

The Aero Historian

TWIN CITY AERO HISTORIANS



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April 2003



As we go to press Aero History is being made. And the B-2 Stealth Bomber is a non-obvious part. This looks mighty threatening. But when you oughta worry is when you *don't* see it at all. Lights out and time to boogie.

Confession of a Resin Junkie

by Jack Mugan

It always seems to start innocently enough. Someone says, "Have you seen those new wheels for the P-51 yet?... They're a lot better than the kit wheels (Those are too skinny don't you know), these are way more accurate, and they're weighted too. The detail is so much better than the kit's wheels. Hey, and they're cheap, like a buck and half or so. You just gotta have these babies on your next contest model. Better buy more than one set though, because you never know

how long they'll be available. These wheels are soooo coooooo!" And so it begins. Before you know it, there are resin wheels available for just about any model on the market and, in all scales. They seem to have popped up just like mushrooms after a summer rain. Now you start going through all your shelves of future projects, dropping resin wheels in the boxes. The next trip to the hobby shop results in yet another new discovery.....resin flying surfaces, better known as flaps and/or slats. No more cutting away the kit flaps/slats and shaping them to the wings. Now you just cut away the kit plastic, and drop in the resin part at your preferred an-

gle.....easy as 1-2-3. Well most of them fit pretty well. Some more stuff to drop into those future projects on the shelf. Oh-Oh,.....a club member calls to tell you there's something new in the resin world..... corrections. Oh yes..... now we are finding out about all those incorrect spinners, cowls, wings, tails, engines, props, and gasp,..... wheel wells, that we innocently purchased when we bought our plastic kit. But hey, now not only are we getting more accurate replacements, but they also contain a lot more detail too. More stuff for the boxes in the closet. You may begin to notice that the resin/plastic ratio

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TCAH This Month

The monthly meeting will be held Saturday April 12 at Fleming Field, South St. Paul, beginning at 1:00 PM. This month we will hold our annual club contest. Contest registration will begin at 11:30. There will also be a delayed vote for our annual club awards. Due to the contest, there will be no show table theme, though there will be a small section of display only models.

General Meeting Minutes

March 8 2003

by Bernie Kugel, Secretary

We had our last meeting on March 8. In old business our Pres. stated that our April meeting was our Annual Club Contest and the meeting will start early at 1PM, with registration beginning at noon. So please come early. Pat Butler brought us up to date on the December contest and it has been decided to include resin jets in OOB, **only** if the parts used came with the kit. The Business meeting will be held at John Roll's on Sat. March 15. In new business, with the Easter weekend, the April business meeting has been canceled. We are having a contest for designing a new club logo. Members can submit ONE design by the June meeting for selection. The winner will receive \$100 gift certificate for Rollmodels. We have some new members, Kevin Ledman with his sons Jacob and Zachary, who all model, and Rick Schmierer. And a surprise, Steve Hustad's daughter Elisabeth showed up today, and she brought some models she built. Welcome. We have decided because of the snow at the March meeting that we will hold our annual awards voting at the April meeting and the ceremony at the May meeting. That is all.

Club Awards Nominations

Best Modeler of the Year:

Mark Krummy, John Eian, Bernie Kugel, Steve Hustad, Tom Norrbohm, Steve Macy, Dave Pluth.

Historian of the Year:

Dave Pluth for Captured Japanese aircraft; Terry Love for his Airline research; Merrill Anderson for his work in WW1 subjects.

Newsletter Article of the Year:

George Mellinger for the Logic of Tweezer the Geezer; Merrill Anderson for his WW1 articles; Dave Pluth for Spraybooth Logic.

Member of the Year:

Dave Pluth, George Mellinger, Bernie Kugel, and Steve Hustad.

On The Show Table

March 2003

1/72 Scale
Scott Harvieux
Monogram SR-71

Elisabeth Hustad
ESCI Mirage Fighter
Heller Me-163B

Jim Kaltenhauser
MPM Wellington Mk I
MPM Fokker D. XXI
Hasegawa TBM Avenger
Zvezda La-9

Mark Krummy
Academy C-97

1/48 Scale
Roger Grouly
Tamiya P-47D

Mark Krummy
Arii Spitfire Mk VIII

Bernard Kugel
Tauro Macchi 202
Tauro Macchi 205
Tamiya Meteor III
Tamiya Spitfire I
Hasegawa Hurricane I

Steve Macey
Hasegawa Spitfire Mk IX-XVI

Steve Rewey
Tamiya P-51B

Dennis Strand
Hasegawa P-51D

1/32 Scale
Steve Macey
Trumpeter MiG-21MF

From the President

By Ken Sallman

The president has decided to provide no message this month in the interest of wartime security. He's busy on the northern front. Can we expect some bunker-busters - in 1/48 scale of course?

Treasurer's Report

March 2003

by Tom Norrbohm

I wasn't at the March meeting so if anyone wanted money from me, you'll have to wait until the April meeting. We have \$6039.51 in the bank and 80 members. See you in April!

Business Meeting Minutes
February 15, 2003
By Bernie Kugel

We had our last business meeting at John Roll's house on March 15. A large crowd was in attendance. (duh!) Tom Norrbohm gave his Treasurer's report, you can read that in his report in this issue. We discussed the upcoming designing a new logo for the club contest. We decided that the executive committee break it down to five finalists, and then we will then commission a artist to design the final five. Then the club will pick a new logo. We are still looking for someone to take over the Nordicon Chair. Understand that if no one takes this over, Nordicon may cease to exist! In new business Dave Pluth is still looking for more people to help him with the website. We are deciding to take and put the club history into electronic archives, and Dave and Tom Norrbohm need help with the leg work of taking care of this. We have also decided to purchase materials to do the electronic transfer (scanners, CD burners, digital cameras, etc.) of the archives, anybody wanting to help please step forward. Because of Easter weekend the April business meeting is canceled and we will have it on May 17, at Frank Cuden's house. (Bring your passports, and make sure your shots are in order.) At the April club meeting we will discuss carpooling and road trips for this excursion.

In final note, Steve Hustad has told us that we will hold the next R5 committee meeting sometime in June, stay tuned for further updates.

April Contest Reminder
 The Committee

We on the TCAH Contest committee trust that you are busy gluing your fingers together & building your masterpieces for the April Contest. A reminder to all that the TCAH Club Contest will be held This coming Saturday during the regular meeting at Fleming Field.

Registration of entries begins at 11:30 AM and closes at 1:00PM. Each entry is 50 cents.

A few other reminders to that you either were not aware of or were not mentioned are: Trophies - The TCAH Memorial Award will be decided by popular vote and this years theme evolves around "Best RAF Subject". SIG Trophies - Those wishing to put out an award from their SIG, PLEASE let us know no later than the next meeting. Make sure that the award will be ready ON and NOT after "Game Day". So far, we have a special award for "Best Naval Subject", others have made mention, but no definite statement concerning any other SIG awards, so let the Committee know no later than March. Miscellaneous Category - We have always been a club of aviation enthusiast; however, many of us build armor, cars, ships, figures..PLEASE be aware that we DO have a Miscellaneous category and we encourage you to bring other subjects for that category. Despite the good natured ribbing of Miscellaneous category being also referred to as the "Target Category", I and many others enjoy looking at other subjects, so please bring them in..as long as they were built in 2002-03.

TCAH Calendar & Events of Interest

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

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

Future Business Meetings

April: cancelled
 May 15: Frank Cuden's
 September 20?: Johan Alleert
 October 18?: Terry Love,
 November: 15? Jim Kaltenhauser.

Contest Calendar

- 5-17-03 Verona Model Show & Contest
 Mad City Modelers
 Verona Middle School,
 704 N. Main St.
 Verona, WI.
 Contact: Jim Turek
 608-329-7222
 jjtmodel@yahoo.com
- 7-2-5-03 IPMS/USA aNationals
 Oklahoma City
 See IPMS/USA homepage
- 9-26-27-2003 R-5 Con
 Bloomington, MN
 Contact Steve Hustad
- 12-13-03 TCAH Members only invitational Single Engine Jet challenge



Here Come De Judge Ship Models

By John Higgins

Hi again guys, The subject of this month's judging article is Ships.

Basic Construction

1. Flash, mold seams, sink marks, ejector pin marks and similar molding flaws eliminated.
2. Seams filled.
3. Contour errors corrected.
4. Ship configuration correct for the time period depicted by the model.
5. Alignment:
 - A. Superstructure components (platforms, cabins, funnels, etc.) aligned with the vertical when viewed from stem to stern.
 - B. Masts parallel to the vertical axis of the ship when viewed from stem to stern. Rake of masts uniform, unless the real masts had varying rake angles. Rigging tension must not cause the masts and spars to bend.
6. Cylindrical cross section of gun barrels and masts maintained.
7. Glue marks removed.

Detailing

1. All small parts (including masts, bulwarks, splinter shields, railings and rigging) should be as close to scale as possible.
2. Small details sanded off during construction should be replaced with scratch built or aftermarket material.
3. Gun barrels and vents should be drilled out whenever possible.
4. Sailing ship rigging and lines should be correct for the era being modeled.
5. Deadeyes should be right side up and rigging lines and blocks should be in proportion to each other.
6. Photo-etched parts:
 - A. Nubs and burrs where parts are removed from sprue must be removed.
 - B. Parts should not be unintentionally damaged or bent.
 - C. Glue marks and buildup should not show.
 - D. Parts (e.g. rails and stanchions) must not overlap.
 - E. All railings must be straight when viewing the model bow to

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Airline Chatter

by Terry Love

Northwest Airlines unveiled a new paint color scheme on April 5. It keeps the red tail. The fuselage will have a clear coat on it to make it last 6 years before repainting. Presently, they last almost 5 years. Northwest Airlines has asked their pilots to take a 20% pay cut. None of the unions at NWA are in the mood for any pay cuts. Northwest Airlines will layoff approximately 4900 more employees. This is to include about 250 more pilots, about 1400 flight attendants, 300 managers, and at least 2000 mechanics. The mechanics are the hardest hit group. Since NWA will park about 20 aircraft, including a few Douglas DC-10s (used on Atlantic routes), and Boeing 747-200s (used on Pacific routes), and Douglas DC-9s (domestic routes), these aircraft are older, and need more maintenance. Those not parked are the newest delivered models (Airbus A-320s, A-319s, and Boeing 757s) they need much less maintenance than the older ones, therefore, fewer mechanics are needed.

Northwest Airlines past President, John Dasberg, quit as President of Burger King, and got back into the airline business. This time, he is the new CEO of DHL Airways.

Boeing is considering closing

down their Boeing 757 and Boeing 767 assembly lines. Boeing is faced with only a 36 aircraft order sheet for 757s and 767s, and the 767 USAF tanker won't be built until at least 2005. Boeing reduced the production rate of the 767 to one plane every month and a half. Nearly 2,000 757s and 767s have been built.

Boeing is starting to convert older 757s into freighters.

Boeing 777-300ERs' first flight was on February 24, 2003. It is powered by two of the most powerful jet engines ever built. They have well over 100,000 pounds of thrust.

Boeing is planning a stretched version of its Boeing 717 (Douglas DC-9) model. It will be called the 717-300.

Boeing is developing the new 7E7, which will be a super efficient, 767-size of airliner. Entry into service would not be until 2009.

Boeing is developing the 737 more. Even in the drastically reduced airliner building business, Boeing sees a market for the 737-900 that would seat over 200 passengers.

Boeing is working on the Boeing 777-200LR. It would carry about 300 passengers about 9,000 miles.

Boeing delivered only 381 airliners in 2002.

Airbus says that it has 97 orders

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A civil Ilyushin Il-76TD of the Tashkent Aircraft Production Corporation.

Spraybooth Logic

Survivor

by Dave Pluth

The mid-season television replacements include a new show, Survivor – The Shelf of Doom. Huh? That's right, your modeling nightmare is coming to the small screen in your home this April! Ok, so maybe it won't be a big hit, but neither was "Hello Larry" or "The Anna Nicole Smith Show", but it's possible! Here's kind of how I see this new reality TV show playing out.

The show opens with a modeler (you for instance) standing in front of your shelf of doom. Each kit standing at attention looking at good as their box art allows them to. You scratch your chin as you think about the relative merits of the "contenders".

There's that Hobbycraft MiG-17. Hmmm, let's take a look inside the box. Ewwwww, kit decals! No, simply not good enough to be the one chosen to remain on the island. Oh, a Tamiya Corsair, now this one has some possibilities. But then too there's the Hasegawa Hellcat. Yes, you've built that one at least twice before and it brought you much validation! Quickly scanning the rest of your 48th scale kits the tiki torch quickly finds an Accurate Miniatures B-25. No, that kit is too rare to actually build, it must be put back.

A quick glance to the left at your 72nd scale kits reveals, well, umm, nothing that you really want to build; after all, it's really not your scale. But wait; there is that Tamiya Spitfire that you won an award with just last year. Hmmm, once again, possibilities are starting to arise. Oh, but there is that KP Spitfire on floats. You've always wanted to do one of those. Yes, yes, yes!!! We have a winner as the rest of the kits on the shelf of doom have been voted off the island.

You drag the KP Spitfire kit back to your workbench much like a lion dragging its kill back to its den. Memories of the hunt for this kit rush over you as prepare to cut through the seven pieces of tape that the local hobby shop has put on the box to ensure that you won't

be able to actually see the contents of the box. Before you open it, you note the price tag on the outside. \$15. Not bad for that kit that you have always wanted. Not bad for the next kit to bring you validation. Isn't life grand!

Wait, wait! You just remembered that SAMI had a review of this kit. You wonder if you can find it? You set the box down and go to a stack of magazines and start digging. An archeologist isn't as thorough as you are going through your stack. Articles about other topics distract you slightly as you page through five years of back issues. Much like a 4-month-old hunting dog pup chasing a butterfly through the field, you find yourself reading articles about an Oscar, about a KC-97 and some Yugoslavian plane that you've never heard of. After nearly two hours and about a dozen magazines, you realize that you actually hadn't checked the magazines for the article you were looking for and you must go back through them. This time you find a color profile of a F-104 in NASA markings that kind of strikes your fancy. Darn it, you must stay on task, after all, validation awaits you!

The slippery article finally reveals itself. You quickly glance through it and read the review. The review sparkles with superlatives about the model. "Outstanding", "Fun" and "Interesting" are all used. YES!!! Validation and fun times are in your crosshairs.

You finish the article and see the notes about a couple books that were used to research the history section of the article. Hey, this is great; you have all three books that are mentioned in the article! You decide that you have come this far, you might as well follow through with the research and do this thing right.

Off to the National Archive of Aircraft History, better known as your bookshelf. Over the years you have collected bits and pieces of information about all topics aviation, "just in case" there was a need for it. Now your plan has fulfilled itself and all of your wife's words that where mumbled under her breath about your mini-Library of Congress

seems somewhat less justified. You are able to smile broadly as you think about this small and singular victory. After all, you had all three references that were mentioned in this article. You are the man!

Unfortunately, the bookshelf experience is much like the magazine experience. You become lost in the archive section (which really is your entire set of bookshelves) as you flip through Profiles. You suddenly realize that you don't quite understand why you have three copies of the Profile (series) on the Oscar, or two copies on a Firefly, or worse yet, seven copies of the one on the B-17. But all that is unimportant right now. After all you are here re-searching, ummm, hmmm, let's see, it was something British I think. No it was Russian. No, that doesn't ring a bell. Oh yeah, it was the Spitfire on floats.

Your search begins again and you are able to locate the books referenced in the magazine. You look in the index of the first book and turn to the page where you can begin reading and researching this most spectacular project. You flip to the pages listed on the index page and find one sentence on the Spitfire Floatplane conversion. It basically says that two Spitfires were converted to a Floatplane version of the aircraft. We already knew that. This was worth a reference in the magazine? Ok, next reference. This one has to be better. It is, but only slightly. There is a single very small, very grainy photo of the aircraft, a frontal view. Yippee, I can tell almost nothing from this crud.

You are counting on your final reference to give you some clue as to something about this aircraft. Well, it probably does say something extremely profound; unfortunately whatever it says it does so in Polish!

You have now come to the realization that you will just have to depend on the kit to give you whatever information you can get. After all, they had to research it, didn't they? But first, you will make a quick stop by the computer and order up some detail parts. After all, you can always find details for a

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for its new Airbus A-380 - the double-decked jumbo airliner. It will hold from 500 to 550 passengers. Cost is around \$250 million each. First flight is expected in 2005, with possible service by 2006. Orders are from Qantas Airways, Singapore Airways, Emirates, Lufthansa, and Virgin Atlantic

Airbus lost \$550 million as airline orders fall.

United Airlines is looking at closing one or more of their hubs.

United Airlines has hubs at San Francisco, Los Angeles, Denver, Chicago, and Washington, DC. United Airlines lost \$328 million in the month of January, and for the first quarter of 2003, they lost \$877 million, which makes liquidation a real possibility. United Airlines will lay off 900 more flight attendants. United Airlines reduced its schedule by 8% more what had been planned. United Airlines, at the present time, needs to fill 103% of their seats just to break even.

United Airlines sold 7 Boeing 747-400s to Thai Airways. Sale price is around \$330 million. A new Boeing 747-400 costs around \$200 million each.

United Airlines is planning to use 130 Airbus airliners for its spin off low-cost airline called "Starfish".

Swiss Air is cutting its airliner fleet by parking 20 of its aircraft. They have also cut about 700 more jobs.

Air Canada will eliminate 3000 more jobs by the end of 2003.

Continental Airlines will eliminate 1200 more jobs by the end of 2003. Continental Airlines has 44,000 employees.

Varig Airlines of Brazil is planning to return about 10 leased Boeing aircraft as they cut costs to survive. 6 or 7 of them will be new Boeing 767s. They are also trying to return at least three Douglas MD-11s.

Air India has sold 5 Boeing 747-200s as they also downsize. Air India has left 7 Boeing 747-400s and 17 Airbus A-310-300s.

British Airways is considering retiring its Concorde SST fleet due to increasing fuel prices.

Continental Airlines has orders for 67 jet airliners from Boeing valued at \$2.5 Billion, and slated for deliv-

ery through 2008, including four aircraft due in the fourth quarter of 2003.

Atlanta's Hartsfield Airport handled 76.8 million passengers in 2003, 10.3 million more than second place Chicago's O'Hare Airport, the world's busiest. If you measure takeoffs and landings. O'Hare is the world's busiest with 922,783 flights last year, about 30,000 more than Atlanta's.

Midwest Express received its first Boeing 717.

Hawaiian Airlines parked its last Douglas DC-10. Hawaiian Airlines has filed for Chapter 11 bankruptcy. They have been in business for 73 years.

Japan Air Lines cut another 600 jobs company wide.

American Airlines has also reduced its schedule by 6% more.

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Spitfire and all the cockpits are alike, right?

After 45 minutes online, you have filled your shopping cart with a cockpit set, a photoetch set, a new propeller, another book on the Spitfire and a new vac canopy. You type in your credit card number and hit send. Your new parts will arrive in a bit over a week and you will be set to go. By now it's after 10 o'clock and you're getting sleepy.

A week goes by without you setting foot in your model room. The big day arrives and you get your box of goodies from your favorite Internet retailer. The anticipation is huge as you cut open the box (as if this was the Ark of the Covenant) as you break the seal and reveal the newest additions to your family of Doom. You fondle the parts and pieces briefly and then rush down to your hobby room.

It's at this point that you realize that you haven't even opened the box with the model in it. You grab your exacto knife and carefully slice through the tape. You shake the contents out of the box (it is after all one of those stupid boxes that opens on the end and that you can't store stuff in while you are working on the kit). Out falls... several lumps of plastic. Note that I didn't

say, "out falls a magnificent masterpiece of modern tooling", or even "out falls a Spitfire". I said "out falls several lumps of plastic. Ok, so a lump might not be exactly accurate, I guess it did somewhat resemble a Spitfire and at least the floats looked like Floats. However "Outstanding", "fun" or "interesting" are definitely not words that come to mind to describe what is sitting on the table in front of you.

Somehow disappointment doesn't quite cover what you feel. You feel a bit stupid for spending the extra money on all the "extras", you feel irritated that you didn't open the box in the first place. You feel upset that this won't be the next great project on your workbench.

The thing is, it could be your next great project, but you won't let it. Instant validation has overwhelmed you. You don't want to build anything that may be "hard" to build. You want your validation NOW and you want it served up on a photoetch platter!

Have we all become a bit too soft? Have we got the equivalent of modelers ADD (attention deficit disorder)? Or are we just plain lazy?

Well, it's probably a bit of each. We don't push our skills because Tamiya and Hasegawa have given us shake and bake kits. Limited run stuff is left to the heathens that don't enter contests or simply don't know any better.

The reality of the situation is this however, if you don't occasionally push your skills, you never actually get any better at modeling. You don't learn, you don't experience the same joy of accomplishment and bottom line you avoid anything challenging.

So, the next time you are about to "warp six (throw at a very high speed into a wall or similar solid structure)" a kit, take some time and try to fix it. It may end up being one of those kits best experienced at three or more feet away (a three footer), but you will have learned something from it. Take on that challenging kit that you didn't want to start. Figure out "how-to" instead of making excuses as to "why you shouldn't bother". You and your

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in those boxes is getting very close to 50-50. Oh well, you gotta get this stuff while it's still available.....right? Houston, we've got a problem here.....some of these resin additions don't always just drop into place. It is taking some real effort to get some of these resin parts squeezed into the plastic part of the model. Also, we're getting way more parts in the set than we wanted for the model. Now we find out that some of the resin sets are not correct, Oh, and the cost has risen as well. What's a modeler to do? You need this stuff to stand a chance of winning in the club contest.....right? Just returned from an IPMS Regional, and guess what? They had some really neat resin cockpit sets there. Now you can really detail out that cockpit without all the cutting and gluing of small parts (known as scratch building). Someone else has even done all the research to get it right, and all you need to do is paint it. And check out those seatbelts. This is really great! They are a bit spendy though, but what the heck; it's going to make the model.....right? More stuff for those future projects. You start to notice the boxes are getting a bit heavier. You also notice that there are now some really neat resin sets for kits you don't have.....so you buy the plastic kit so you have a place to keep the resin set. Makes perfectly good sense to me. Just got back from the Nationals.....guess what? I bought a couple of resin conversions that include the cockpit, the corrections and the wheels. Everything you need to make this kit into any of several variations. Soooo much resin in the box that it doesn't bother you that it cost three times the cost of the original kit your going to use it in. I mean, come on, where else are you going to get this much detail? The plastic/resin ratio is now 75% resin in the future projects boxes. It arrived in the mail today.....you know, one those direct mail catalogs. Big news. You can now get a complete airplane kit in resin. No plastic at all. Hey, there may be a few problems with some of these babies, but what do you

expect from a limited run kit? You're a modeler, you can make it work! If you're really creative, you can use other resin kits to enhance this kit also. Well at least all the parts are now 100% resin, so you only need one kind of glue. Resin opens up a whole new world for modelers too. You can learn how to correct those warped parts. You get to use new glues, accelerator and putties to clean up all those pinholes. Now, you have as many or more resin kits, as you do in plastic. The resin kits are now too big to fit in the plastic kit boxes, which is creating new storage problems. The producers of these products have now figured out that they can break the big sets down into smaller sets, to capture those modelers who only want to use a few parts. I'm sure this will attract more resin addicts to the marketplace. It is now not possible to pay close to \$50 for some resin sets. I suppose there are worse things to become addicted to in this hobby. But when you add on the other addictions such as decals, brass etched parts, tools and books.....well, there you go. Lets face it, there are some really talented guys out there producing these resin kits. In many instances, I'm finding it easier to get more excited about the resin set than the plastic kit it is created for. We are now at that place where the resin kit can be released before the plastic kit it is created for is in the marketplace. The bottom line is resin kits have added much to the hobby. Yes,.....there are still some modelers out there who shun these kits, and prefer to create their own details and corrections, and I say, more power to them, we need all the purists we can get. But for me, resin is the way to go. Spoken as a true addict. It is truly the Golden Age of Modeling.

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hobby will be better off in the long run.

Now, go build something and leave me alone. I have a Spitfire to attend to.



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: bernndye@attbi.com.

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

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stern, no wavy railings.

F. Railings line up horizontally and vertically where they join.

G. Corner seams created when parts are bent to shape should be filled.

H. Paint should cover brass completely, including areas at bends and cuts.

Paint

1. Paint should have a matt finish, unless a different sheen is being used to create a special effect.
2. Paint should be even and smooth, exhibiting no brush marks or orange peel effect.
3. Color schemes should be correct for the era being modeled.
4. Decals:

A. Aligned properly, unusual markings or markings placement must be documented.

B. No silvering or bubbling of decal film. Decal film should be eliminated to make the markings appear painted on.

C. Weathering should be kept to a minimum because of the small scales involved.

See you all at the April club contest, John.

News Youse Can Use!!

Ever want t make your own decals? Got a computer and ink jet printer? You're in luck. Michael Benolkin tells you how to do it in the April edition of Internet Modeler at http://www.internetmodeler.com/2003/april/aviation/inkjet_decals.htm This could be one of the more valuable tips on the web.

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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