

# The Aero Historian



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Its easy to think of the linear features on the sheet metal as “panel lines”, but some are just rows of rivets along formers and stringers. Here’s a close up of the wing root of the CAF’s SBD taken at the 2002 Fleming Field air show, which illustrates the point. It kind of reminds me of an Aurora kit. What scale would you have to work in for this to be something that judges look for?

## What Judges Look For

By Rick Verner

Arrias Pappas, chief model judge for IMPS, says there is only one reason to enter a model contest--fun.

“What better way to show your friends what you’ve been working on and to talk about models,” he said..

Pappas spoke to packed conference-room audience during the IPMS Nationals in Atlanta, last July.

In his opinion, the whole point of the hobby is to have fun so you should always build to please yourself. A number of years ago, a contestant was packing up his model in a huff.

“I’m never building for IPMS again,” this guy said.”

“I told him, ‘Don’t. If you’re building for somebody else you’re building for the wrong person.’”

That being said, Pappas added “when you do enter a contest however, you are asking us to make a

determination of your model in comparison to all the other models on the table ... and this is a contest.”

Using pictures of mostly his own models he poked fun at himself to show the basic things judges look for. Judges don’t marvel at the detail added to a model, he said. They look for basic construction practices.

“Seams are a big thing.” Pappas said. “Seams should not show on the model if they wouldn’t be there on the real airplane. And, they shouldn’t disappear and reappear.” If seam lines are lost during filling and sanding re-scribe them so they reconnect as they would on the real aircraft.

Judges also carry a small pocket flashlight and shine the light along the model. Seams can be invisible under flat paint, but can pop out when light shines across them and casts a shadow.

Another area is consistency in construction. Judges will expect that same level of detail throughout

the model. “If you super detail the cockpit with photo-etch but it still says “Monogram” in the wheel wells that is going to be a problem.”

In IPMS judging, the judge will pick up the model and consider the underside as much as the topside. “Judges are going to consider your model a three-dimensional piece of art and they will pick it up.”

Different contests have different rules and the recent Nordicon was judged by not picking up models.

Another common problem is alignment. Tires should straight, unless they are at an angle on the real aircraft. Wings should be at an equal dihedral and the tail should be straight in relationship to the fuselage and wings. “Judges will get out a ruler and measure to see if both wings are the same distance above the ground.” he said.

Inaccuracies in the model are also common. Pappas showed a slide of his old Revell FW 190. The vertical stabilizer was so thick that if

*(Continued on page 5)*

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## TCAH This Month

The monthly meeting will be held Saturday July 8, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

This month's theme is Flaps.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

## GENERAL MEETING MINUTES – June 2006

Meeting was called to order at 1:30 by Vice-President Bob Ferreira.

### Guests

No guests or visitors at this month's meeting.

### Old Business

There was no Old Business at this month's meeting.

### New Business

Axel brought a copy of the club's **Thirtieth Anniversary of Twin City Aero Historians**. Axel is willing to take the story from the publish year of 1996 to the present. About 15-20 members expressed an interest in getting this update. Dennis Stroud discussed having a guest speaker from the 320th Bombardment Group for a future meeting, which was heartily approved by the membership; Johannes requested that he speak towards the beginning of the meeting. Probable date is for the October 2006 meeting; also at 320bg.org are photographs, stories, and mission reports. Frank Cuden brought to the clubs attention a Hyperscale thread on Steve Hustad's great work. Gary Anderson highly recommends the book **Last Stand of the Tin Can Sailors**, and also that a History Channel program is coming up on the topic, which discusses the Battle of Samar Straits where the **IMS Yamato** and train attacked the escort carrier division "Taffy 3". Bernie Kugel gave a brief **Nordic Con** update: there will be a Nordic Con Meeting after the general meeting in July; Special awards packages are \$40; and please continue to bring in donations from those heavily overburdened shelves o' doom for the great **Nordic Con** raffle. In IPMS-USA news, the Westin in Kansas City is now sold out, although the relatively close by Fairfield Marriot still had rooms as of the meeting day (June 10th); John Roll asked how many are still going to Nationals and about 12-15 members plan on attending. There

is a possibility of doing a "Aviation as Art" or "Models as Art" gallery show, in (possibly) January/ February/or March. Johannes has issued a new challenge: **Sabre Rattlers**, build any US (White Star) Sabre (F-86, F-100, (Y?)F-108, including Navy variants; or any MIG variant (Red Star) for the December 2006 meeting. Entries must be built this year so let's get cutting sprue; there will be First, Second, and Third places for the Sabres and three places for the Migs.

### King of the Heavies Contest

3rd Place-  
Frank Cuden's C-54 Minicraft kit with landing lights from MV lenses.

2nd Place-  
Bernie Kugel's TB-3 Zveno, the 1/72 ICM kit

1st Place-  
Dennis Strand's B-24 Liberator, the 1/48th Monogram Pro Modeler kit.



## Treasurer's Report June 2006

By Tom Norrbohm

All quiet on the Northern Front. Expenses for June were \$77.02 for the newsletter and our balance as of 6-20-06 is \$5771.14.

AAHS Journal Quarterlies. Complete 1971 through 1988 (less Fall '85) 71 issues- plus 12 later issues. Total 83 issues. Great stuff... fabulous artwork, 3-views, archival photos of pioneer, airline, military and general aviation subjects. A ton of good WWII articles. Enough to keep you reading for a decade! \$150. (If you had subscribed, this would be \$450 worth of issues.)

Contact Noel Allard  
nallard@unitelc.com.

<p><b>Business Meeting</b> June, 2006</p> <p>There was no business meeting this month.</p>	<p><b>TCAH Calendar</b></p> <p>July - Flaps</p> <p>August - Free for All</p> <p>September - Model Disasters</p> <p>October - TBA</p>	<p><b>Contest Calendar</b></p> <p>9-23-06 Nordicon Sponsored by TCAH Fleming Field South St. Paul, MN</p>
<p><b>From the President</b> By Steve Erickson</p> <p>BANG-BOOM-POP---OOOH AHHH, hope everyone had safe and happy 4th of July. Sorry I missed the June meeting but I actually had to work. MBC was bought by AIT now I'm a number, really in a 1.7 billion dollar giant. It's tough to have to work for a living. I hope everyone is getting ready for the IPMS nats in August, I think TCAH will have a good contingent going. I received an e-mail from a lady who is looking for someone to build a B-17 for her Dad, anyone interested see me at the meeting. Not much else for now. See you in July. Steve</p>	<p>parked some leased airplanes (Airbus A-319s and Airbus A-320s). Thus NWA got the most back with lower lease payments.</p> <p>Frontier Airlines lost \$7.9 million in the first quarter of 2006.</p> <p>Boeing delivered the final Boeing 717 to Air Tran on May 23, which ended two major milestones. It was the last of 156 new built Boeing 717s, which was really the last of the Douglas DC-9 series of airliners built. Second, it was the last aircraft built at the old Douglas Long Beach, California aircraft factory that started in 1941. More than 15,000 aircraft were built at that factory, including all DC-8s, DC-9s, and DC-10s.</p> <p>Delta Airlines lost \$27 million in the month of April.</p> <p>Continental Airlines has passed Northwest Airlines to become the fourth largest U S air carrier. Continental is expanding flights as NWA cuts capacity. Continental expects to grow about 8% this year. This is all based on the number of miles flown by paying passengers.</p> <p>Fuel accounts for 22% of Continental Airlines operating budget. It is 24% at Northwest Airlines, and 27% at American Airlines.</p> <p>Southwest Airlines is the largest low-fare carrier, and is very close to passing Northwest Airlines at the fifth position by the end of the year.</p> <p>Northwest Airlines delayed the start of its new commuter-type airline called Compass Airlines until September. The reason? No airplanes . . . which is necessary for an airline to operate. So NWA took a Canadian Regional Jet - CRJ - from Mesaba. It should be ready by September.</p>	<p>Continental Airlines has just placed a very large order for new aircraft. They have ordered 10 new Boeing 787 Dreamliners, and 24 new Boeing 737-800s. Cost is about \$3 Billion. With this order, Boeing now has 403 orders for the new Boeing 787 Dreamliner.</p> <p>Airbus reports that over 700 Airbus A-330s and A-340s are now in operation with around 300 on back order.</p> <p>Boeing says that production slots for the Boeing 787 Dreamliner are quickly filling up for the year 2011.</p> <p>Airlines are charged landing fees by airports around the world. Prices vary from airport to airport. Toronto, Ontario, Canada is the most expensive in the world. The price just to land a Boeing 747 in Toronto is \$11,000. Number two is Osaka, Japan where the price is \$7,500, and the number three is Tokyo, Japan where the price is \$7,100. Number four is Birmingham, England where the price is \$7,013. The most expensive airport in the USA is Fort Myers, Florida where a Boeing 757 charge is almost \$5,000.</p> <p>American Airlines will park 19 Boeing 757s next year. They are all ex-TWA aircraft.</p> <p>Delta Airlines just recalled 60 pilots from furlough. They will begin flying in late summer. On June 29, Delta began claiming that they fly to all 50 United States. United Airlines and Northwest Airlines could have claimed that many years ago, except they flew into only 49 states. What state has always been the "hang up"? Delaware. There are no major cities in Delaware, and Philadelphia is very close by. Delta Connection started service from Atlanta to Wilmington, Delaware. How long</p>
<p><b>AIRLINE CHATTER</b> by Terry Love</p> <p>Air Tran Airways has 7000 employees, and operates 600 daily flights to 50 destinations. They have an almost all Boeing 737-800 fleet to create America's youngest all-Boeing fleet. United Airlines was in bankruptcy for 3 years, and came out of it saying they still need to cut \$350 million in costs, and then, after the first quarter results, say they need an additional \$400 million for a total of over \$700 million in more cuts. United's business plan is based on \$45 to \$50 per barrel of oil for jet fuel.</p> <p>Delta Airlines is mostly in trouble because they arranged for DIP - debtor in possession - financing to get through bankruptcy, and leveraged their fleet to do this. Now, Delta cannot negotiate lower lease payments, as their fleet is all tied up in DIP financing.</p> <p>Northwest Airlines played "hardball" when it comes to fleet lease negotiating, and actually</p>		<p>(Continued on page 4)</p>



(Continued from page 3)

will it last? My guess is this summer only.

Airbus has again delayed the first deliveries of the double-decker Airbus A-380 due to wiring problems, they say. However, in Toulon, France, where the A-380 is to be built, Frenchmen will be assembling it. The French are notorious for only working 32 hour weeks, and taking lots of vacation time. The delay penalties and additional costs could be as high as \$630 million. Airbus has 159 orders from 16 airlines.

Singapore Airlines is so mad at Airbus for the delays in their Airbus A-380 delivery dates, that they ordered 20 Boeing 787-900s worth \$4.52 Billion, and took options for another 20 more.

United Airlines is laying off 1,000 more employees, all of them from the management side.



### Uncovering the Grumman F-14 A/B/D Tomcat

by Danny Coreman

Book Review  
by Jack Mugan

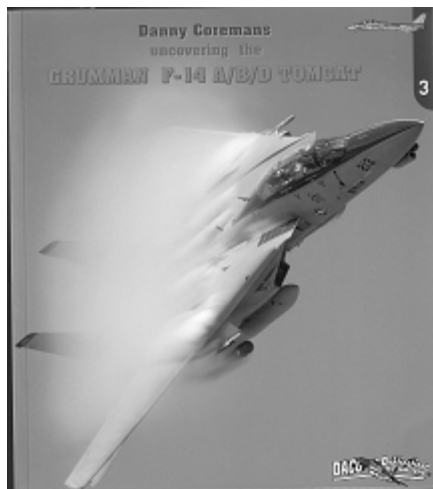
If there is a Tomcat in your future modeling plans, you want this book. If you get this book, there will be a Tomcat in your plans for sure. This is the bible on this aircraft for the modeler who wants a lot of reference on his modeling projects. That's right, you can finally clear some space on the bookshelf, by taking all your other Tomcat reference material to the next club auction, or unload it at the next swap meet.

Are there lots of photos? You bet there are. There's 168 pages of them all in color, plus some very nicely done 1:48<sup>th</sup> scale drawings by Willy Peeters in the back of the book. The drawings are not just the overall aircraft, but the cockpits, consoles and pylons as well.

The book is broken down starting from the front radome area with loads of nice detail shots of the AM/AWG-9 radar, the AN/APG-71 ra-

dar, then moves on to the gun bay shots. There are sequential shots of the air-refueling probe in its various stages, followed by details for the ground refueling area. From here it moves to the canopy, and trust me, every thing you'll ever need to know is pictured here.

Besides all the detail shots, there are shots of areas we rarely see, like the top of the aircraft. You will now have reference as to how the paint wears across the upper areas. There is a wealth of weathering information for those modelers who like their planes to look used. Wing leading edges, spoilers, trailing edges and sealing of the wings are all shown in great detail. Believe me when I say, there is not any detail



on the Tomcat left out of this book. This book is big on photos with just the right amount of text.

After they have covered the aircraft, they also deal with the armament, starting with the GE M61A1 Vulcan, then moves on to the AIM-54 Phoenix missile, the AIM-7 Sparrow and all the other stuff they load this aircraft up with. You will also get a lot of information on the loading equipment as well.

If you like to build accurate models, or models with a lot of enhanced detail, or maybe you like to open up a panel here and there, then this is the book for you. In my opinion, nobody is producing better reference material for the modeler than DACO Publications. I got my copy through  
John@rollmodels.com.



### Spraybooth Logic Of Dog and Model Shows...

by Dave Pluth

As many of the regular readers of this column know my wife and I raise dogs (our old editor actually called this my "dog column").

Back about ten or twelve years ago we embarked on a whirlwind on the dog show circuit, we had a great dog and a good handler to take him to all the distant shows in distant lands (Tennessee, Toronto, Michigan, Chicago and the list goes on and on, now just to be clear, in Minnesota all those places are distant lands) We also had a few extra dollars in our pockets to participate in the hobby with and trust me this is something that didn't last very long.

With all those things going for you, how could you go wrong in a hobby?

As we found out, it was a lot easier to have things go wrong than we had anticipated.

First, dog shows, much like model shows depend a great deal on a judges opinion. A dog show judge is biased to certain traits or types in a dog. A judge who was a Terrier breeder liked a choppy gate (this is basically how a dog looks when they move) in the front end of a dog. They liked this because the dogs they have bred and raised have had this gate, where a Brittany shouldn't. Some like a bigger more substantial dog, others like a smaller more compact dog, these were all opinions and they were opinions that over-rod the "standard" that the judge was supposed to be judging against.

In comparison at a model show we have the color police and the model Nazi's. We've all seen them at shows pontificating their great knowledge of all subjects and pointing out the flaws in markings or paint schemes. These are the same guys that will give an award to a model that has a seam line

(Continued from page 1)

it was a real aircraft, it wouldn't be flyable.

"Now this doesn't detract from my enjoyment of the model. I wanted this in my collection and it looks great on my shelf. Most people would look at the model and not notice (the overly thick stabilizer) but be aware a judge is going to see that."

Other basic problems crop up. "If a vehicle has four wheels, they should all touch the ground," he said. Tracks on tanks and wheels should all be in alignment and look like they are doing their job.

Pappas showed some slides of an armored vehicle with nicely painted wheel tracks on the outside, but not on the inside. "I don't think the wheels would just get dirty on the outside of the real thing."

Decals should look as though they are painted on. They shouldn't have air bubbles (silvering) and they shouldn't be shinier than that rest of the model.

Weathering doesn't make or break models in contests but inconsistent or over weathering is a common problem. Pappas showed an example of a space ship which had a wash applied to the seams but the wash was left overflowing out of the seams. "The dirt would be in the cracks," Pappas said.

Judges will look past some deficiencies. If a model is damaged in transit, write an explanation to the judges. They will take that into consideration. It will probably be pretty clear if the rest of model is consistently built.

Pappas also admits that although judges are usually quite knowledgeable, they don't know everything. Pappas once asked a group of judges who among them thought they knew everything about the category they were judging. A couple hands went up and he was tempted to throw out the few overconfidents.

"If you are modeling a Viet Nam era jet and the stars were put on upside down, write an explanation that says 'This model is of aircraft such-and-such which had the stars

put on upside down."

There are some things judges won't look past. Pappas showed a slide of a model with cobwebs hanging from the bottom fuselage. "It's up to you to clean up your models before you bring them," he said.

Judges also aren't impressed with fancy displays. "The judges' job is to judge each model in the category. If the model is entered and it is on an elaborate jungle-scene base, the judge has to still consider only the aircraft. That model is in the wrong category. Put it in with the dioramas," he said.

Invariably judges usually have a easy job of figuring out which model is the best one. It's tougher for second and third and so on. Judges are not allowed to judge categories in which they have models entered.

The modeling community is small and often a judge will recognize a model built by a friend. "It is just as wrong to exclude a well built model from a friend than it is to elevate a model from a friend," he said.

Pappas invited everyone to consider being a judge. "It's fun and there is no better way to improve your own modeling skills," he said.

I have always wondered how judges can determine which great looking model is better or worse than the one next to it. After listening to Pappas I went into the display room and applied some of his techniques. I started to see seam lines, shiny decals and misaligned wings. That's not to say the models weren't good work, but learning to see like a judge allowed me to see more differences between the models and certainly the downfalls of my own work.

Pappas reiterated that if you build an old Revell or Frog kit it will probably not make the cut in a contest, but that shouldn't stop you from building and entering it. "Build it because you enjoy it," Pappas said.

Pappas found an old model he had built as a boy. He built it again as an adult without any detail or paint as he did so many years ago.

It now sits on his shelf, a bygone addition to his collection. "Will it win any contests, no way. But that doesn't mean I don't enjoy it."



## MODELS NEEDED FOR VETERANS MUSEUM DISPLAY

At the May meeting, former TCAH member Randy Koivisto informed the membership of a need of a wide range of 'built' models for a Veterans Museum in Lindstrom, MN. These models would be on permanent loan and displayed in cases and elsewhere in the museum. They are to be aircraft, tanks, ships and figures, and must be in American Service and markings. Be sure to label each model with your name, what the model is, when it was in service and other information as needed.

If you have any models to donate or questions, contact Randy at 651-462-9390 or email him at: [Phantoms4ever@frontiernet.net](mailto:Phantoms4ever@frontiernet.net). He will make arrangements to pick them up at a club meeting or give you other details as to getting them to the museum.



## RED STAR/WHITE STAR THEME BUILD

December will mark the date of the next "theme build" with a new twist. Initially, it was to be any Saber variant – F-86, F-100, F-104; however, there were some that wanted yet another type of challenge. So in addition to the Saber series, there will also be the Mig variants as well.

The two types of aircraft faced off not just over the skies of Korea, but over Pakistan & India, Taiwan & China, as well as the Middle East. Paint schemes and nationalities abound, so once again, the sky is the limit. Start breaking sprue!



down the spine of the aircraft or silvered decals because the other models had flaws in their schemes or weren't detailed out to the same extent.

Second, at dog shows owners (watch the movie "Best in Show" to see a real working example of this) are kennel blind. What I mean by this is that you really love your dog and you find no faults in them (until they start losing regularly that is) and you can't understand why the judges don't see the same thing that you see in them. Our dog had a "bitchy" head type (this means his head was slightly more female looking than male looking), this is something we realized early on but soon forgot about when he started winning big.

Modeling is once again very similar. Watch various modelers at a show that hover over their own models. They are so completely in love with them that they can't help but compare their models to each new model that is placed on the table. After the placement is made they go over and carefully look at the model and begin to point out the flaws to anyone within earshot hoping that they may be one of the judges. It also makes them feel better about their models and their chances when award time rolls around.

Third, the setup. The setup in dog show terms is how you "stack" your dog to display him/her to the judge. You will show the judge your dogs best features first by the way they are stacked toward the judge.

In the model arena the setup or the stack is possibly the funniest of all observed activity. At our last show there was a fellow there that had 5 or 6 kits entered. It took him over an hour to place them just perfectly on the table (which the judges and contest officials promptly moved). As he placed them he carefully examined each of them for the perfection that was him. Unfortunately none of the judges agreed with this

fellow's assessment and he got skunked.

Finally we have the value judgment. As I mentioned in my first point the judge offers up an opinion based on their experience. The judgment on the dog is taken personally. "How could that mean old judge not like my great dog Fifi??" How dare they!!

Well Fifi may be the love of your life and your huntin' buddy, but the judge doesn't know that, nor does he care.

At a model show a judge may simply not like what you built (there are definitely judges out there that don't like Japanese or German stuff and it does sway their opinion) or it simply may not be as good as the other stuff on the table in the judge's opinion. Either way you are going home empty handed or at least with a lesser award than you felt that you deserved. Also a judge doesn't know how much work that Pavla kit took or that you took the time to detail the toilet in that B-25J.

When you get chumped at a contest does it ruin your contest day? Then maybe modeling contests (or dog shows) just aren't for you.

Anytime you compete in a competition where the judging is based solely on someone's opinion, someone will go home unhappy, that is the cold cruel reality of things. It really isn't anything personal, even if you want to make it that way. I also have never seen a contest or a baseball or football game where a judge or referee listens to the contestant and then realizes the error of their ways and changes the call. It just doesn't happen.

We had many a day at a dog show that we had the best dog there by far and lost. There were also those days that we ran up against a former National Champion and won. It was something of a crapshoot and I'm guessing that our little dog ru-

ined as many days for other people as we had ruined for us.

Our bottom line with our dog show experience was this; Charles won over 80 best of breeds and was nationally ranked in both the US and Canada, but all I know is that at 15.5 years old, he is laying under my feet as I write this column. None of the wins changed the way I feel about him, the enjoyment that I had hanging out with him over these last 15 years or the work we put into him to make him a good family dog.

I admit that I have had my share of model experiences, both from a judging side and a contestant side.

On the judging side I have learned that I will occasionally miss things. It's not intentional it just happens. I have also learned that there are a lot of great modelers out there who take most things in stride and a lot of bad modelers that will almost always complain of getting screwed.

On the modeling side I have learned that it is only an opinion. I didn't learn this one until I stomped out of a couple shows in a very agitated state. I did learn from those experiences and actually stopped entering shows for a couple of years until I could gain a perspective on what was really aggravating me. I can also say that nothing has changed the fact that when I look on my shelf at a couple of the kits that didn't do so well that I still have fond memories of the research and the builds of those kits.

I guess what I'm trying to say here is that not everything in life is about winning. Sometimes it's just about the experience and the people you meet along the way. If you win, consider it a nice bonus. If you lose, always shake the winners hand and congratulate them, no matter how you feel about the results.

One final note about dogs shows and model shows. In my life, I have  
*(Continued on page 7)*

(Continued from page 6)

met some great people at each type of event. People that if I had my head firmly planted in my ass being bitter about the results I would have missed out on meeting. I count many of them among my friends today.

Don't miss your opportunities and shut up and build.

-Dave

## Painting Figures with Oil Paints

By Rick Verner

According to Ralph Nardone, Shep Paine wrote the book on scale figure painting—literally. He recommends reading articles and books by Paine as an introduction to the art.

Nardone gave an introduction to his techniques during a seminar at the 2005 IPMS Convention in Atlanta. The first tool of the trade is a good quality brush. The most common size chosen by figure painters is the 00. "There are many good brushes out there, but I prefer Winsor and Newton," Nardone said. The brush should have a fine chisel point. The best way to test the quality of a brush is to dip it in water and tap it against the side of the glass. The point should snap back into place.

Expensive brushes can be quickly ruined if they are not cleaned

thoroughly. B and J brush cleaner works well and can be found at most art supply stores including Michael's he said. Always store your brushes with hairs up.

If the figure needs to be constructed, drill a pin through the arms and leg joints for extra strength and bond the pieces with five minute epoxy. The hole from the pin can be filled with superfine Milliput. Wet a finger to smooth the Milliput out or use a dental tool or toothpick. Once assembled, smoothed and sanded the figure should be given a coat of Floquil reefer white. Floquil is a solvent based paint that will bond strongly to the surface and the white will provide a tonal base to work.

Most figures are painted with a combination of acrylics and artist's oils. You will want to have odorless turpinoid handy for cleaning up the oil paint and linseed oil to extend the drying time if need be. After the primer is dry, apply acrylic paint as a base color for hair, uniforms and the like. Once the acrylics are dry go over them with oils bringing out the shadow and highlights.

Mix the oil colors on wax paper with a white paper towel underneath. That way you are seeing the colors as they will look once painted on the white primed figure. When mixing acrylics with oils don't mix it, scoop up some of the pigment that settles to the bottom of the jar and mix that with the oils.

Analyze the shape of the figure carefully. Imagine how the sunlight would fall on the figure creating bright highlights and dark shadows. Painting figures involves careful observation and imagination of light and shadow.

In the deepest creases of the figure paint a thin, dark line. Then follow that with a slightly lighter shade working your way out of the shadow crease. There should be six different shades of the base color—darkest, slightly dark, base color, slightly light and lightest highlight.

As you paint keep checking the figure in the mirror. By looking in the mirror at the figure you are able to see mistakes which you might otherwise miss.

### FROM THE EDITOR

Keep the submittals coming! We have several long articles and a crossword puzzle ready to run (thanks guys!) but we barely keep ahead of what we need each month. So, everyone who thinks of something they read or learned while building a model should send me a paragraph or two about it. Otherwise, I'm going to have to start putting in photos of my OWN models (and these are more wieners than winners!). So send me YOUR photos, too.



## ON THE TABLE JUNE 2006

Modeler	Kit	Scale	Manufacturer	Notes
Steve Macey	AU-1	1/48	Hasegawa	cockpit and engine
Frank Cuden	A-17	1/72	MPM	flaps, machine guns, elevators
Mark Krumrey	CH-53	1/48	Revell	
Bernie Kugel	SA-2 Guideline SAM	1/35	Trumpeter	
Johannes Allert	B-17C	1/72	Academy	work in progress
Jonannes Allert	B-24J	1/72	Academy	work in progress
Steve Capiz	Tiger	1/16 (?)	21st Century	a lot!
Dennis Strand	B-24D	1/48	Monogram Pro Modeler	bombay and gear wells detailed
Sean Brzozowski	Spitfire Mk 24	1/48		photo etch and resin



## Directions to the Club Meeting Location

**Where: South St. Paul Municipal Airport, a.k.a. Fleming Field,** located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

### If 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 available.

Twin City Aero Historian  
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 1852 E. 39 Street  
 Minneapolis, MN 55407

Return address requested

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 Ken Hornby at 651-552-0888

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 treasurer.

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