

The Aero Historian



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February 2003



The meeting theme - Winter White. The two Steve's two Messerschmitts. In the foreground Steve Rewey's BF-109G-6, and in the background Steve Erickson's BF-109G-14. Also in the background the Hustad Heinkel. Photo by Steve Jantscher.

Jet Challenge Contest

By Pat Butler

First of all, thank you for your time, attention and interest in the contest I've proposed. I'm sure that our club members will rise to the challenge and produce at their usual level of quality and quantity. Heck, I might even get off my duff and start cutting sprue and smelling glue.

My interest in starting this mini-contest is a result of the seemingly low percentage of jet models built by our club. This seems at odds to aviation history as they've been around for 50 plus years. This is

also a gentle, but direct challenge to those in our club who don't build in 1/72nd or jet powered aircraft. Come on guys, fly outside the envelope!

Without further ado, The Rules:

- 1) All models in 1/72nd scale
- 2) Single engine jet powered (no rockets-however, rocket assists are o.k.) R.A.T.O.- J.A.T.O.- 0 length take off, etc.
- 3) Any jet is eligible (Military, Civilian, Record Breaking, Etc.)
- 4) Models must be made for this contest only. What you do with them afterward is your business
- 5) Enter as many as you like, the

more the merrier
CATEGORY #1 OUT OF THE BOX-KIND OF

- Aftermarket decals are o.k.
 - Aerials or probes can be added or replaced
 - Seat belts can be added- if the seat is truly useless, it can be replaced-bring the original
- CATEGORY #2 ENHANCED
- Simple, anything goes; decals, resin, photo-etch, conversions, etc.

Validation commencesg at the December 2003 meeting
Each category will have a First, Second, & Third placing. There will

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TCAH Officers

President, Ken Sallman
763-753-3783
Vice-President, Jim Kaltenhauser
952-346-8460
Secretary, Bernie Kugel
651-771-3525
Treasurer, Tom Norrbohm
612-881-5763
Historian, Tom Norrbohm
952-881-5763

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

George Mellinger
(melli004@gte.net)
5212 West 47 Street, Apt. 2
Sioux Falls, SD 57106
H:605-362-5603

Distribution Editor

Bernie Kugel
2080 Ivy Ave. East
St. Paul, MN 55119
H: 651-771-3525

Newsletter Photographer
Steve Jantscher

Send articles to:

Via E-mail: newsletter@aerohistorian.com

Via Snail-mail:

George Mellinger
Attn: TCAH Newsletter
5212 W. 47 Street, Apt.2
Sioux Falls, SD 57106

Send Change of address notice to:

Tom Norrbohm
9936 Columbus Ave. S.
Bloomington, MN 55420

TCAH This Month

The monthly meeting will be held Saturday February 8 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing will begin about 12:30 PM. This month we focus on short-run kits for the shortest month. Limited edition, anything not mass produced, such as MPM, Sword, LTD. It is unclear if this also includes kits unintentionally limited run due to business ineptitude.

General Meeting Minutes

January 11, 2003

by Bernie Kugel, Secretary

We held our meeting at Fleming Field on Jan. 11. Don Soderlund made a visit, and so was Mark Krumrey's son, John, who just finished Basic Training for the USMC, and is now a PFC. "Ooh-Rah".

There was no Old Business, so we carry on to the New Business: Johan has enlisted himself as the head of the Club Contest Committee. Along with Steve Macy, Mark Krumrey, Jim Kaltenhauser, Tom Schutrop, and myself to help Johan with his duties. The Contest is Scheduled for the April meeting. Best RAF Aircraft, from WW1 to present, is the theme for the "TCAH Modeler Memorial Award". SIG's can sponsor their own individual awards if they so choose. Steve Hustad talked about the current events of the R5CON we are holding this year on Sept 26-27 at the Thunderbird Hotel in Bloomington. In a unanimous decision the club nominated George Mellinger, permanent lifetime head of the children's Make-n-Break table. Our President talked to us about the Banquet, which will be held every five years. The Annual Awards will be handed out at the April meeting, and nominations will take place at the February meeting, with voting at the March meeting. We will discuss at the business meeting what type of food and refreshments to have at the award show/club contest/meeting. Pat Butler has sponsored the new "Challenge" contest for the Dec. meeting: 1/72 single engine jet. He has split the contest into two parts, Out of the Box, and anything goes: PE, Resin, Conversions, etc. We also want to tell our community that aviation legend Joe Foss passed away at the beginning of this new year. Joe Foss was the first US pilot to equal Eddie Rickenbacker's record of 26 kills. He received the CMOH for service with VMF-121 and later became the Governor of South Dakota as well as the first commissioner of the NFL. Until next month, That 's all folks.

On The Show Table

January 2003

Members met our challenge to beat their December showing. Can you do it yet again?

In the 1/144 mini-scale:

Dave P;uth:

Hasegawa G4M1 Betty

And in the 1/72 "Classic" scale kits:

Steve Hustad:

Italeri He-111H-22/w V-1

Jim Kaltenhauser:

Academy FW-190D-9

Sword Bearcat

"Beatlebomb"

Mark Krumrey:

? F-89J Scorpion

George Mellinger:

Italeri Spitfire VB

Hasegawa I-16

Modellist Yak-7B

ICM Sukhoi Su-2

?? "Sukhoi Su-2"

Skip Nelson:

Toko LaGG-3

? FW-190D-9

? FW-190D-9

? F-190A-4

Dave Pluth

Tamaya Spitfire Prototype

And in the 1/48 "Ham-fisted" scale:

John Dunphy:

Academy P_47N

Hobbycraft Hurricane

Steve Erickson:

Accurate Miniature Yak-1

Hasegawa BF-109G-14

Hasegawa Fiat G.50

LTD Yak-9

Monogram P-47D Razorback

Scott Harvieux:

Tamiya F-15E

Mark Krumrey:

Monogram TBD Devastator

Bernie Kugel:

Academy P-47D

Eduard Yak-3

Hobbycraft La-7

ICM MiG-3

Dave Pluth:

Hasegawa Ki-61-I Tony

Hobbycraft I-16 Type 10

Steve Rewey:

Hasegawa BF-109G-6

Emil Salinaz:

MPM Polikarpov I-15

Dennis Strand:

? Bell XP-77

**Business Meeting Minutes
January 2003
By Bernie Kugel**

We had our first business meeting this year on Jan. 17 at Pat Butler's home in S. Minneapolis. Ken brought up the subject of incorporating the club, but is looking in to more info about it first. Election term limits was lightly discussed and the possibility of an elected Nordicon chair and co-chair. We will nominate members for our annual awards at the Feb. club meeting.

In new business, Dave Pluth has agreed to take charge of the website. He is looking for people to join his web team. Ideas for the new website are: member/modeler of the month, on the table monthly, club history, member photos, club photo, and a web menu. We discussed the idea of trying for the 2006 Nationals again, but have decided to talk about at some time in the future. We have a new rule for club officers. Future club officers will pay their TCAH dues in November, and TCAH will pay their IPMS membership for that year. The next business meeting will be held in Feb. at Ken Sallman's home, date and time TBD.

**Treasurer's Report
by Tom Norrbohm**

The 'official' renewal period is now over. We have 75 members including Life Members. A copy of the new roster is provided in the February newsletter and the 'hard copy' roster will be available at the February meeting. Our balance as of 1/16/03 is \$6172.23. See you in February!



Slip Nelson's Toko LaGG-3 (above)
The editor's Hasegawa I-16 (right)

**From the President
By Ken Sallman**

This is going to be a short update as I am leaving for Willmar for the birth of my second granddaughter, Kimberly Marie.

As you can see by the minutes of the January business meeting, we will be taking nominations for chair of Nordicon. This is a labor intensive position, possibly the most difficult in TCAH (aside from the editor of *The Aerohistorian*), so be prepared for a lot of hard work. Our current chair, Steve Hustad, has poured a lot time and effort into creating one of the best, if not the best, contests in Region 5 and he will be a difficult act to follow. It was decided in the business meeting that a formal election will be held only if we have multiple candidates. Whoever is chosen will work with Steve on the R5 to be hosted by TCAH in September in order to "learn the ropes".

John Roll had volunteered his home for the February business meeting. He has a family commitment that came up and will instead, host the March meeting. Because of the time constraint, I will host the February meeting, unless anyone would care to volunteer. Please contact me if you would be interested and bring driving directions to your home to the February meeting. Along these lines, please consider if you'd like to host a meeting. I'd like to get the rest of the sites picked. The meetings are held January-April and resume in September through November.

Dave Pluth has been busy developing the new web site. He published the "beta" site on the TCAH chat line and it really looks good. Dave is also looking for volunteers to take photos, edit pages etc. Please see his column in *The Aerohistorian* for more information.

See you all at the next meeting.



**TCAH Calendar &
Events of Interest**

(All meetings take place at Fleming Field on the second Saturday of the month.)

March - Come as you are/ What are you working on at the time of the meeting, work in progress

Apr11 - Club Contest/ no theme

May - That 70's Kit/ any kit with a production date from the 70's

June - Itsy Bitsy Airplanes/ 1:100 scale or smaller

July - Kits that should have stayed in the box/ builds that look the best with firecrackers taped to them

August - "Those Magnificent Men in Their Flying Machines"/ Any aircraft from 1789 to 1920

September - Murphy's Law/ aka, I should have known somebody would come out with a better kit.

October - Out of the Closet/ what else do you do besides airplanes

November - Club Auction/ no theme

December - Bits of History/ historically significant aircraft ; & 1/72 scale single engined jet contest

Contest Calendar

2-22-03	Zumbro Valley Scale Model Contest 506 1st Ave. North East Rochester, MN Contact: George Romano 507-281-4175 romano@infonet.isl.net
3-22-03	KC-Con Model Contest IPMS Great Plains Holiday Inn 8787 Reeder Road Overland Park, KS Contact: Darren Roberts 913-782-1159 Darren.roberts@ipmsgreatplains.com
9-26-27-2003	R-5 Con Bloomington, MN Contact Steve Hustad

TCAH April Club Contest-

News and Rules

By Johannes Allert

The Annual TCAH Club Contest is set for the 12 April 2003. Before going into details I want to say thanks to the membership and Club Officers for their support as well as the help of Steve, Mark, Tom and Bernie.

This year will be unique because the contest will combine the contest along with the tradition of recognizing the membership's accomplishments through the awards usually awarded at the banquet. Also, we will eliminate the "Novice Category" this year and will have just a General Category & Masters Category. Models that fall into the General Category, by in large, will be out-of-box, but will allow for after-market decals and drop-in after-market detail sets. Models that have undergone extensive modification will fall into the Masters Category. All entries this year MUST be new and have not been entered before in the club contest. We want to see what you've done in 2002 & 2003, not what you did in 1996. That was then, this is now. We will, however, have a "Display Only" table for those wishing to bring in a model(s) they are proud of. This year's Contest Theme and TCAH Modeler Memorial Award, which will be decided by the Membership at large, will be "Best RAF Aircraft", including aircraft from WW I to present, U.K. and Commonwealth and will include any aircraft in RAF markings.

The Club Contest Committee also wishes to enlist the help of the R5CON Judging Committee. We believe that this event will provide an excellent opportunity to hone your skills for the Regional being held this September. We have seen a plethora of new model releases in all scales. This winter has been mild, but recently, it has been colder than an Icebox outside -- therefore, you have the opportunity to "break sprue" and finish that project on your workbench of doom (as Dave Pluth would say). So don't sing it, BRING IT to the April Contest. We look forward to maximum participation this year!

TCAH Website News

By Dave Pluth

There's a new Webmaster in town and the changes will be coming soon (we're shooting for March 1st for the new look)! No, no, not that! Say it isn't so!

Some of the changes that you will see:

1. Format change. Things will be prettied up. There will be some cool graphics and a more consistent feel to the site.
2. Old stuff will go away. There is some stuff on the site from former members that haven't been members in 5+ years. There are old articles, old photos of models (are you seeing a trend here?).
3. Updated calendar. There will be a reliable updated calendar on the site with current info.
4. Meeting updates. Photos, photos and more photos from meetings. Photos of members, photos of models and photos of anything else we can think of.
5. Member profiles. This will feature a bio of a club member, photos of their work (modeling, art etc).
6. Club newsletter. This will be much the same that it is now, but we will work on indexing articles from the newsletter for easier reference.
7. About us. A club history, a list of officers and how to contact them and a walkaround of our meeting place. This would include maps and directions for the meeting.
8. A place for features and featured articles.
9. Nodicon. Past present and future.

Now, this does not come without some pain to the membership. I'm a web guy, not a content provider (in other words, I can post stuff, but I won't do all the writing and editing), so there is a wide range of things that you can do to help. Our goal is to build a team who can bite off small bite-sized chunks, this way no one gets overwhelmed with work.

What help are we looking for?

1. Website update help. If you have web skills and some time, we can

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Airline Chatter

by Terry Love

For the third time in the last ten years, there were no fatalities in commercial airlines in the United States. The other years were 1993, 1998, and 2002.

The fourth quarter earnings for the airlines are out and are very dismal. That means that the yearly earnings and/or losses, will be next. I will report them in the next month's column. It is not looking good.

United Airlines unions have taken pay cuts to help the airline survive. They are as follows: Pilots 29% , Flight Attendants 9%, Dispatchers 13%, Metrologists 13%. But the Mechanics rejected their share for 13% pay cut. However, the Federal Bankruptcy Judge on January 10 imposed a 14% pay cut on them.

American Airlines laid off 800 more of their flight attendants in January. This adds up to about 4% more.

Delta Airlines will lay off 4000 more employees by May.

Boeing delivered 381 jet airliners in the year 2002. In the year 2001, Boeing delivered 527 jet airliners. The previous low number of jet airliner deliveries was in 1997 when Boeing delivered 375 jet airliners. The year 2003 will set a new low. As of October 31, Boeing had sold 607 Boeing 777s at around \$180 million each.

Boeing 727-200s burn about 1200 gallons of jet fuel per flight hour and have a 3 man flight crew members. Airbus A-320s burn about 800 gallons per flight hour and have 2 flight crew members. Both aircraft hold about the same number of passengers. A Douglas DC-9-50 series has identical statistics as the Airbus A-320.

Northwest Airlines's last commercial Boeing 727 flight was on January 7th on NW560 Denver to Minneapolis for an 9:27AM arrival.



Here Come De Judge Judging Aircraft Models

by John Higgins

This is the second installment in a series of articles to help potential judges familiarize themselves with judging criteria. This month's subject is Aircraft models.

Basic construction

1. Flash; mold seams, sink marks, copyright marks, ejector pin marks and similar molding flaws eliminated.
2. Seams filled if not on the actual aircraft.
3. Contour errors corrected.
4. Any detailing removed while correcting errors restored to a level consistent with the rest of the model.
5. Alignment:
 - A. Wings/tail planes have the same dihedral/anhedral on both sides.
 - B. Plan view: wings and stabilizers aligned correctly with and identically on both sides, of the centerline.
 - C. Multiple fins/rudders: fin to stabilizer angles correct, aligned with each other in front and side views where appropriate.
 - D. Engine nacelles/ cowlings: lined up correctly in front, side and plan views.
 - E. Landing gear: components properly aligned with airframe and with each other in front, side and plan views.
 - F. Ordinance items: aligned correctly with aircraft and each other.
6. Canopies and other clear areas:
 - A. Clear and free of crazing caused by adhesives or finishing coats.
 - B. Gaps between windscreen, canopy, or other clear parts eliminated where applicable.
 - C. All clear areas scratch, blemish and paint free.
7. Decals must look painted on if depicting painted markings (conforming to surface contours, no silvering or bubbling, no decal film apparent).

Details

1. Thick parts should be thinned to scale or replaced; wing trailing

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Russian SIGNALS

by George Mellinger



One of the real surprise weapons of WWII was the RS-82 rocket (RS stands for reaktivnyi snaryad - rocket projectile, and the number is the caliber), classically associated with the Il-2 Shturmovik as a tank buster. It wasn't. Soviet rockets were developed as air-to-air weapons during the 1930s by the team of Kleimenov and Langemak, both of whom disappeared during the purges. Actually, the first version was the RS-75, which was tested at Khalkin Gol in the summer of 1939 by a special test flight of 5 I-16s, scored 13 kills for no losses. By 1941 it had been supplanted by the RS-82 and soon after that the RS-132. The RS series were never tank busters, having high explosive charges rather than shaped charge or armor-piercing warheads. The RS-132 was essentially the same as the Katyusha rocket. A direct hit or even near miss might do considerable external damage to a German tank, including disabling the tracks and running gear, and certainly would scare the crew. But such damage could be repaired, and the tank would seldom be destroyed. Of course unarmored and lightly armored targets would be a different matter. And that is how the Il-2s generally used the RS (called 'erress' by the Russians). A volley of RS-132s fired at a FLAK battery on the way in could make a bombing pass a lot safer. The Il-2 initially carried 3 or 4 RS-82s under each wing, in addition to its internal and external bombload, but by late 1941 had mainly switched to 2 RS-132s under each wing, in addition to bombs. The Russian ace Zimin recalls that an English military delegation visited his part of the front in September 1944, and all the Shturmovik units had to temporarily replace their RS-132 rocket apparatus with the older RS-82 until the English Lords had gone home, in spite of being engaged in heavy combat. In addition to the Il-2, some Su-2s, and even Po-2 biplanes were equipped with the rockets.

Though a battery of 4-5 rockets under each wing of the Po-2 could bring the airplane almost to a halt in mid-air when volleyed, and the exhaust tended to set fire to the wing fabric.

But fighters were the original users of the RS. At Khalkin Gol the rockets proved successful, particularly when volleyed into a bomber formation, though a number of fighters were also hit at long distance. Again, the idea that the rockets were intended to disrupt enemy formations was never a main purpose, merely a felicitous by-product. These rockets proved a surprise to the Germans also and scored numerous successes against both bombers and fighters during the first half of the war. Most types of fighters carried the RS-82; I-153s had 4 rails, and I-16s either 4 or occasionally 6. LaGG-3s and early model Yak-1 & -7ss also frequently carried these rockets, and even some P-40s and many Hurricanes were equipped with 4 rocket rails. Spitfires, P-39s, La-5s, and Yak-9s and -3s are not known to have used the RS. For some reason, presumably weight, fighters seem to have used only the RS-82.

Possibly the most innovative users were the Pe-2 reconnaissance aircraft which sometimes featured a pair of rocket rails under each wing, pointed backward to let off a volley at pursuing Messers. A few kills were allegedly scored using this technique. This idea has recently been revived by Sukhoi, which has been experimenting with use of rearward aimed heat-seeking AAMs as a form of rear defense, it would seem that this technique would have some inherent dangers.

The Toko/Roden Il-2 kits provide both RS-82 and RS-132 rockets. If you use the RS-132s for your Shturmovik, you'll have nice RS-82s left over for a Hurricane or P-40.

The RS-82 was 684 mm long and weighed 6.82 kg. The RS-132 was 935mm long and weighed 23.1 kg.

From museum observation, it appears that these rockets had black fin and tail sections, and dull metal bodies.

Spraybooth Logic

Who Cares What People Think?

By Dave Pluth

"I don't want anyone to see THIS model." "Man, this thing is ugly, don't even bother looking at it." "This is embarrassing to have people see this model." "Yeah I just finished something, but it doesn't fit the theme." "Geez, when I see your stuff I just get embarrassed by my own." "That's why I quit building." "I could never do that."

Sound familiar? At any model meeting in the country these things are being mumbled by disgruntled and/or frightened modelers. So, what's wrong with this picture? For some of you reading this, you'll say "nothing, I've felt the same many times".

Ok boys and girls, get really close to the paper now, Uncle Dave is going to tell you something (I mean it, get closer, NOW!).

SHUT UP!!

Now before you go running away crying I want you to repeat after me. This is only a hobby. One more time, "this is only a hobby".

A hobby as defined by the New Concise Dictionary (like I'd have a real dictionary with really long sentences in it) is "an activity carried on for pleasure." Now, go back and read the first paragraph, do you see any pleasure in any of those comments? Well, only if misery truly loves company.

What do the above attitudes have in common? They are all defeatist in nature. The one I hear most often is "I can't do natural metal finishes, I really wish I could". (Insert evil laugh here) I have you now, you have accepted your inferiority. My evil plan is now complete! My continued validation at contests is guaranteed!!!

Being that I'm feeling quite benevolent I will take a paragraph to tell you the secret of Bare Metal Finishes.

Put your model together. Get the scratches and seam lines out. Spray old silver over the entire model (at least where it's supposed to be silver). Let dry four days. Sand and re-spray spots that are rough. Mask off a few panels and

color them with Alclad. Unmask and repeat until you get the desired result.

Oh, come on Dave, it's much harder than that. You're leaving stuff out to make us look foolish. You evil evil man!

I'm sorry to say that what is above is exactly how I go about a natural metal finish. It takes time to get the scratches and seam lines out and it takes additional time to mask for the Alclad, but there are no other hidden secrets. It ain't brain surgery.

Modeling is a very simple pursuit. Some plastic, some resin and maybe some photoetch, glue them together and paint. Granted there are some folks with an extreme amount of talent. There are artists out there that simply blow your doors off with the things that they do. But how did they get to where they are? They saw something they liked and went and asked how it was done or just plain figured it out. They then applied the technique and practiced it (that should read... did it more than once a year).

So what pleasures do you get out of our hobby? Is it winning awards at contests? Is it seeing the guys once a month? Is it buying your next "got to have kit for" your shelf of doom? Is it researching your next project? Is it the pre-meeting lunch? Is it assembling/gluing/painting or decaling? Is it putting that fire-cracker in the cockpit and blowing that sucker up?

We all derive our pleasures from our hobby in different ways, that's obvious. One point that isn't obvious however is that we need to share those pleasures with others that have a clue and not those that try to spin the propeller or roll their eyes when you told them how many hours it took you to finish this model. We all need each other. We are in the classic co-dependent relationships. You are my enabler and I am yours. These relationships take place in person, over the web and in newsletters throughout the country and the world for that matter.

While we all may have different motivations and different interests and different approaches we all do

share one thing, we love modeling. So the next time you are feeling inferior or you don't get an award at a contest, take a deep breath and remember why you are modeling.

Websites of the Month

by Terry Love

1- WWW.ROTORS.ORG This website is all about rare and vintage helicopters at museums and it has great photographs. Bob Steinbrunn - check this out ASAP!!!

2 - WWW.AVIATECK.COM Better plan on spending some time at this site. It is all about aviation-related websites and links.

3 - WWW.ARMYAVNMUSEUM.ORG This is the website of the U S Army Aviation Museum in Dolthan, Alabama near Fort Rucker, the home of Army Aviation. You might be surprised at some of the types of aircraft and helicopters that the Army has flown and operated.

4 - WWW.NWA727.COM This website is a subdivision of the main NWA website. It is all about the Boeing 727 with great statistics, photographs (not just NWA), and histories. It is worth a look at.

5 - WWW.SPECWAR.COM This is the Special Warfare website. But of particular interest, is the site of the 160th S O A R - the Nightstalkers. This is the U S Army's SpecWar Aviation unit with the real black helicopters! This is all up-to-date, and is a great website. Get out your flat black paint, helicopter kits, and be prepared to add on lots of bumps and bulges on the kit.

6 - WWW.GEOCITIES.COM/PLANESGUIDE This is a basic encyclopedic-type site showing about all almost every aircraft ever built. Look up your favorite aircraft or planes, and see what they say about it.

7 - WWW.OC-KAHUNA.COM This is a private website of a former Army aviator. It has great photographs of Army aircraft, especially in Vietnam with lots of in-country shots.

(Continued from page 1)

also be overall People's Best Award. Judging will be by popular vote of the members present. Prizes to be determined. Use your imagination in picking your kit or kits. Remember, the kit you build might not be released yet (Marsh Models TA 153 for Steve Hustad and Mark Copeland!) and especially, have fun with it, after all this is our hobby. Gentle reminders monthly. Last but not least, Terry Love, if you finish the TU-95 you picked up last month, you automatically win something

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edges, ordnance fins, landing gear doors, edges of open panels, etc. 2. Wheel wells, intakes, scoops, etc. should be blocked off to prevent "see through" effect. 3. Gun barrels, exhaust stacks, intakes, vents and similar openings should be opened. 4. Details added to the model should be in scale or as close to scale as possible. 5. External store should be built to the same level of quality as the model to which they are attached. Stores/weapons combinations on a model should represent only those combinations actually carried by the real aircraft. 6. Aftermarket parts (photo etched, resin, etc.) should integrate well with the model. Photo etched parts that require forming should be precisely shaped and any surfaces that require building up to a thicker cross section should be smooth and uniform.

Painting and Finishing

1. The model surface, once painted, should show no signs of the construction process (glue, file or sanding marks, finger marks, discontinuities between kit and filler materials, etc.). 2. Finish should be even and smooth unless actual irregularities in the aircraft's finish are being duplicated. No brush marks, lint or brush hairs. No orange peel or egg-shell effect, no powdering in areas such as wing roots or fillets. No random differences in sheen of finish caused by misapplication of final

clear coats.

3. Paint edges that are supposed to be sharp should be sharp (no ragged edges caused by poor masking). Edges that are supposed to be soft or feathered should be in scale without over spray.

4. Framing on clear parts should have crisp, uniform edges.

5. Weathering, if present, should show concern for scale (size of chipped areas), be in accordance with the conditions in which the real aircraft was operating, and be consistent throughout the model.

6. Decals

A. Aligned properly.

B. Some modern aircraft use decals rather than paint for standard markings. If the real aircraft suffers from problems with decal application, such anomalies should be documented if duplicated on the model.

7. Colors

Paint colors, even from the same manufacturer and mixed to the same specs, can vary from batch to batch. Different operating conditions can change colors in different ways. All paints fade from the effects of weather and sunlight, and virtually every color looks different up close then it does from far away. Poor initial application and subsequent maintenance compound these problems. Therefore, aside from gross inaccuracies, color shades should not be used to determine a model's accuracy or lack thereof. Again, confirming documentation should support models with unusual colors.

See you at the Feb. club meeting,

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use you. You would be responsible for a small portion of the website (maybe just member profiles, or meeting updates etc). Your job would most likely be once a month for a couple hours to get new stuff posted.

2. Digital Photographers. Each month at the meetings, we need folks to take photos of what's on the table, of the guys at the meeting etc. These would then need to be e-mailed to an editor for posting. The goal would be to get them posted within three days of the meeting.

3. Graphics person. This person

TCAH SWAP SHOP

run by Bernie Kugel

The TCAH SWAP SHOP is a service provided by TCAH for TCAH MEMBERS ONLY. Its purpose is for members to help other members find material for projects and research. To place an ad, please contact Bernie Kugel at: 651-771-3525 or e-mail at: berndye@attbi.com.

There were no submissions for this month's swap shop.

would be responsible for taking the digital images provided and crunch (shrink) them down into nicely packaged images that the web team can deal with and then e-mail them to the web guys.

4. Scanners. There is always a need to turn regular photos into digital images. There is stuff from the club history to Nordicon photos that need to be digitized so features can be written about them.

5. Bio-Writers/Photographers. We need one person to head this up and coordinate it. There could be multiple people working on this, but we need someone that could be responsible for picking folks and coordinating the photography and writing of the articles.

These aren't all the jobs that are available, but it's a healthy starting point. Our goal isn't to be the next *Hyperscale* or *Modeling Madness*. Our goal is to present our club in a positive and representative light and to encourage people to come and visit us.

If you have ideas for the website, feel free to contact me. You can call me at 952-448-4795, via e-mail its dave@j-aircraft.com or just talk to me at the February meeting.

Much like the newsletter, the website is what you make it. I hope that you consider participating.



Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field:

Fleming Field is located on the southern extremity of the city of South St. Paul, on the bluffs above the Mississippi River, south of I-494, west of Concord Street and East of Highway 52.

If you are coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking in front, with more parking available to the left near the line of hangers across the street.

Since the streets form intercity boundaries between South St. Paul and Inver Grove Heights, the street names change at the corners where you will be turning.

The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Steve Erickson at (763) 521-9948

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the editor.



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Twin City Aero Historian
Atten: Bernie Kugel
2080 Ivy Avenue East
St. Paul, MN 55119

Return address requested