

The very fact that dyes in the ink are used to reproduce a color, which was originally achieved by pigments in paint, further compounds this error.

We personally prefer to avoid color profiles or printed color work where judging is critical. Color profiles are airbrushed, with shading to give a contoured look to the two-dimensional representation of the airplane. It's difficult to decide which of the numerous tones is the proper one to emulate.

The ultimate decision as to which form of color verification to use is yours. Often, you simply have no choice but to go with what's available. Remember that every other contestant is faced with the same dilemma. Most static judges are glad to critique your portfolio after the first round of flying, so make it a point to learn what the judges expect . . . then comply as best you can.

The rule book permits six 8½" x 11" pages for your portfolio. Don't feel that you must use all of them, especially if you would have to resort to materials which might detract from the model. Gone are the days when a 3-view and a page from *Profile Publications* would do the job, but most knowledgeable judges will appreciate that a rare prototype may not have much more than that available. What a skimpy documentation portfolio does suggest is that the modeler did a sloppy research job . . . especially if the subject is a popular and much publicized one.

Let's examine the physical presentation, page by page. The entire portfolio should be bound in a hardcover album (the type that photos are mounted in). This keeps everything inside neat and clean, and the protective plastic cover scrubs up easily. Each of the inside pages should have clear plastic covers, to keep finger smudges from ruining the material. Press-on art type can be used to label the cover with the name of the aircraft. Do not use your name anywhere on the portfolio.

Never submit to the judges loose pages, or a stack of books with page markers. The judges are very busy, and they can usually only dedicate 3-5 minutes to each model. If they have to spend time thumbing through books, or fumbling with papers blowing in the wind, the resulting score is bound to be low.

Avoid any written verbiage about the history of the prototype aircraft, its war record, performance data, etc. Don't throw in anything about the model, such as magazine articles, kit reviews, etc. Keep annotations to a minimum, and only rely on photo cap-

tions where absolutely necessary. Let the documentation speak for itself, and don't try to influence, coerce or lead the judges by the nose.

Page 1 of the portfolio should be used for identification of the subject. Type out, or use press-on letters, the name of the aircraft, manufacturer, sub-type or variant, serial numbers, code numbers, squadron designation, and even pilot. Make this a list, and don't get into a protracted discussion of the aircraft's history. We find it helpful to use a color profile here, to give quick visual identification of the aircraft.

Page 2 is where the 3-views belong. If they're in color, all the better, but label them "FOR OUTLINE AND SCALE DETAIL ONLY. COLOR SHOULD BE JUDGED BY ATTACHED COLOR CHIPS." If the 3-view is not of the variant modeled, be sure to indicate any variations in details. If the differences are significant (more than armament or a few superficial details), label the drawings as "typical" of the subject.

Page 3 (the one facing Page 2) is dedicated to presenting the color and marking information. If using color chips, be sure to identify them by their proper names and code numbers. Also identify the source from which they came (book, manufacturer, etc.). We like to have the color chips as large as possible, and we always present them against a white or light grey background—this makes the color look more realistic. It is not necessary to have the chips for black and white.

Making one's own color chips has

become a handy "cop out" in scale circles, but be assured that it is illegal and is clearly grounds for disqualification according to the rule book. All the documentation can only come from "authoritative sources," and that does not mean the guy who built the model!

The remainder of the portfolio should be used for supplemental photos of the actual aircraft (again, no photos of the model!). These may not always represent the exact aircraft you have modeled, and such shots should be labeled "typical." Try not to confuse the issue by having too many photos that aren't of the specific airplane you've modeled. Don't waste time with "detail" photos, since the judge is viewing the aircraft at a distance from which small items *shouldn't* be obvious (at least you shouldn't remind him that you know that he can see that detail!).

We prefer to avoid color shots in the last pages, since they might confuse the judges as to the correct colors of the aircraft. We have even taken beautiful color photos and had them converted to black-and-white prints, in order to avoid such ambiguities. Check out the services offered by companies listed under "Lithographers" in the Yellow Pages. They can enlarge or reduce 3-views, make different size prints from book or magazine photos, etc.

Don't find yourself being one of those contest modelers who has a winning-quality airplane, but who has documentation that doesn't do justice to that exquisite model. That documentation portfolio is your passport to the winner's circle, so use it wisely.

## HOBBY SOURCES

The following sources handle 3-views, drawings, and other documentation materials:

BOB HOLMAN PLANS  
P.O. Box 741S  
San Bernardino, CA 92402

PAS-M-CO  
25260 153rd S.E.  
Kent, WA 98031

CLEVELAND MODEL SUPPLY  
10307S Detroit  
Cleveland, Ohio 44102

SCALECRAFT  
P.O. Box 4231  
Whittier, CA 90607

HISTORICAL AVIATION ALBUM  
P.O. Box 33  
Temple City, CA 91780

SCALE MODEL RESEARCH  
PHOTOS  
P.O. Box 675  
Orange, CA 92666

MODERNISTIC MODELS  
P.O. Box 6974  
Albuquerque, NM 87197

SID MORGAN  
13157 Ormond  
Belleville, MI 48111

MORRISON REPLA-TECH  
48500 McKenzie Highway  
Vida, OR 97488

PETER WESTBURG  
834 Seventh Street, #6  
Santa Monica, CA 90403