Emerald City Modelers

International Plastic Modelers Society Wichita, Kansas

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The OZ Report

March/April 2007

Recreating History in Miniature

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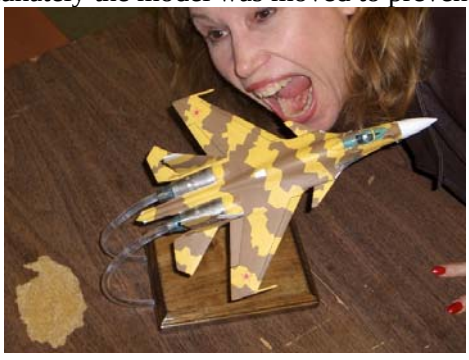
A modeling tip for you:

Got a canopy frame that needs to be painted? Do you dread the thought of all that masking and painting? Do you worry about paint creep under the mask and making a mess of everything? Don't despair, there is an option to all this woe. I'm working on a 1/72nd scale Aero C-3A and it's got a full glass canopy that extends just about over the entire nose. Masking all those compound curved frames gave me the creeps so I went looking for an alternative. What I found is a "Sharpie" brand, fine tip pen in silver ink. The color matches pretty well with most of the other silver paints on the market – allowing for realistic weathering. The tip lays out a bead of silver colored ink that is about 1/32nd of an inch wide. All I had to do was carefully follow the frames and lay down a thin layer of ink from the felt tip. If you needed to make the line thinner, a quick swipe on the felt tip with either a razor blade or sharp X-Acto blade and you can make the point draw a thinner line. Mistakes are easy to correct. Just wait for the ink to dry and scrape it off the clear plastic using a flat, plastic toothpick. If silver is not the color you want there are many different colors of felt tipped pens available. Look in the stationary department of your favorite craft shop and check them out. Super fine felt pens in silver are also great for painting those tiny wheel parts in the smaller scales.

Bring and Brag:

The tables were a bit empty lately when it comes to displaying completed models. However the number of kits still in boxes was interesting. Still a few models did show up. Bob Tyhurst brought in a nifty 1/96th scale, handcarved Supermarine S6B on floats. Across the table Adam Leet had a pretty 1/72md scale SU-27. There was some worry about Adam's model because Toni Blair, who was visiting from Las Vegas, had been complaining about not having dinner yet and she attempted to take a bite our of the SU-27. Fortunately the model was moved to prevent harm.



Air Museum Cleaning:

It was that time again and on a very chilly January afternoon several members gathered to clean our display case at the Wichita Air Museum. Models were dusted, shelves were cleaned and the entire display rearranged for better visual appeal. Compared to the model displays in the museum, ours stands out the best. Everything is well lit, well marked and there are informative markers describing the models, country of origin and scale. However maybe next time we do this, let's pick a warmer day.

Up Coming Events:

April 5, 2007 Monthly meeting at the Lakeview Community Clubhouse, 1001 East MacArthur. The starting time is 7:30 PM

April 28, 2007 "Show Me State" Modelers Contest, sponsored by IPMS West Central Missouri. The location is Holy Spirit Catholic Church, 1800 SW M-150 Highway, Lees Summit, MO.

May 3, 2007 Monthly meeting, same information as above

June 7, 2007 Monthly meeting, same information as above

Aug. 11, 2007 OZCON 2007. Full details in the next newsletter with contest information

Removing Dried Paint

Removing dried paint is no fun. It's slow, tedious and can be damaging to the original finish of the model. Still there are times when correcting a mismatch in color, runs or orange peel makes paint removal necessary.

The most common methods to paint removal are:

Sanding: slow and tedious. Impossible to do in tight areas and often surface detail is lost.

Oven Cleaner: Toxic and smelly. Spray on the model, place in a zipper bag overnight and scrub the next day. Often needs to be repeated.

Brake fluid: messy and slow acting. Place the part of entire model in a container filled the fluid and wait. Scrub later and repeat.

Items two and three have other problems. They are toxic to the environment, you don't want them around an open flame and you sure don't want youngsters messing with them.

I subscribe to a Yahoo Internet Group (Airline Modeling Digest) and recently there has been a lot of discussion regarding a product named **Castrol Super Clean**. Many have lauded the virtues of this product as a paint remover and since I have some cold, crummy models that I'd like to do over, I thought I'd give it a try.

After several failed attempts to find it in a few auto stores, I located it at Indian Hill hardware store. Since then I learned that it's also available at some Advance Auto stores. I'm not sure about the "Mart" stores, or other auto stores, as I never did go look there.

The product is packaged in two different sizes. One is a 32-ounce spray bottle and retails for between 5 and 6 dollars. The other is a one-gallon jug and sells for between 10 and 11 dollars. People in the Yahoo group suggest getting a cheap, hard plastic container and a pair of those yellow rubber kitchen gloves. I got those at a dollar store for about $2.50 total.

My test subject was a 1/200 scale DC-9-40 that had been converted to a series 50 model about 12 years ago. The paint was dull; decals yellowing and it looked terrible. I poured a few inches of the liquid into the container and stuck the model in, nose first. After about 30 minutes I noticed a thin line of fizzy bubbles on the surface where the model was in the liquid. Chemical reaction is what I thought. About an hour later I pulled the model out and was stunned. The liquid had either dissolved the paint, or had loosened it so much that a quick scrub with an old toothbrush removed it entirely, leaving a nearly bare plastic underneath. This stuff is reusable so I poured it back into the container, washed the model and let it dry. A few days later I laid the model into the container, poured in the liquid so that it would completely cover it and went to work. About six hours later, wearing the rubber gloves, I removed the model, scrubbed it with the old toothbrush. What paint that had not been dissolved, came off in sheets, along with the decals. Weak glue joints (engine pods and the windshield) were affected as they separated from the body of the model. Some of the old putty (brand unknown) came loose but since I was planning on completely redoing the model anyway, this was no problem.

There are a few precautions you'll need to take to use this product. First if your fingers or hands are going to get wet from it, wear the gloves. This is a strong cleaner and it will literally remove all body oils from any skin it touches. Do your soaking in a hard plastic container, as the product does not affect them. Never use metal (aluminum) containers as the product can leach out metal and the reaction will affect the plastic. Buy a cheap (plastic) funnel as you can use the stuff over and over.

In my humble opinion this product is a winner. If it's spilled or flushed down the drain, its biodegradable so no harm to the environment will ensue. It's low toxicity means that it can be used anywhere, even in the kitchen. If spilled it cleans up easily and doesn't leave a greasy residue like brake fluid can. It's reusable, which saves money and it's safe to use around an open flame.

There you have it, a new way to save old models or to fix ones that need fixing. Get thee some **Castrol Super Clean** and give it a go. I think you will like it.

Boeing goes Big

Looking like a whale in need of a paint job, Boeing recently introduced a new 747 Superfreighter. The aircraft, and two others like it, were modified in Taiwan to move parts for the future 787 "Dreamliner" from manufacturing point to Seattle for final assembly.

Ever since Boeing stated to out source the construction of the 787, getting the huge completed parts from around the world became a problem that had to be solved. Thus these specialty-built aircraft will be used to move parts from Spirit Aerospace in Wichita, Voight Aircraft in Texas, Alenia of Italy and Mitsubishi, Fuji and Kawasaki in Japan.

There are no models available of this monster airplane and probably none are planned. So if you want one for your collection you'll need to take a conventional B747-200 model and do a lot of scratch building. The problem might be getting the plans, as I'm sure these are not for general public viewing. Even Scott Carson, the CEO for Boeing, agreed that it is the world's ugliest airplane!

Building the Maquette HP Dart Herald in 1/72nd scale
Or, Is this supposed to be fun?

Only a few members of the club, me included, remember back too making models in the late 1950's and early 60's. Those were the days of when the word "scale' was rarely heard because plastic kits were of the "fit the box" variety. Back then if it looked like a real P-51, it was a P-51 model. End of story! Fit was a problem, tube glue a mess to work with and barely a part didn't come with a thin sliver of "flash" that didn't need to be sanded off.

When Dave Hardin and I agreed to a "Dart Build-off" neither one of us knew what we were getting into. In fact as it turned out building this model was like taking a trip into the past.

According to John Burn's "Kit Collectors Handbook" Frog first released this model in the mid-1960's. As to when Maquette acquired the molds no one seems to know for sure but it is obvious that they made no improvements on it prior to inflicting this beast back on the general pubic again.

Packed in a large flat box with all the pasts just tossed in, things tend to break or get lost. Dave's model was missing part of a wing so he canned the project. Mine was missing a few of the clear parts for windows but I thought I could work with it.

First step was to spend a few hours cutting and sanding off all the flash. It was everywhere! Dry fitting the two fuselage halves together, with the cockpit floor and bulkhead in place, revealed a serious flaw. The area forward would not fit together without a gap of about 1/32nd of an inch all around. So instead of trying to putty and fill the gap, the cockpit floor and bulkhead had to be sanded down so that the two fuselage parts would fit together. Adding in the clear plastic windows revealed another problem. If attached according to the instructions there would be another gap along the outside of the fuselage. There was no way that the clear parts would fit the openings. And then there was the issue of missing parts. So I glued in what clear parts I had and then glued a strip of plastic on the inside of the fuselage halves and went on to glue together the two fuselage halves, with the cockpit assembly in place. To prevent the model from sitting on it's tail about 1-1/2 ounce of BB's was stuck in the nose/cabin area and held in place with clear silicon sealer. Gap filling super glue was used a lot on this model. This was put aside to dry for a day or two while I struggled with the wings and engine cowlings.

Once again the fit was a problem. To get the wings and cowlings to mate I had to shave off all the locating pins and utilize the dreaded "eyeball" technique to get everything looking right. At this point out came a big tube of putty and away I went. Putty, sand, putty, sand – it never seemed to end. Finally I was satisfied, or was it disgusted?

To cure the window problem I mixed up a batch of clear 5-minute epoxy and dribbled in a dab into each window depressing until it came up to match the side of the fuselage. Not pretty but it worked.

Once all the sub-assemblies were finished and the struts attached, everything was given a final putty and sand job and then the model was primed using Krylon Flat White paint. This revealed even more work that had to be re-puttied and sanded over. Once that was done the fuselage was painted with Krylon Gloss White and the wings with Krylon Pewter Grey Glass. After a week of curing (work took precedence here) I began to decal the model. There are two schemes on the decal sheet, one for Channel Express and the other for British Island Airways so I opted for the Channel Express. The decals went on without a hitch – Yeah! At this point I painted over all the windows and windshield with flat black paint. Once everything was allowed to dry for several days a light coat of Future was applied using cotton swabs.

The crusher came when I went to attach the wings to the fuselage. Even after reshaping the slot hole where the wing tabs go in, there was a decided step between the wings and fuselage. Even worse was the realization that the wings are missing a fillet that goes between the fuselage and the back of the wings, showing a definite break in the smooth flow of air. NUTS! Can't stop now I thought. To make sure the wings stayed in place, they were attached using thick super glue. Finally I attached the horizontal stabilizers and guess what? Even with all that weight in the nose she was a tail-dragger! Everything had been sealed up so there was no way to add more weight. To cure this problem I spray painted a wood display base flat back, let it dry a day and then using Alene Tacky Glue, put a dab of glue on each wheel and attached it to the base. DONE!

Looking back on the experience, if I were to make one of these models again, this is what I would do. I'd add a ton of weight to the nose and cabin area. The model is poorly balanced as it is and more weight would make it sits on its gear properly. I'd spend as much time as necessary to get the wing/fuselage joint correct and make a fillet for the back of the wing root. Forget the windows all together. Just glue in a strip of plastic in the inside of the fuselage and epoxy in the window "glass".

Still, with all the problems encountered one can say one thing with confidence: It looks like a Dart Herald.

OVER HEARD IN A LOCAL MODEL SHOP

Lippisch Li P.01-111

This was the first project under the P.01 series, and was designed shortly after Lippisch arrived at the Messerschmitt A.G. It was part of the *Project X* design period, which was the code name given the Me 163 project, and is dated November 20, 1939.

The Lippisch P.01-111 had a short fuselage, which included an air intake in the nose of the aircraft. It fed an unnamed turbojet engine located in the rear of the fuselage. The wings were swept back at approximately 24 degrees, and were very wide and of a short span. A single fin and rudder was mounted on the rear of the fuselage, and landing was accomplished on a retractable landing skid and tailskid. The single pilot sat in an unpressurized cockpit. Armament was to consist of two-MG 151/20 20mm cannon, located in the wing roots on either side of the cockpit. This project did not evolve past the early design stage, as it was merely one of many projects designed, as the Me 163 was becoming a reality.

Lippisch Li P.01-111 Data

April 1939 design

Span	Length	Height	Wing Area	Empty Weight	Loaded Weight*
7.5 m 24' 7"	6.6 m 21' 7"	3.2 m 10' 6"	19 m² 204 ft²	2200 kg 4850 lbs	4270 kg 9414 lbs

* With 2100 liters (555 gallons) of fuel