

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
Rick Schmlerer
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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DRAW DECALS

The Aero Historian

Volume 42 Number 3

Website: <http://www.aerohistorians.org>

March 2008



Diorama

by Merrill Anderson.

Some Tips for Figure Painting

by Merrill Anderson

As many of you know, I attended Shep Paine's figure painting class twice, once to learn figure painting, the second time because Shep Paine is a lot of fun to hang around with! That said, I see a lot of nice models, generally armor, but some aircraft, etc, nearly ruined by AWFUL figure painting. A beautiful model, diorama or vignette, with a well made model **DESERVES** at least decent figures. There are

several "systems" for figure painting, and half a dozen books, all claiming to be "it", but, leaving aside the oil painting system outlined by Shep Paine in his figure and diorama books, there are several simple things you can do to improve your figures, without a great deal of hassle, and apply to enamels (Humbrol, Model Master) or acrylics (Polly Scale, Tamiya, Vallejo, etc.) . The old 'wash and a dry brush' technique can be made to work fairly well, and can look at least presentable, if you observe

the following things:

THE STOP SIGN RULE:

This is an old art basic, and it states that you see colors in shades based on where the light is, (usually, this is from 'above'.) So, the **LIGHTEST** shades are on the top, the basic shade is in the middle, and the shadow shades are on the bottom, (inside folds of clothing, in areas covered by other equipment or etc.) So if you are using a

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TCAH Officers

President, Bob Maderich
Vice-President, Larry Donovan
Secretary, Bernie Kugel
Treasurer, Steve Jantscher
Historian, Tom Norrbohm

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TCAH This Month

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

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 – February 2008

Bob Maderich called the meeting to order at 1:30pm. We had no new visitors. John Roll and Greg Drawbaugh gave the vendors report. Larry Donovan gave his report of up coming contest and speakers for the next few meetings. Bernie Kugel gave his Nordicon report. We had a motion made to decrease the price for vendor tables for Nordicon to \$25 for members and \$30 for non-members. We need to know who is sponsoring special awards. Please see Bernie if interested. We then had Show and Tell. Then Bob asked to have a discussion on the Rochester show. Meeting was adjourned at 2:30pm.

From the Vice President

by Larry Donovan

Hope everyone is well, safe and secure in their heated model building dens, awaiting spring's first awakenings. For instance, the return of the cardinals to our fair state...the swallows alighting in San Capistrano...the sandhills cranes roosting in Nebraska....Frank C. driving north (and George M a'headin' east!). Ahhh, spring!

Meanwhile, your erstwhile VP is trying to heat his unheated garage with two of those closed-oil heaters just to get the air temp slightly above freezing; ever try gluing fuses in sub-freezing temps. Then again with my models this might improve things a bit!

As far as our meeting seminars go the following is planned for the first half of the year. Please remember that dates are not set in stone; the wonderful members conducting these talks are going an extra mile for us! Without further ado:

March- Steve Erickson on VVS colors with his Mig-3, to give a more

(Continued on page 3)

From the President

by Bob Maderich

Welcome to the March newsletter

First off, thanks to all who stepped forward to do a forum, whether it be historical or modeling related at one of the upcoming monthly meetings. This is something I would like to see continue at TCAH, being that we have such a depth of skill and knowledge at our disposal.

At the February meeting I floated the idea of a club contest and now I would like to officially propose this. I'll lay out my ideas, we can all ponder, and let's get a vote on this at the April meeting. Here goes:

- 1) The contest would be held at the December meeting and include 7 categories. (aircraft, armor, ship, auto, diorama, figures, and space/fantasy)
- 2) The models must have been finished in the year 2008, to qualify for the contest.
- 3) Voting would be by popular choice, ballots will be handed out, and first, second, and third prizes awarded. (obviously, you must be a current member of TCAH to enter and vote)
- 4) There will be a gift certificate award (in an amount to be determined, though I like \$25, \$15, and \$10) to our local vendors, John, Axel, Greg, and Winston.

This helps to distribute some of the money that we get every year at the November raffle back to the members and to our loyal vendors.

So, what do you think? Let me know at the meeting or via e-mail. I would love to make this an annual event along with our raffle, pizza party, club awards, and Nordicon.

See you in March, hopefully I can give a report on the Mad City show in Madison, as well.

(Continued from page 6)

for the EPX system, calls for development of a preferred system concept and analysis of the associated risks and requirements.

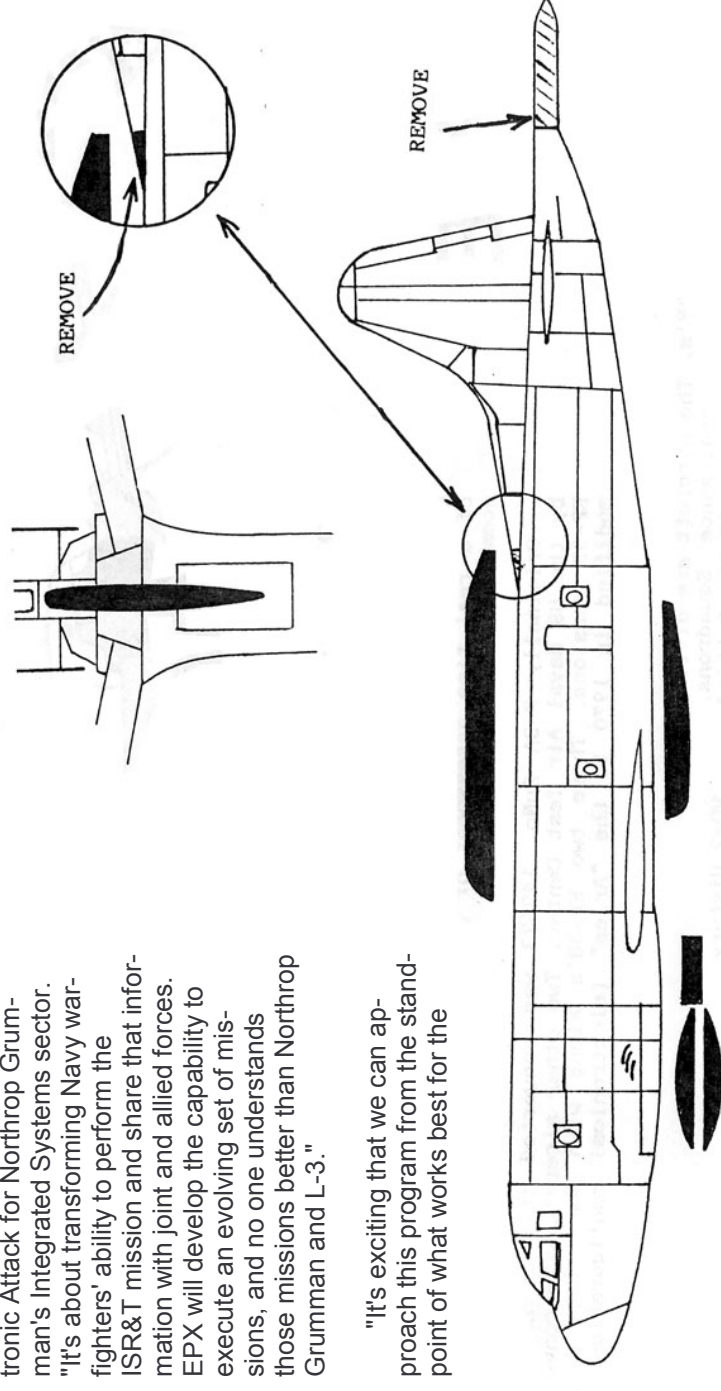
"This competition is about more than replacing an aircraft," said Patricia McMahon, vice president of Information Operations and Electronic Attack for Northrop Grumman's Integrated Systems sector. "It's about transforming Navy warfighters' ability to perform the ISR&T mission and share that information with joint and allied forces. EPX will develop the capability to execute an evolving set of missions, and no one understands those missions better than Northrop Grumman and L-3."

"It's exciting that we can approach this program from the standpoint of what works best for the

mission," said Mike Holmes, vice president of Federal Programs for L-3's Integrated Systems. "This is an important program as the Navy recapitalizes its fleet, and the systems integration experience offered by L-3 and Northrop Grumman will help transform its ISR&T capability."

The companies will perform the work under this contract in Bethpage, N.Y., and Waco, Texas. The results of the study will be delivered in five months.

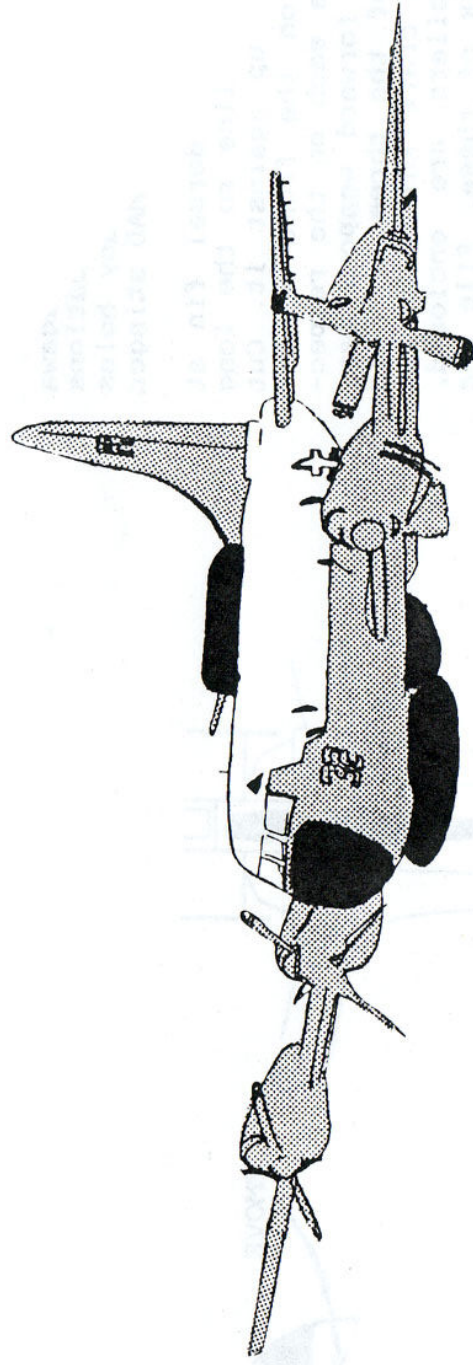
SOURCE: Northrop Grumman Corporation



ON THE TABLE JANUARY 2008

Name	Model	Manufacturer	Scale
Steve Jantscher	E-10 Tank Destroyer	Trumpeter	1/35
""	Jagdpanther	Tamiya	1/48
Merrill Anderson	F-84G Thunderjet	Tamiya	1/72
Bernie Kugel	(3) Spad XIIIc	Aurora	1/48
""	Neiuport 17	Eduard	1/48
""	IJN Asashio Destroyer	Skywave	1/700
""	DKM Z-37 Destroyer	Tamiya	1/700
Jim Kloek	USS Minneapolis	Combrig	1/700
Kyle Nelson	BT-7	Eastern Express	1/35
""	German Officer	Andreas	1/35
Rick Verner	AD-4D Skyraider	ESCI	1/48
Steve Erickson	Mess. Bf.109G-2	Hasegawa	1/32
Steve Hustad	FW.190D-9	Tamiya	1/72
John Dunphy	T-34/76	Tamiya	1/35
""	M46 Patton	Dragon	1/35
""	KV-1E	Trumpeter	1/35
""	M163 Vulcan	Italeri	1/35

<p>(Continued from page 3)</p> <p>for a price of more than \$5.4 Billion. This order was announced at the Singapore Air Show, which was held for two weeks in February.</p> <p>Delta Airlines announced that the pilot groups of Northwest Airlines and Delta Airlines are at an impasse on how to merge the seniority lists. This could be a "deal stopper". Northwest Airlines' pilots are still dealing with the merger of Republic Airlines pilot in 1986 - 23 years ago!!! When Delta Airlines offered a buy-out package to its pilots before they declared bankruptcy in September of 2005. So they lost a lot of senior pilots, and they have a lot of junior pilots. But at Northwest Airlines, they have a lot of senior pilots. This could get sticky.</p> <p>Continental Airlines ordered 19 Boeing 737-800s and 8 Boeing 777-300ERs in a deal worth \$2.5 Billion. Also, Continental Airlines says that they are interested in merging with someone.</p> <p>Australia has an Airbus A-319 that they have converted into an electronic advanced surveillance and imaging reconnaissance aircraft. Their main goal is to stop Japanese whaling ships from harvesting whales from the Antarctic.</p> <p>(Continued from page 1)</p> <p>wash on a figure, HOLD IT UPSIDE DOWN, and the wash should pool in the 'natural' shade areas. Then drybrush with your 'BASE' color, to blend and smooth the wash areas. To finish, turn your figure upright, and drybrush with your lighter shades.</p> <p>FLESH: NO STOCK COLOR CALLED FLESH IS EVEN CLOSE!</p> <p>Generally caucasians are not PINK!, not even us Scandinavians. I used to use one of the 'desert tan' shades; at a minimum, add a red-dish brown to any 'flesh' color, I</p>	<p>have even added olive drab to 'flesh' colors, to tone them down.</p> <p>EYES:</p> <p>Here is where most modelers really screw the pooch. Eyes are NOT ROUND, they are enclosed by EYELIDS, nearly flat on the bottom, and off centered triangular on top. DO NOT USE WHITE FOR THE 'WHITES'; use a light flesh tone. White actually looks wrong, and with no eyelids painted, most modelers figures look like extras from a bad zombie horror flick. There is a very great deal I could add, believe me, even for this limited system, how to develop and apply multiple shades of a color, blending techniques, and more, but this should at least get you in the</p> <p></p> <p>BAE Systems Delivers UAV Target Detection Systems To U.S. Army</p> <p>2/19/2008</p> <p>Washington — BAE Systems has delivered five target detection systems to the U.S. Army for use on Shadow unmanned aerial vehicles (UAV). The AURORA Generation IV remote sensing system will provide U.S. forces with precise detection and identification of potential threats, increasing mission capability and survivability.</p> <p>AURORA is an ultralightweight, compact, wide-area surveillance system. It combines daytime hyperspectral imaging technology, featuring high-resolution electro-optic sensors, with an airborne processing system to automatically detect and identify targets.</p> <p>"AURORA is the first system that puts hyperspectral technology in operational use for U.S. forces," said John Antoniadis, director of remote sensing technologies for BAE Systems. "This is important because the combination of hyper-</p>	<p>spectral and electro-optic technology offers an objective tool to detect and identify targets, relieving the stress on operators who are constantly watching video imagery."</p> <p>The system is designed to meet tactical needs of unmanned aircraft with highly efficient onboard processing that minimizes bandwidth requirements. AURORA has a real-time processing capability to search for targets and immediately downlink location results to ground operators for rapid delivery into intelligence databases.</p> <p>The AURORA Generation IV system can be used on a wide range of low- and medium-altitude manned or unmanned vehicles that can accommodate payloads as low as 35 pounds.</p> <p>SOURCE: BAE Systems</p> <p></p> <p>Northrop Grumman And L-3 To Study New Intelligence, Surveillance, Reconnaissance And Targeting Aircraft For U.S. Navy</p> <p>2/11/2008</p> <p>Bethpage, NY - The U.S. Navy has awarded a study contract to Northrop Grumman Corporation, working with L-3 Communications, for the Navy's EPX aircraft program.</p> <p>EPX is envisioned as a shore-based, manned aircraft providing intelligence, surveillance, reconnaissance and targeting (ISR&T) support to carrier strike groups and theater, combatant and national commanders. The contract is valued at \$1.25M.</p> <p>The Navy initiated a competition in November 2007 to study the replacement of its EP-3E signals intelligence aircraft fleet and the expansion of its mission capability. This contract, the first step in the Navy's multiyear selection process</p> <p>(Continued on page 7)</p>	<p>(Continued from page 2)</p> <p>visual follow on to George's informative talk on VVS colors</p> <p>May- Steve Husted will discuss diorama basics and planning</p> <p>June- Dave Nelson on weathering</p> <p>July- Rick Vermer on "modeling on the go"; just in time for the vacation season!</p> <p>Again, dates are tentative upon the availability of the seminar leader, but this does give some outline to our first half of the year.</p> <p>Steve Husted has graciously offered to help with our judging training. Remember if we want judged contest, or if you are curious to see what judging is all about, this is a great opportunity. I will be following up with those interested at the March meeting so we can set up the logistics with Steve.</p> <p>Lastly, we do need additional models to fill out the display case in Fleming Terminal; as well as for the newsletter. We will try to have the case available each meeting; and for the newsletter Bob Arko or Sean Brzozowski would be great contact points. And while I am on the subject, Sean has been laboring very diligently on the website, please give him a hand! See you in March!</p> <p></p> <p>Airline Chatter by Terry Love</p> <p>Airbus started the year out right by announcing an order from TAM, the Brazilian airline, for 22 Airbus A-350s.</p> <p>Spice Jet, the low cost airline of India, ordered 10 more Boeing 737-800s.</p> <p>Air Europe, a Spanish low cost carrier, ordered 8 Boeing 787 Dreamliners in a deal worth \$1.3 Billion.</p>	<p>United Airlines earned \$403 million in the year 2007.</p> <p>Delta Airlines earned \$1.61 Billion in the year 2007.</p> <p>Southwest Airlines earned \$111 million in the year 2007.</p> <p>U S Airways earned \$427 million in the year 2007.</p> <p>Alaska Airlines lost \$17.9 million in 2007.</p> <p>Northwest Airlines reported a pre-tax profit of \$764 million, but after taxes, it will be much less than that.</p> <p>TACA, the airline of El Salvador, ordered 12 Airbus A-320s and 3 Airbus A-319s. Deal is worth \$1 Billion.</p> <p>Northwest Airlines says that by the end of 2008, they will be down to 68 Douglas DC-9s. Three years ago, NWA had 172 in operation.</p> <p>Northwest Airlines will hire 200 to 250 pilots this year.</p> <p>Frontier Airlines is selling 4 of their Airbus A-319s, to lower its capacity, due to high fuel bills.</p> <p>Cessna says that they are de-signing a large cabin biz jet, that might work for a small commuter jet airline.</p> <p>Gulf Air finalized a deal to purchase 24 Boeing 787 Dreamliners for \$3.9 Billion.</p> <p>Air Canada is retiring their Boeing 767, C-GAVN to Tucson, Arizona after reaching the end of its life cycle. Big deal, you say. Well, this particular Boeing 767, if you remember correctly, was Air Canada flight 173 from Montreal to Edmonton, on July 23, 1983 (25 years ago). It ran out of fuel and glided to Gimli, Manitoba with empty fuel tanks due to an error in reading fuel gauges.</p>	<p>Lufthansa Cargo ordered 8 Boeing 777 freighters for \$2 Billion.</p> <p>China Eastern Airlines ordered (via the Chinese government) 30 Boeing 737-800s for a deal worth \$1.94 Billion.</p> <p>All Nippon Airways, Japan's second largest airline, will buy 60 new airliners from Boeing. They ordered 28 Boeing 737-800s, 26 Boeing 787 Dreamliners, and 5 Boeing 777-300s. Deal is worth \$5.7 Billion.. Boeing is off to a good start for orders this year!</p> <p>Lauda, the low cost airline of Austria, and owned by former race car driver, Niki Lauder, ordered 9 more Airbus A-320s, bringing their fleet to 20.</p> <p>Hawaiian Airlines ordered 6 Airbus A-330s and 6 Airbus A-350s, and options for 6 more additional of each. Deal is worth \$4.4 Billion.</p> <p>Blue Air, a low cost Romanian airline, ordered 2 Boeing 737-800s.</p> <p>Boeing is considering upping the production rate on its 737-800 model due to the massive backlog of orders.</p> <p>Airbus received 238 orders for airliners in January. They are off and running. Boeing only received 65 orders. Both predict that the volume of orders will be down considerably from last years records.</p> <p>Alitalia, the airline of Italy, lost \$530.1 million as it waits to be sold to someone.</p> <p>Air France wants to be the largest airline in the world. Last year, Air France bought KLM, and now Air France offered \$4.4 Billion for Alitalia.</p> <p>Boeing landed an order from Lion Air, the low cost airline of Indonesia. They ordered 56 Boeing 737-800ers, and 4 Boeing 777-300ERs</p> <p>(Continued on page 6)</p>
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LOCKHEED EP-3E ORION

by Rick Koehn

Today there are twelve Orions that have been modified into EP-3E ELint (Electronic intelligence and surveillance) aircraft. ELint aircraft, are modified with radars, antennas and state of the art computers to gather and decipher electronic signals. They often are the only source of a real time assessment of a tactical situation available to a fleet commander.

Originally P-3A BuNo. 149673 was converted into an EP-3A for use by the US Naval Air Test Center. Two other aircraft were converted into EP-3B versions. These two EP-3B's along with some stock P-3A's were modified in 1970 to the "Aries" (electronics) configuration. Together they number twelve EP-3E's. The aircraft are divided between two Fleet Air Reconnaissance Squadrons, VQ-1 with the tail codes "PR" for "Peter Rabbit" operates out of Agana, Japan, while VQ-2, using the tail codes "JQ" operates out of Rota, Spain. Each operates six aircraft. VQ-2 has three of each configuration, as well as a UP-3A for training. With their 3,600

nm range the EP-3E's usually operate individually the world over from friendly military air bases. For immediate fleet support, each squadron also operates several EA-3A Skywarrior aircraft for carrier deployment if needed. The EP-3E has a crew of seven officers and twenty-one enlisted personnel. This includes three pilots, a navigator and two electronic warfare tactical evaluators.

VQ-2 History

VQ-2 was originally commissioned on 1 September, 1955 as Electronic Countermeasures Squadron TWO (ECMRON) and flew Martin P4M-1Q Mercators and Douglas A3D-1Q Skywarriors from Port Lyautey, Morocco. In January of 1960 they moved to their present base at Roto, Spain, and traded their P4M's in for Lockheed EC-121M Super Constellations, which were then phased out in 1974. The A3D-1Q's were replaced by A3D-2Q's, and those by the present EA-3B's. The first EP-3E's arrived on 31 July, 1971.

VQ-2 Squadron Insignia

The "Electric Bat" was adopted in 1959 as the squadron insignia. The bat symbolizes the black P-4, the dark blue night sky symbolizes the high undetected flight of the aircraft, while the lightning bolts represent the electronic reconnaissance. The outer ring is red.

After relocating to Rota, Spain, the squadron adopted the black "Don" on an orange pennant on a field of yellow for their logo with the pennant and "Don" on the tail of their aircraft.

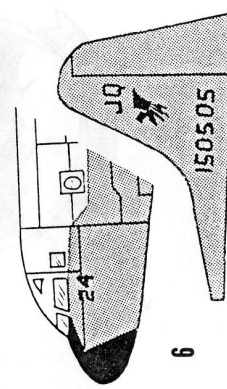
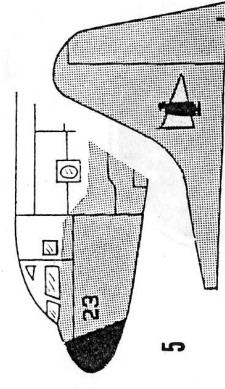
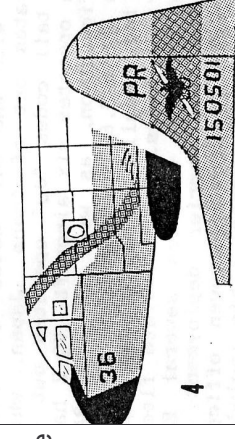
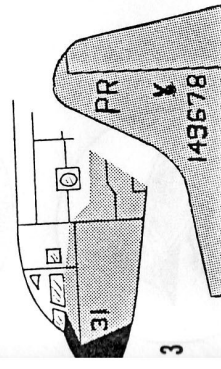
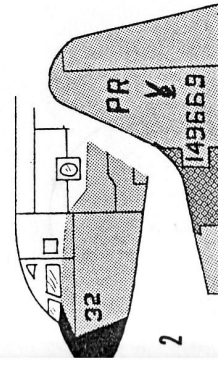
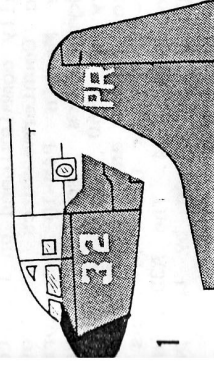
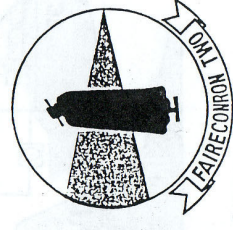
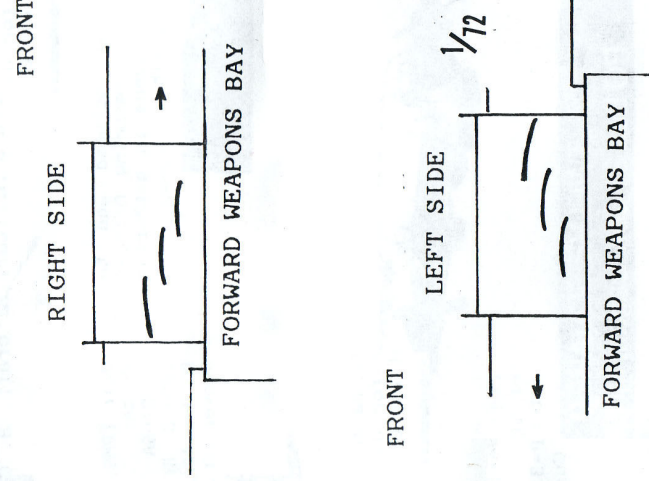
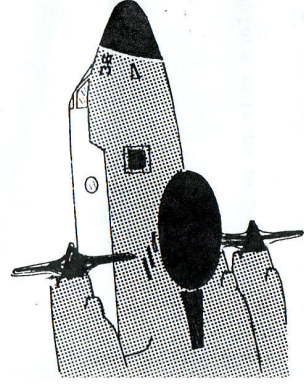
In 1979 they adopted a modified black version of the "Electric Bat" or "Cosmic Bat" as the official tail marking, and is today displayed on the squadrons vertical stabilizers.

References:

KOKU-FAN Famous Airplanes of the World #97 P-3 Orion, numerous photos & multiple drawings.

Warplane N29, Data File Lockheed P-3 Orion (Color photo).

The World's Military Aircraft, B. Gunston (Color Profile).



1. VQ-1 EP-3B, (PR-32 BuNo 149669) in early dark blue and white paint scheme. (Koku-Fan b/w).
2. Same aircraft as in #1 but in the later grey and white paint scheme (as will be all the other aircraft shown here) with a black bunny on the tail and a tail band of unknown color. (Koku-Fan b/w).
3. VQ-1 EP-3E (PR-31 BuNo 149678) with smaller bunny on tail than 669 (Koku-Fan b/w).
4. VQ-1 "Batman" EP-3E (PR-36 BuNo 150501) with solid colored tail and fuselage band and Bat with circling electrons and lightning bolt. (1974- 75 time frame)(Koku-Fan b/w).
5. VQ-2 EP-3E, with the black "Don" tail insignia. The orange insignia always points to the rear. (Koku-Fan color).
6. VQ-2 EP-3E (JQ-24 BuNo 150505) with the current bat tail insignia. (VQ-2 material. JQ-25 BuNo 150494 in the same paint scheme is show in Warplanes #29 in color)