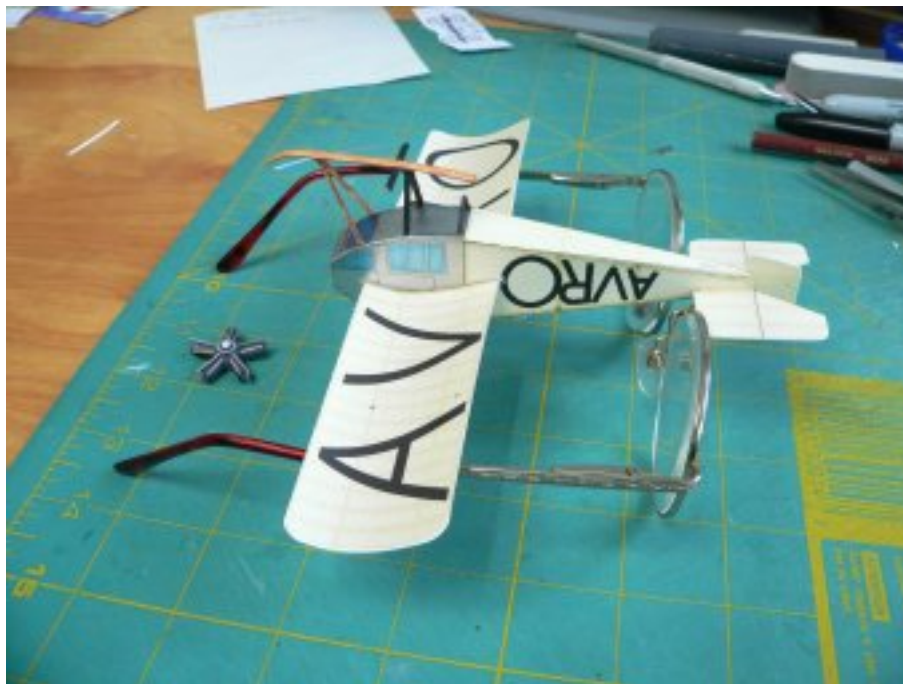


Only two Bachem Natters are known to exist today. The Deutsche Museum in Munich, Germany displays a BA 239A restored in the colors and markings of one of the unmanned test aircraft. The NASM (National Air and Space Museum) has the other Natter. US forces captured this artifact at war's end and shipped it to Freeman Field, Indiana for analysis. The captured equipment number T2-1 was assigned to the Natter and on May 1, 1949 the US Air Force transferred it to the National Air Museum, now the NASM in Washington, DC.

If you wish to build this model and possibly make a diorama of a launch site, there is only one model available. This is the Dragon kit and it comes complete with a detailed cockpit, optional position canopy or solid rocket motor covers, 2 ground support figures and more. I haven't seen it in any of the local hobby stores but it is available via mail order or by special order from the local outlets.

**A cheap and effective model holder for painting and gluing:**

If you have an old pair of glasses lying around that aren't being used anymore, don't toss them out. Lay the glasses on your workbench and when you need to paint something and keep it steady at the same time, just place the model in the bridge area (when your nose goes) and you have a cheap and perfect model holder.



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He's not lost: He's flying to Wichita to attend OZCON 2007

