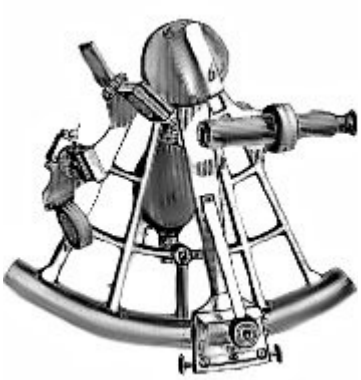


The Navigator

The Newsletter of Alamo Squadron

The San Antonio chapter of the International Plastic Modelers' Society
A registered 501c-7

April 2019

IPMS/USA Chapter of the Year: 1999 & 2005
IPMS/USA Regional Chapter of the Year: 2016
IPMS/USA Regional Newsletter of the Year 2017

MiG Trickery

Eric Syverson Tricks-Out His 1/32 MiG-3 Build

Inside This Issue:

President's Column

By Herb Scranton III

IPMS #48314

Greetings Alamo Squadron,

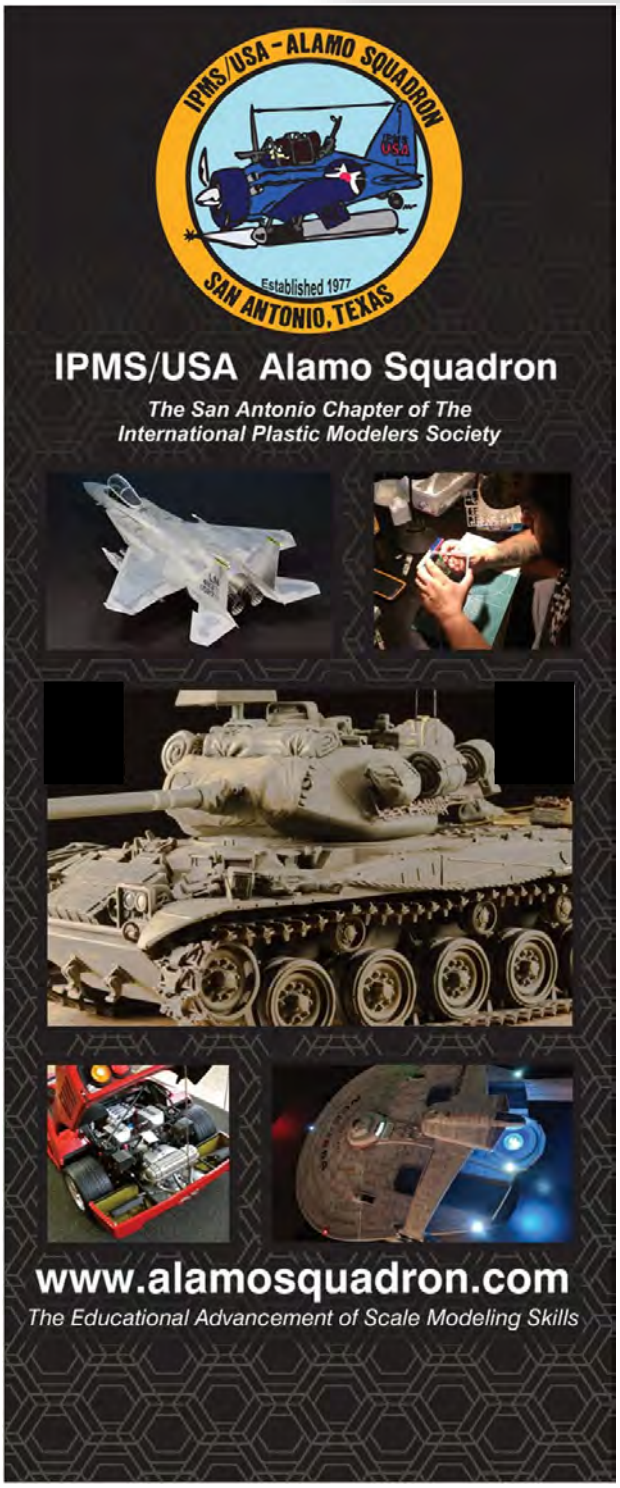
This is my last letter to the members as you president. It has been my honor to represent this club as your president at several model shows thought out our region and at the Nationals. I have just one more show to attend as your president this weekend. Dick Montgomery, Charles Stone and I will be attending the RiverCon VIII in Bossier City, LA.

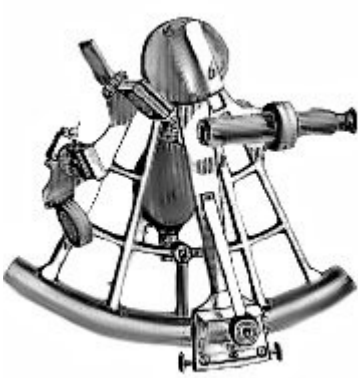
I want to thank you for your support. I think we have the best members in the region. My goal was to keep the business part of our meeting short and sweet and continue to guide this club where we could improve our modeling skills and enjoy our common interest. My success as president has been because of your hard work. Our members put on a premium show every February, we have well thought out classes every month, there are lots of models on the WIP tables every month and quality models on the contest tables every month all because of you.

I would like to thank two past Presidents, Dick Montgomery for his arm twisting, I mean guidance to get involved as the VP twice and the members confidence to elect me as you President, Thanks Dick, and Len Pilhofer our last President, and he always had my 6, Thanks Len.

It's time to let someone else to guide this club into the future. I offer the future club officers best wishes and promise my continued support.

Cheers, Herbert E. Scranton III, President Alamo Squadron





Club Announcements

Alamo Squadron Build Days

The most recent build day was held on the 2nd of February at HobbyTown of San Antonio. The next Build Day is scheduled for Saturday, March 2nd. The intent of these build days is to move more of the social and building aspect of our meetings to a more conducive environment...and what better environment than a hobby store! There will be no set format but if a member wishes to see a first hand demo on a certain technique then this is the perfect opportunity to make it happen. We hope that many club members will take the opportunity to participate. And added bonus is that we will be able to recruit for Alamo Squadron while at this establishment answering any and all questions of passers-by.

April Birthdays: Mark Verdi, Charles Holsen and Eric Syverson

Monthly Contest Themes

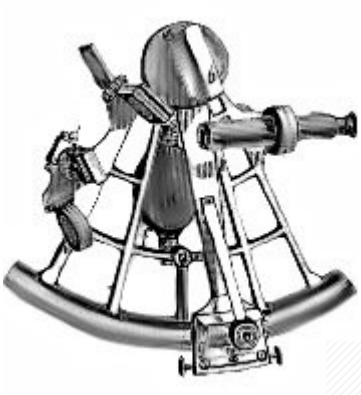
The remaining contest theme for the month of April (the upcoming meeting) is: "It's Broken". At the April meeting the incoming Executive Board will make a call for future contest themes. These will be posted here in the Navigator as well as on the club website under the "Meetings" page.

Club Elections

April is the month reserved for club elections. Herb Scranton and Dana Mathes are stepping down from their roles as President and Treasurer (respectively). Craig Gregory is running unopposed for President and Chris Settles is also running un opposed for treasurer. The only bit of excitement for the upcoming election is the epic battle lined-up for Vice President between incumbent Jose Valdenegro and upstart Len Pilhofer. Be sure to make your voice count and come to April's meeting and make your vote count. All current paid members are allowed—and encouraged—to vote.

Monthly Programs:

The remaining club program for the month of April is "Polishing Enamel Paints" by Herb Scranton III. At the April meeting the incoming Executive Board will make a call for future program ideas. These will be posted here in the Navigator as well as on the club website under the "Meetings" page.



Club Announcements

Club Contest Results

First Place: Challenger II

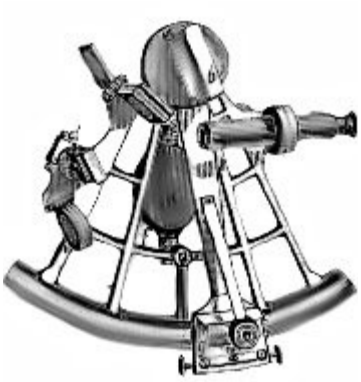
By Dana Mathes

Second Place: 1966 Chevy Nova

Keith Rule

Third Place: Red Knight of Vienna

Chris Menold



Cover Story

MiG Trickery

Tricks I Learned while Building a MiG-3

Story and photos by Eric Syverson IPMS# 50324

I still consider myself a newbie back to the hobby. As a kid I didn't know the difference between enamel and acrylic paints and I was probably using both. Who knows how I was cleaning the brushes. Maybe I wasn't. I remember masking stuff with magic tape. Maybe it was electrical tape. Whatever was in the kitchen drawer. Sound familiar?

One of the big things I've learned since coming back to the hobby is that there are tricks. And tricks are key. Tricks are everything. Tricks make the hard stuff easy, or at least doable. Tricks make stuff look better. Tricks change the way stuff looks. Tricks trick the eye. Understanding paints and glues and the way stuff interacts and what to use when and what works best and how to correct a mistake or better yet hide it...It's just a bunch of trickery! Like pulling a rabbit out of a hat. And you fellas– yeah you– all of you at Alamo Squadron– you're just a bunch of tricksters!

So as I sat thinking about how to approach this build article, I decided to focus on the tricks I learned. Scribing, scratch building a light, hiding hairline fractures in clear canopy pieces are just a few of the things I'll touch on in this article. And I'll tell you this: Had I known how to do some of this stuff before starting on the MiG, she would have been done in four or six months instead of 12. Because really the 1/32 Trumpeter MiG-3 is a relatively simple kit with good overall fit. But the warts that the kit does have would kill it on the competition table, and I wanted to fix those things specifically. Figuring out the tricks to fix them added a lot of time to this build...The fixes themselves did not.

I. Paint Tricks

Paint detailing may sound more like a skill than a trick, but I learned during this build that there's a trick for painting fine detail in a way that is very, very forgiving. How? Consider the following photo:

Paint trick: Detailing with enamel paint over protected acrylics allows for easy detailing. Just use enamel thinner on a fine brush to clean up errors.

Even at 1/32 scale, this is a very small seat. The close up will show you errors that are not discernable to the naked eye, yet the strap holes appear perfectly painted in silver. How did I manage that with my clumsy hand? I mean, the holes are only .5mm wide. That is a challenge for any brush coupled with any human. So how did I do it? The answer: A basic knowledge of paint.

The strap was painted with an acrylic beige which was further protected by polyurethane clear, and only

Cover Story

MiG Trickery

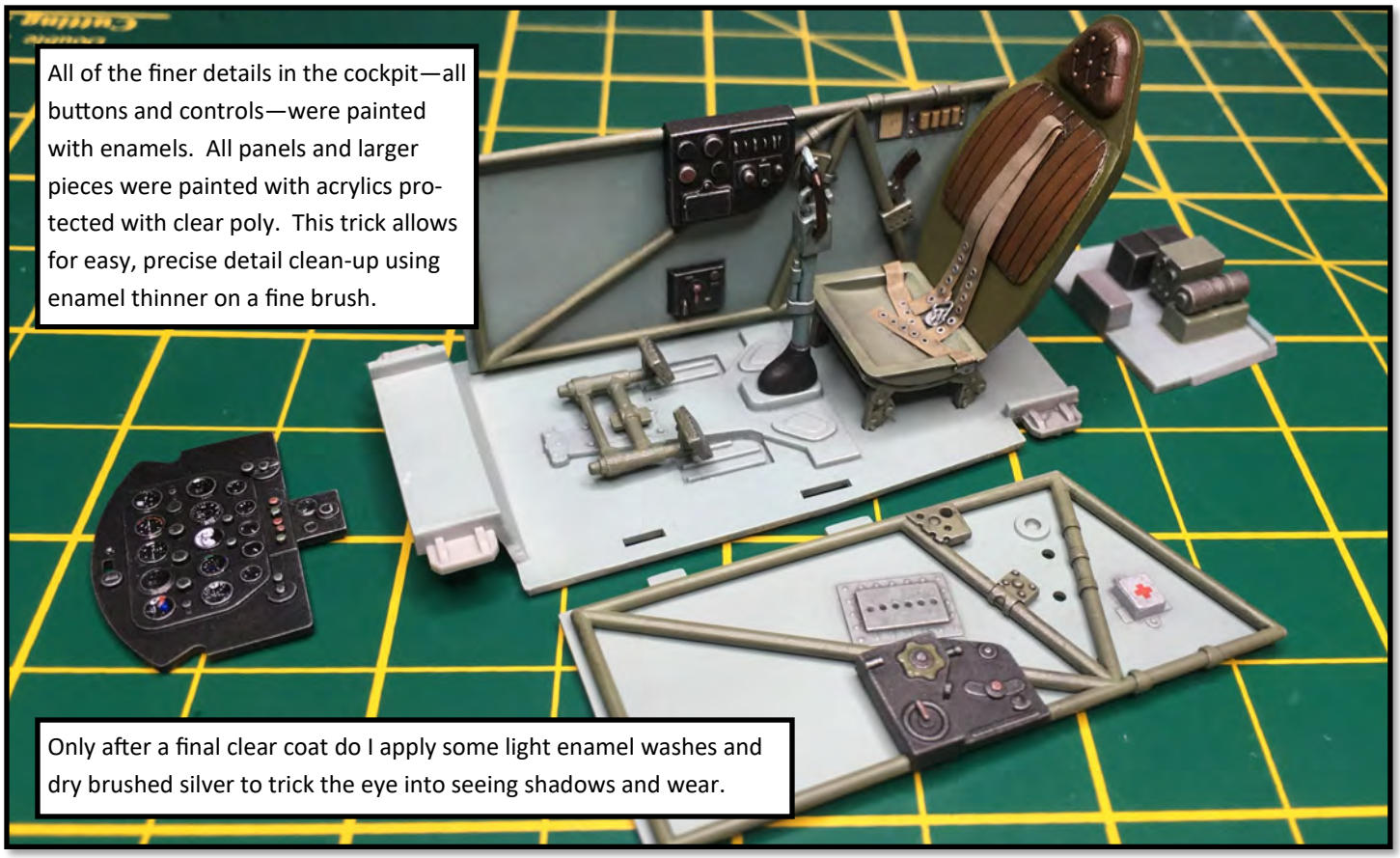
Another paint trick is applying future (or any gloss clear) over dial decals to simulate glass.

then did I apply the silver.

Truth is, I painted enamel silver way outside the harness hole boundaries several times. But all I had to do was dip a fine brush in enamel thinner to clean up any enamel paint that fell outside the lines. It never affected the acrylic beige harness, because enamel thinner does not affect acrylic paint—especially if protected by a clear polyurethane coat. Once happy, I sprayed the whole harness with a coat of clear polyurethane, then proceeded with a black enamel wash that couldn't possibly harm any of the paint underneath.

This is a great trick anytime you need to paint fine details and know you're going to screw up! Remember: Acrylic base, enamel details.

I applied the same trick throughout the cockpit, including the red and green buttons and controls on the instrument panel and sidewalls consoles. After a wash and dry brushed silver, all buttons and controls looked particularly crisp. I further used Airscale dial decals on the instrument panel and dropped future on each dial to simulate glass. These tricks are simply based on an understanding of the different paints.



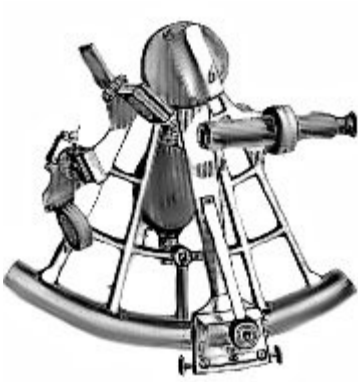
All of the finer details in the cockpit—all buttons and controls—were painted with enamels. All panels and larger pieces were painted with acrylics protected with clear poly. This trick allows for easy, precise detail clean-up using enamel thinner on a fine brush.

Only after a final clear coat do I apply some light enamel washes and dry brushed silver to trick the eye into seeing shadows and wear.

Cover Story

MiG Trickery

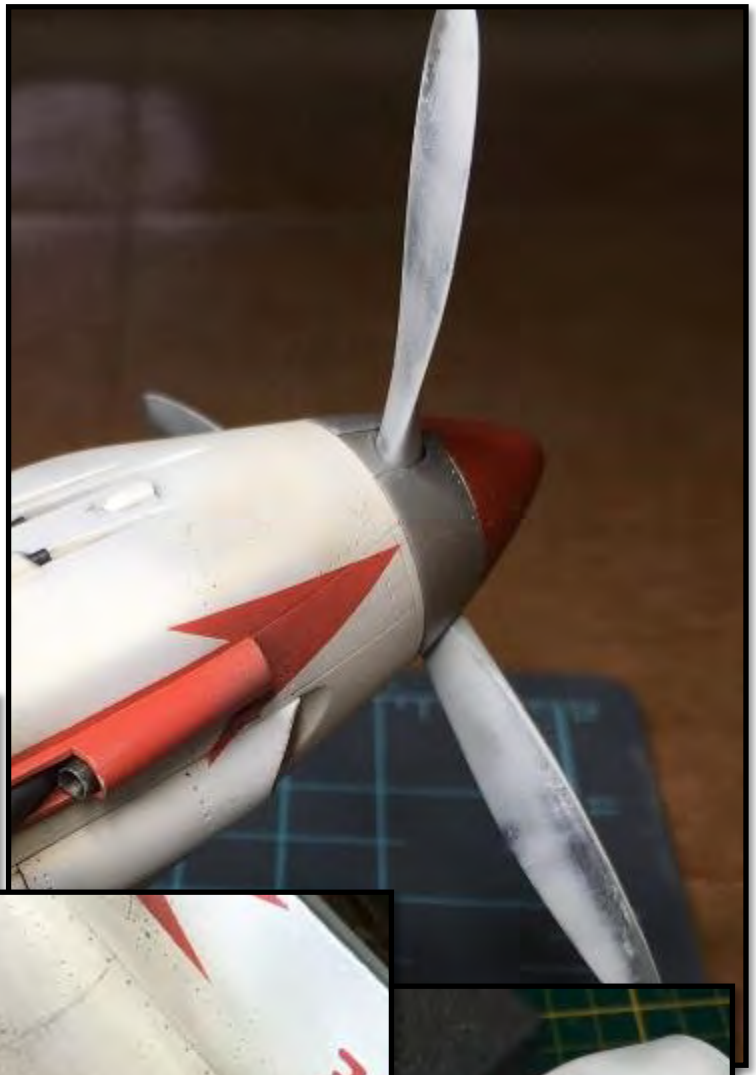
Another paint trick I learned created realistic variation in tone between wood and metal surfaces of the MiG. I painted the wood surfaces (outer wings, rear fuselage) the primer yellow that the Ruskies used on wood, the metal surfaces I painted bare metal silver, and the fabric control surfaces I painted Tamiya buff. Because this particular aircraft arrived white from the factory, undercoating with these colors made sense. I also used adhesive bare metal foil to mask difficult areas of the fuselage for the first time, another good trick. Though I intended to chip through to the yellow in some areas, the Tamiya white proved too stubborn to chip. Nevertheless, tonal variation did result between the three surfaces, preventing the white scheme from becoming monotone.

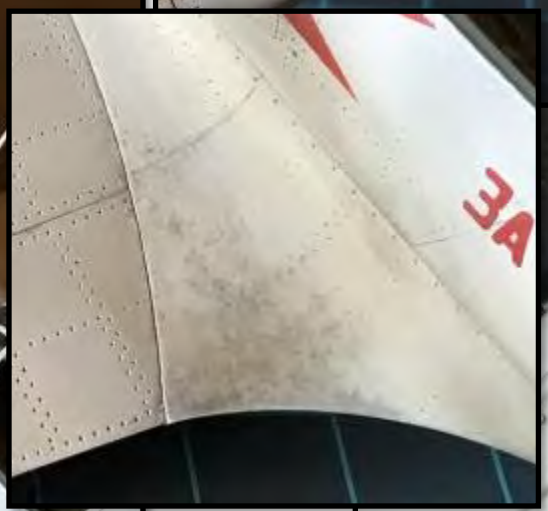


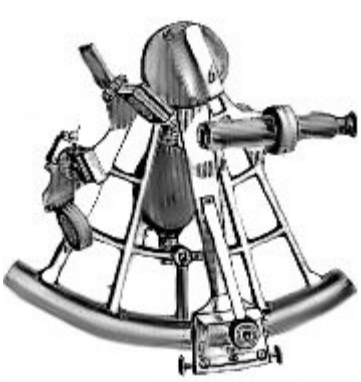
Cover Story

MiG Trickery

I employed several other paint tricks for the first time on this build as well. I sanded through layers of paint for the first time, from white to black to silver on the propeller blades. And for the first time I used a silver prismacolor pencil for chipping affects. I thought this worked particularly well on the port wing root where there would be wear. The effect was subtle on the white. And though I had previous dry brush experience with enamel silver, I used it for the first time to create a post-shade type effect along heavier rivet lines across the top and sides of the engine area to simulate discoloration from heat. Oddly, dry brushed silver looks kinda shadowy on top of white without going overboard.





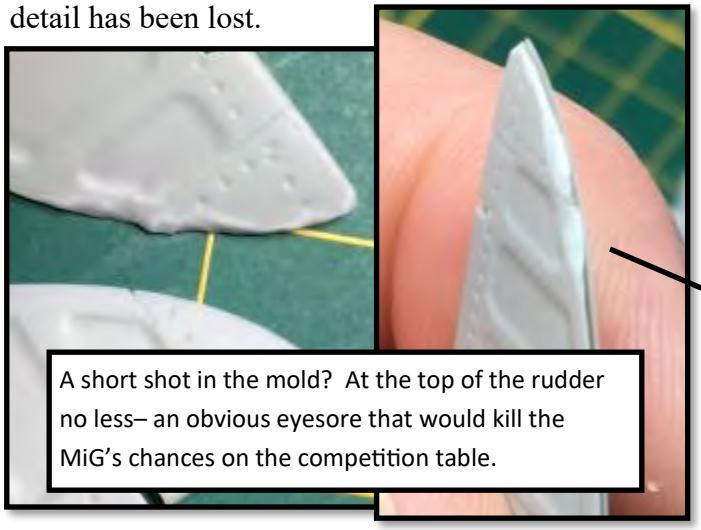


Cover Story

MiG Trickery

II. Tricks to Fix Plastic

A short shot is a mis-mold. Its when the injected plastic doesn't fully fill the mold, resulting a deformed piece at some point in its shape and surface. In this situation you have to re-create whatever shape and detail has been lost.

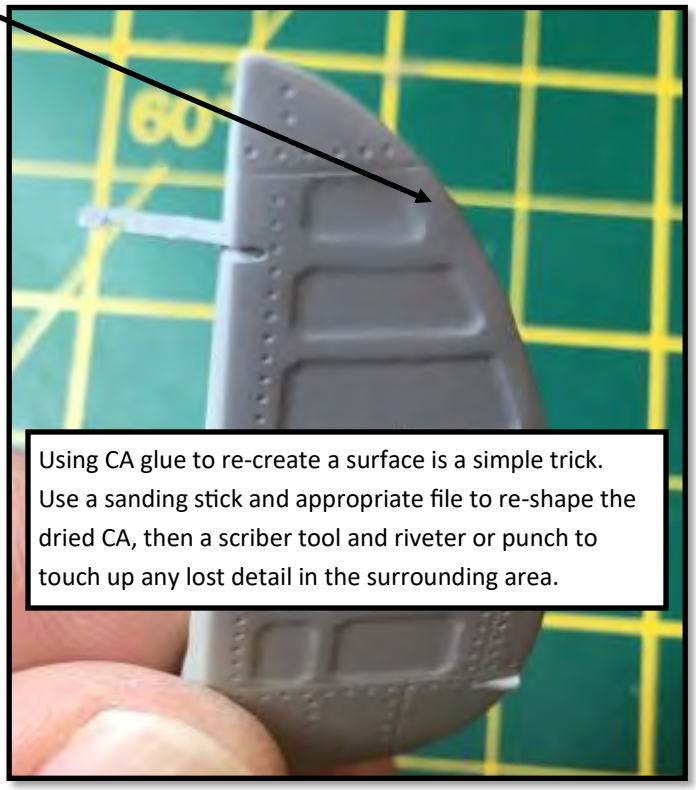


A short shot in the mold? At the top of the rudder no less– an obvious eyesore that would kill the MiG's chances on the competition table.

The MiG had a short shot mold issue at the top of the port side rudder half. It was my first time running into something like this but I remembered reading about using CA glue to reshape stuff. So I gently sanded down the spot on both sides until good fit was achieved with the starboard rudder half. I then cemented the rudder halves into one piece. After letting that set for an hour I carefully applied medium CA glue where I would have to re-create the deformed rib at the aft edge of the rudder.

The key here is to sand and file the CA within the hour– before it hardens too much. I waited about 15 minutes with the medium CA. NOTE: Applying accelerator makes the CA too hard to sand in my opinion. Before fully cured, CA sands very similarly to the plastic around it, which results in controlled and even sanding. I used a sanding stick on the outer rib portion of the deformity, and a small rounded file to re-shape the inner rib edge where the plastic sinks. I lightly brushed on some Mr. Surfacer 1000 (but really you could use any fast drying paint) to check the resulting shape. You can remove the Mr. Surfacer with lacquer thinner on a Q-tip and add more CA if necessary. Sand and file some more. Recheck, etc..

Once happy, I touched up the panel line with my scriber tool and touched up a few rivets with a punch that matched the size of the rivets. I removed the Mr. Surfacer one last time and lightly airbrushed grey over my work for a final check.



Using CA glue to re-create a surface is a simple trick. Use a sanding stick and appropriate file to re-shape the dried CA, then a scriber tool and riveter or punch to touch up any lost detail in the surrounding area.

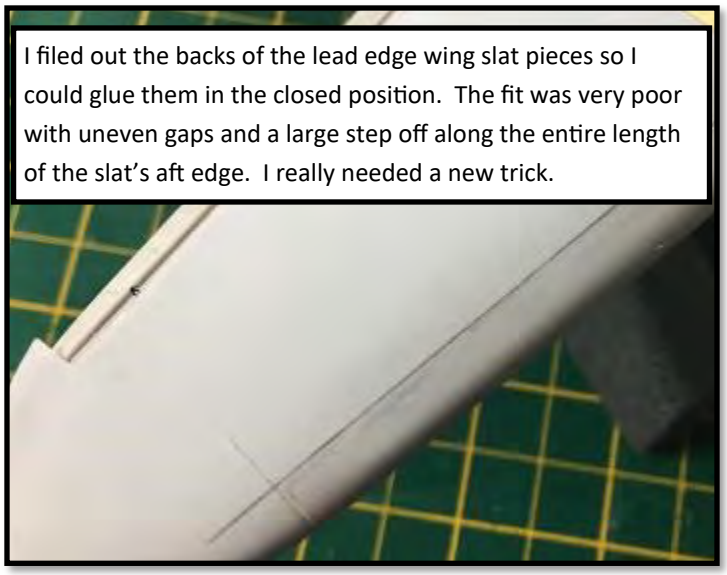
Whereas the rudder fix only took a couple hours of work, there was another fix on the MiG that set me back well over two months: The slats.

The kit comes with prominent lead edge wing slats.

Cover Story

MiG Trickery

The problem is that the kit's slats are molded for the extended (open) position. Parked MiGs never had them extended and I didn't like how they looked open anyway. So I filed out the back of the slat pieces to be able to attach them closed. The resulting fit was not good. There were uneven gaps and an unsightly step off along the entire length at the aft edges.

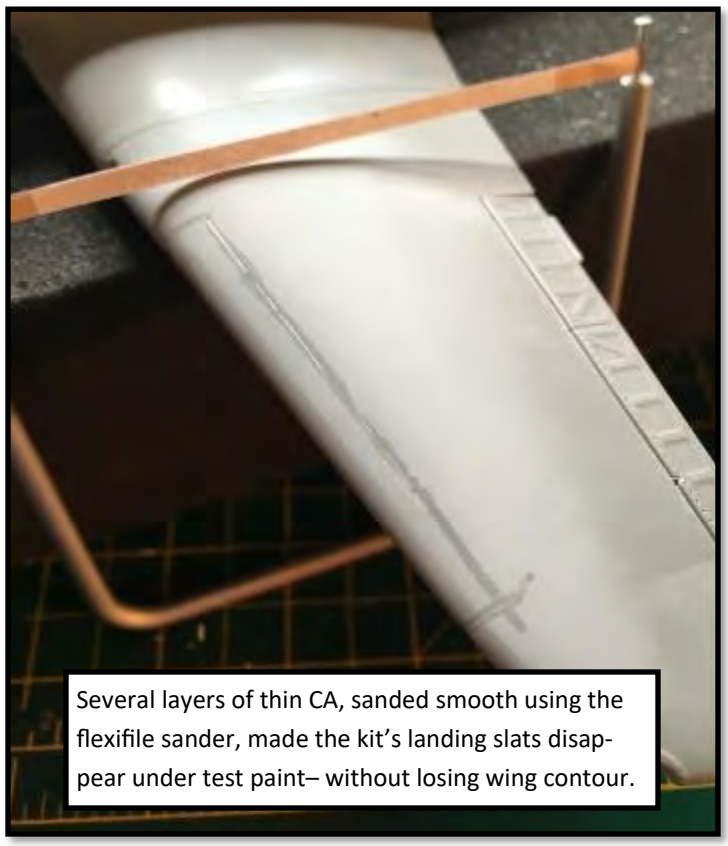


I filed out the backs of the lead edge wing slat pieces so I could glue them in the closed position. The fit was very poor with uneven gaps and a large step off along the entire length of the slat's aft edge. I really needed a new trick.

Learning how scribe evenly over large areas of filler to re-create the slats was a painstaking process of try and try again. I stepped away from the build for several days, even weeks at a time to re-group. But once I figured out the trick, I was done with both slats in a few hours. Fortunately the outer wings of the MiG-3 were wood so the kit surface there is smooth with no panel lines or rivets. This allowed for repeated trial and error without losing surrounding surface detail because there was none.

The trick to scribing over a re-worked surface is to use CA glue as the filler to resurface everything. CA. Not putties, and certainly not Mr. Surfacer. CA dries hard enough for clean scribe lines– its pre-cure hardness is very similar to plastic. Putties and other fillers are too soft and chalky to scribe cleanly. Additionally, and as we saw with the rudder fix, CA is an excellent sanding platform– again I have to emphasize- as long as it doesn't fully cure before you attempt to sand it. It sands very easily actually—you can even take it to a glass like finish if you progress to very fine grits. More importantly though you end up with a good, hard working surface that is ready for sanding within a few minutes. It really speeds up your work.

Another trick I learned was to use the flexifile sander. The flexifile provided me the unique ability to sand the wing surface nearly flush to where the step off was, without losing wing contour. I then used a couple layers of thin CA several times followed by further sanding, until evidence of the kit's slat pieces were completely gone.



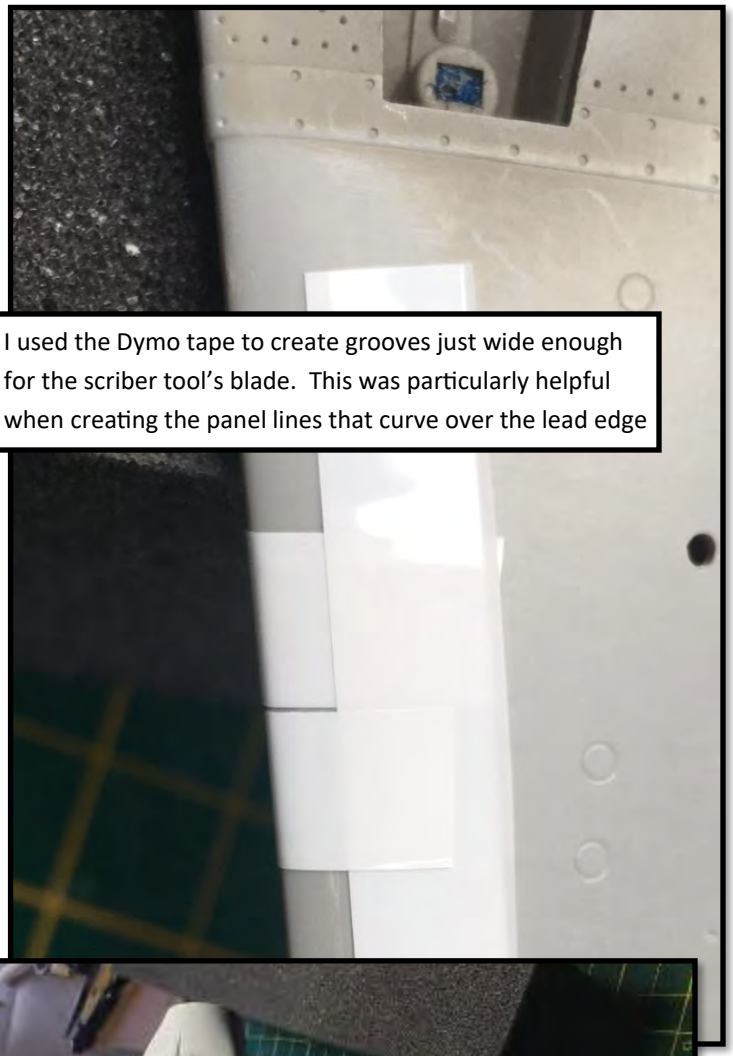
Several layers of thin CA, sanded smooth using the flexifile sander, made the kit's landing slats disappear under test paint– without losing wing contour.

Cover Story

MiG Trickery

The wings were finally ready for the slats to be re-created using a scriber. Yes, there are scribing tricks too! My experience up to this point with a scriber was minimal. I used a pretty decent Tamiya scriber on a previous build to touch up a few panel lines that crossed a cemented seam. But I had never actually created an entire panel. Scribing the landing slats also had the added challenge of creating lines that curved over the lead edge of the wing, continuing under the plane.

In the end the trick that worked best for me was using a UMM-USA SCR 01 scriber tool guided by Dymo tape. Dymo tape is the stuff used in hand held label makers. It's a tape that is just thick enough to lay down straight and guide a scriber tool straight. The UMM-USA SCR 01 scriber tool is one of the top five most well designed tools for a specific purpose that I've ever used. It is, for scribing, what the flexifile is for sanding. It's that well designed. It's that simple. And it's that good.

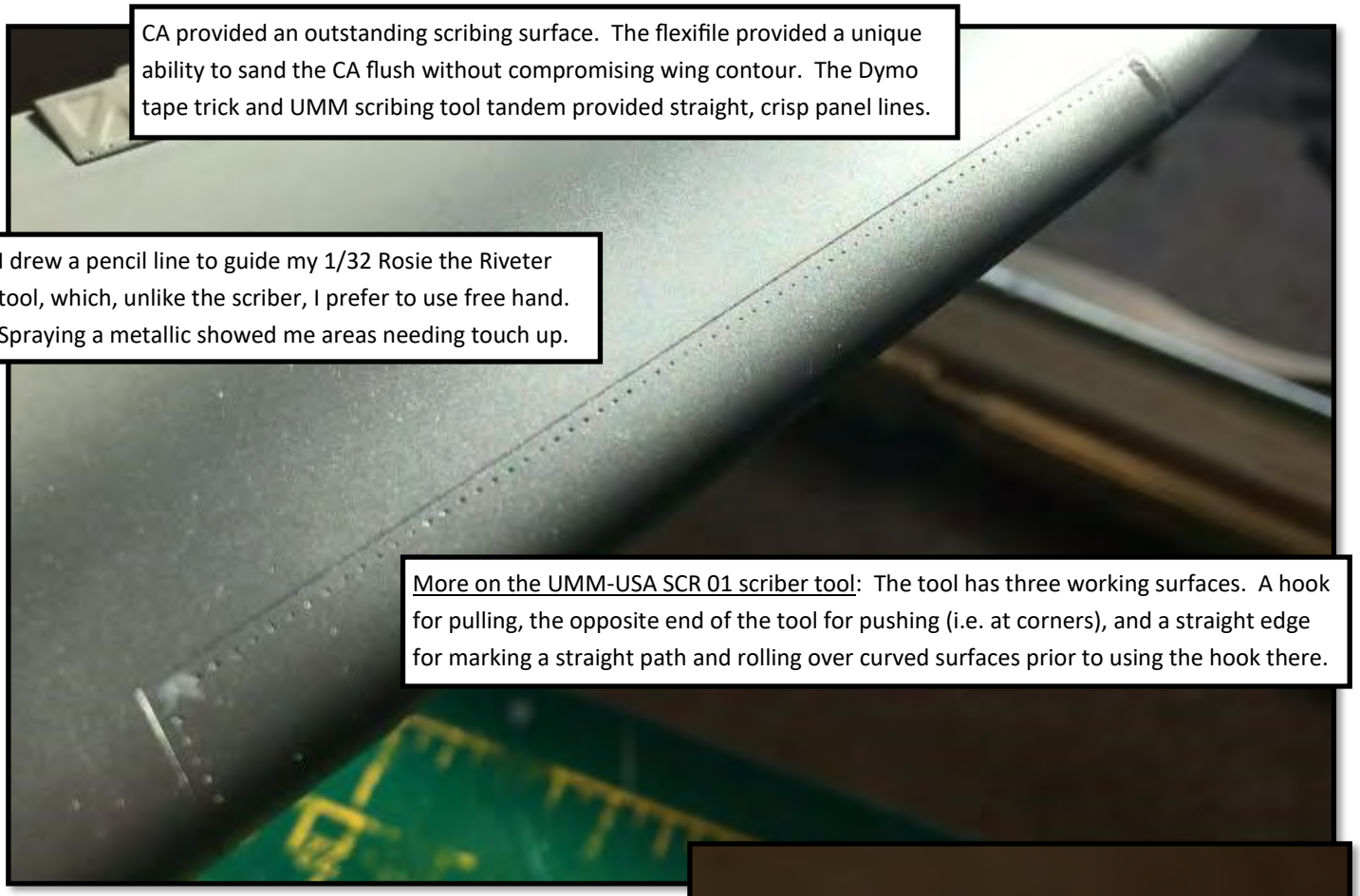


I used the Dymo tape to create grooves just wide enough for the scriber tool's blade. This was particularly helpful when creating the panel lines that curve over the lead edge

Dymo tape and the UMM-USA SCR 01 scriber tool. A newbie scriber's best friends.

Cover Story

MiG Trickery



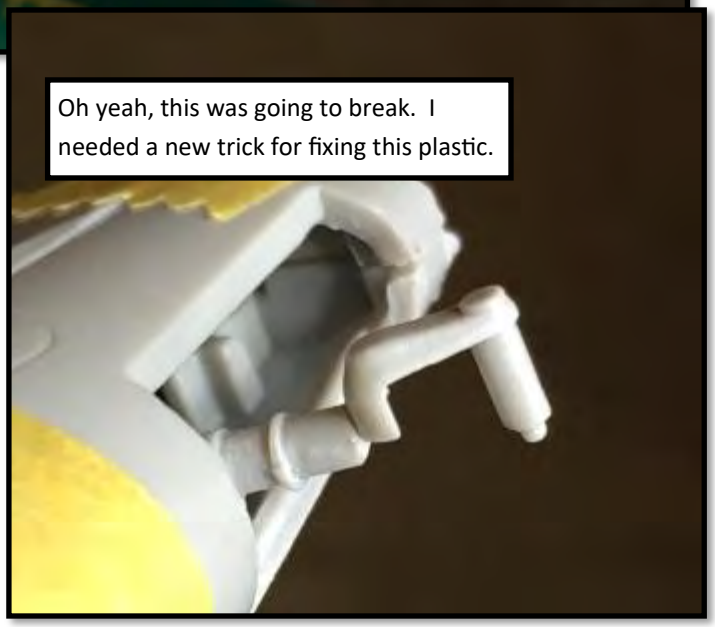
CA provided an outstanding scribing surface. The flexifile provided a unique ability to sand the CA flush without compromising wing contour. The Dymo tape trick and UMM scribing tool tandem provided straight, crisp panel lines.

I drew a pencil line to guide my 1/32 Rosie the Riveter tool, which, unlike the scriber, I prefer to use free hand. Spraying a metallic showed me areas needing touch up.

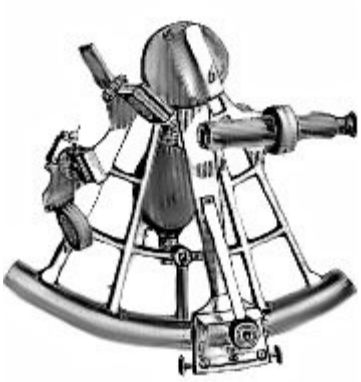
More on the UMM-USA SCR 01 scriber tool: The tool has three working surfaces. A hook for pulling, the opposite end of the tool for pushing (i.e. at corners), and a straight edge for marking a straight path and rolling over curved surfaces prior to using the hook there.

Other tricks for fixing plastic involve strengthening parts that need strengthening, or making repairs when a part breaks. This is particularly relevant on kits that have weight bearing parts– hey like aircraft!

After breaking the rear wheel strut on my previous build, I took a close look at the MiG-3's piece. I can guarantee you it was going to break– either just because of the shape, or from poor engineering, or from my clumsiness, or from any combination of the three. I also managed to break one of the MiG-3's main landing struts while trying to adjust it after it glued. Take a look at some tricks to fix these situations.



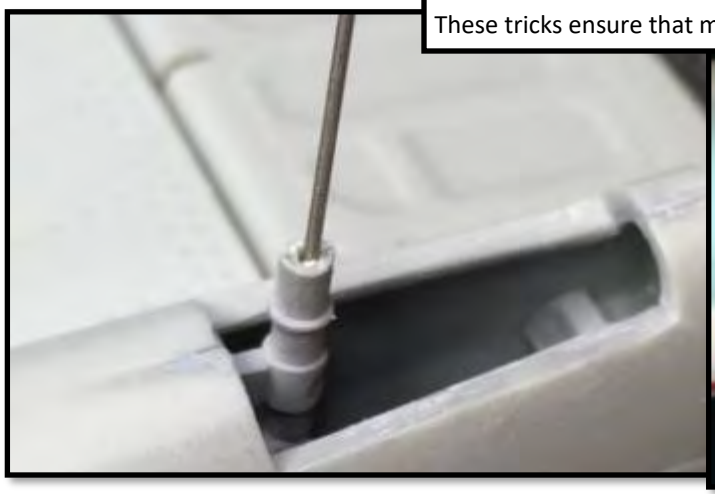
Oh yeah, this was going to break. I needed a new trick for fixing this plastic.

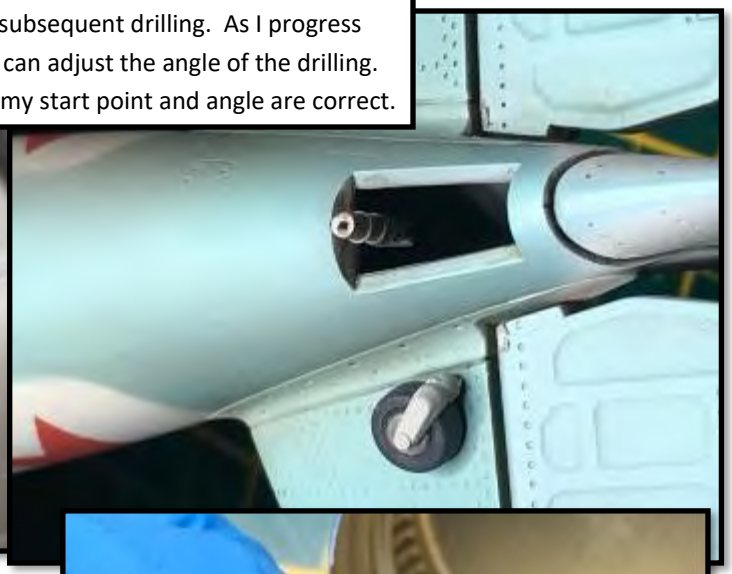


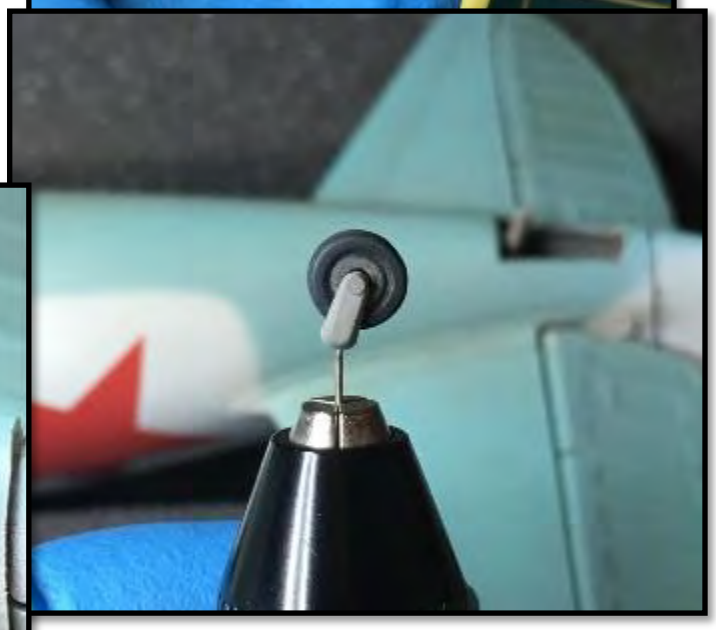
Cover Story

MiG Trickery

Anytime drilling pieces I recommend using a blackened pin tip to begin the hole for subsequent drilling. As I progress through larger drill bits I can adjust the angle of the drilling. These tricks ensure that my start point and angle are correct.







Cover Story

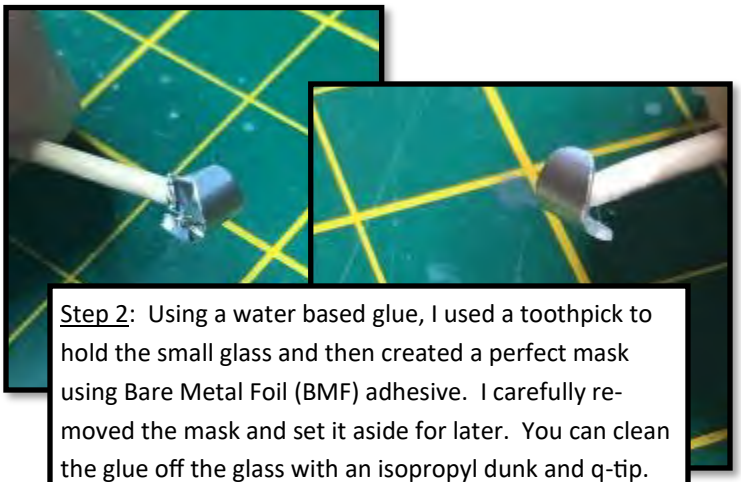
MiG Trickery

III. Tricks for Improving Lights

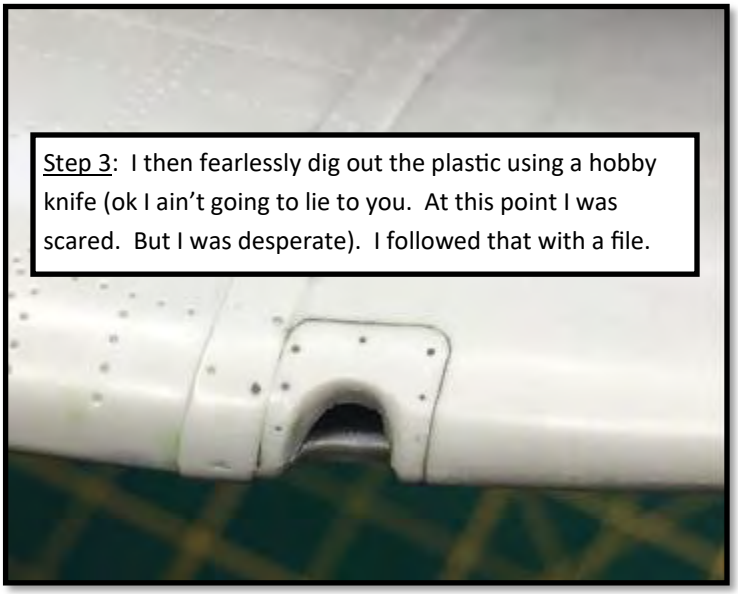
Initial test fitting of the MiG's main parts revealed one small area that really jumped out at me as lacking sufficient detail: The lead edge wing landing light. Anywhere else on the plane I wouldn't care. But why bother trying to make a scale aircraft look real, especially in 1/32, when right there on the lead edge of the wing is a glass that, well, doesn't look like it has a light at all? Just a wall of plastic there. And to boot the kit provided clear glass didn't fit flush with the wing!

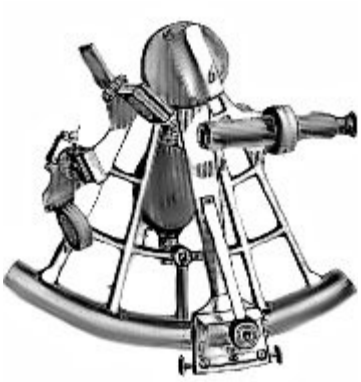
I mentioned that figuring out how to re-create the wing slats stalled my build over two months. Well figuring out tricks to scratch a landing light and fix the fit of the outer glass stalled me another two months. But I learned the tricks, and I can do it in a few hours of work now. Instead of trudging you through all the trial and error that occurred (although entertaining, it would make this article even longer) I will just show you what tricks worked best for me in the end. Enjoy!

Step 1 (not pictured): I provisionally mounted the glass to the wing using a little water based glue, then sanded it flush to the wing using the flexifile to maintain contour. Ending at 12000 grit, it was clear again, and I popped it off the wing.



Step 2: Using a water based glue, I used a toothpick to hold the small glass and then created a perfect mask using Bare Metal Foil (BMF) adhesive. I carefully removed the mask and set it aside for later. You can clean the glue off the glass with an isopropyl dunk and q-tip.





Cover Story

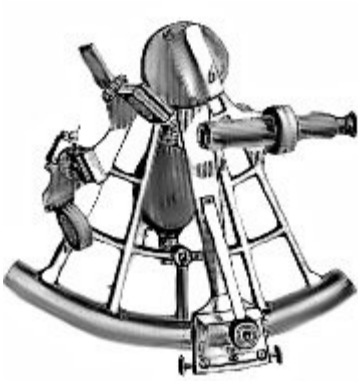
MiG Trickery

Step 4: After kneading some JB WaterWeld epoxy putty (cures extremely fast, drillable, sandable, paintable) I stuck a bunch into the hole that I dug out. I then smeared the inside of the small glass piece with Vaseline and pressed it into the epoxy putty, using it to mold the putty. After 30min I was able to pry the glass off the putty, leaving a good mold for drilling out a lamp.

Step 5: After some sanding clean up, I used progressively larger drill bits to shape a lamp.

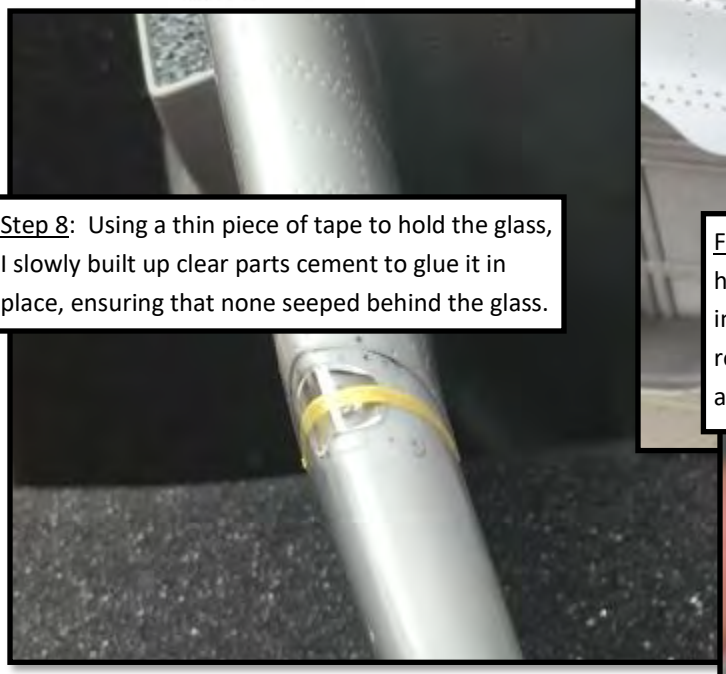
Step 6: After some paint and a wash, I cleaned the lamp out with some lacquer thinner, dispensed some liquid chrome into a cap, and applied it to the lamp using a micro brush.

Step 7: I made some solder balls using my soldering iron, and picked out a good size and shape to use as a bulb. I used a toothpick with lacquer thinner to remove chrome at the glue site, and another to apply a tiny bead of 5 minute epoxy. Finally, I used my PE grabber pencil to gently position the bulb in place.

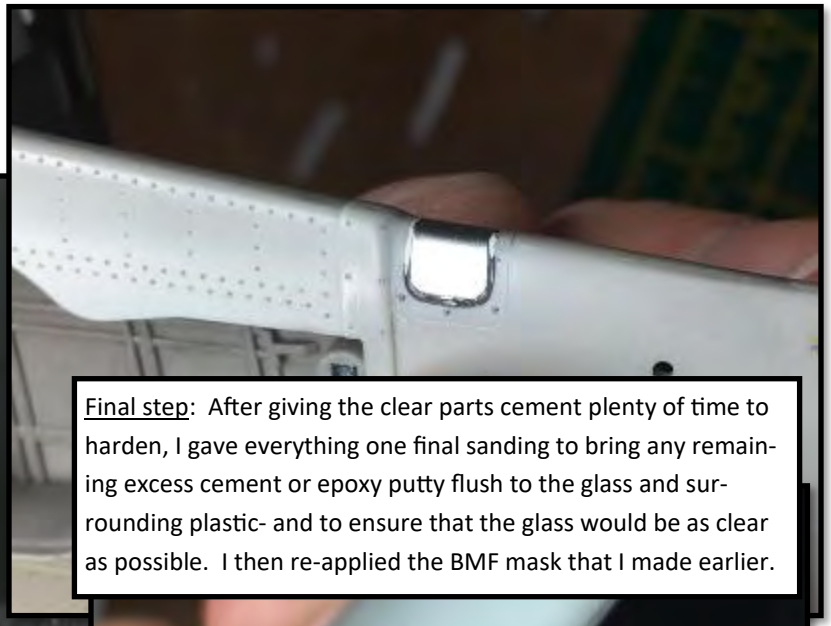


Cover Story

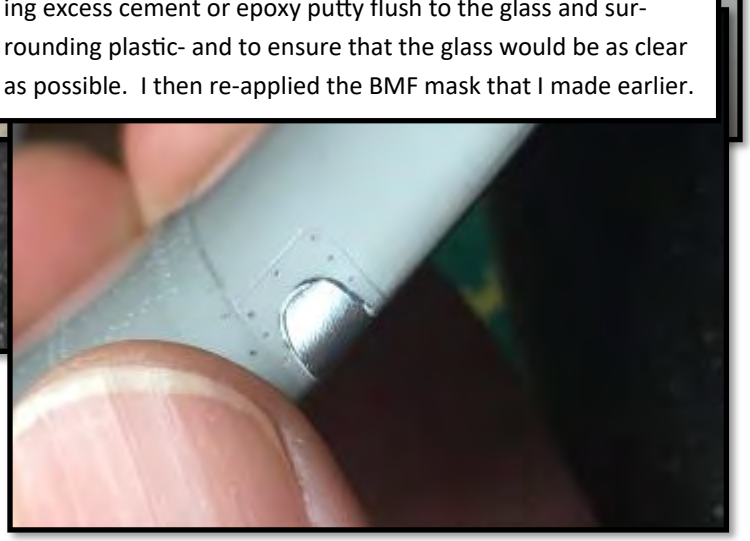
MiG Trickery



Step 8: Using a thin piece of tape to hold the glass, I slowly built up clear parts cement to glue it in place, ensuring that none seeped behind the glass.



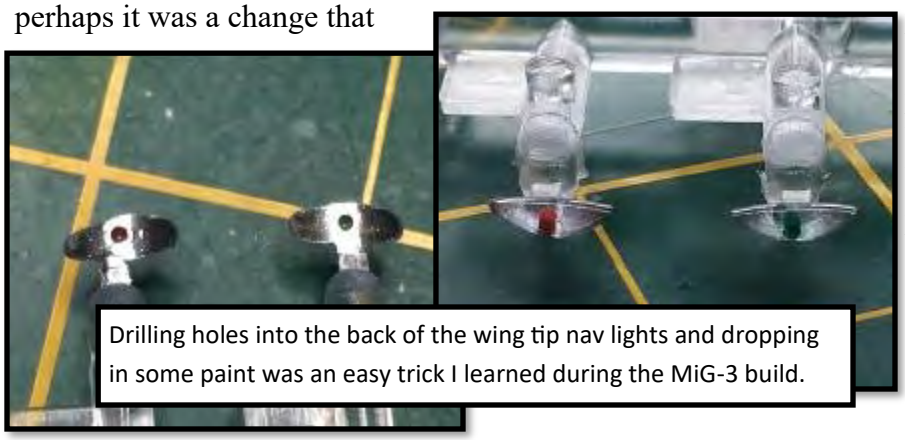
Final step: After giving the clear parts cement plenty of time to harden, I gave everything one final sanding to bring any remaining excess cement or epoxy putty flush to the glass and surrounding plastic- and to ensure that the glass would be as clear as possible. I then re-applied the BMF mask that I made earlier.



To see the final result of my landing light scratch build adventure in person, you'll have to make it to the April club meeting this week.

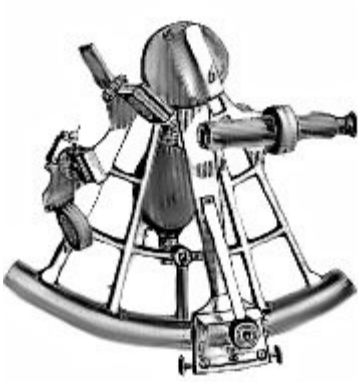
I also learned some new trickery to add detail to the wing tip navigation lights. I wanted to show actual bulbs in these glass pieces as well. In some MiG-3 photographs the wingtip lights look solid in color– as if the glass itself was colored. But in other pictures it appears that the glass was clear and the inner bulbs were colored. Perhaps it depended on the factory, or perhaps it was a change that occurred at some point in the MiG-3s production run. I thought making colored inner bulbs would be visually more interesting, so I proceeded to do some research to learn a new trick.

I found a trick for adding bulbs to wingtip clear parts that sounded easy enough. Much to my relief it was! Leaving the tiny clear pieces on their sprues I drilled into the back of each glass what would become a bulb. Anytime I drill, I used a blackened pin tip to get my pilot hole centered before drilling.



Drilling holes into the back of the wing tip nav lights and dropping in some paint was an easy trick I learned during the MiG-3 build.

Part II Continued Next Month...



Feature Story

Building the Discovery, Pt 1
It's All In The Numbers, HAL.

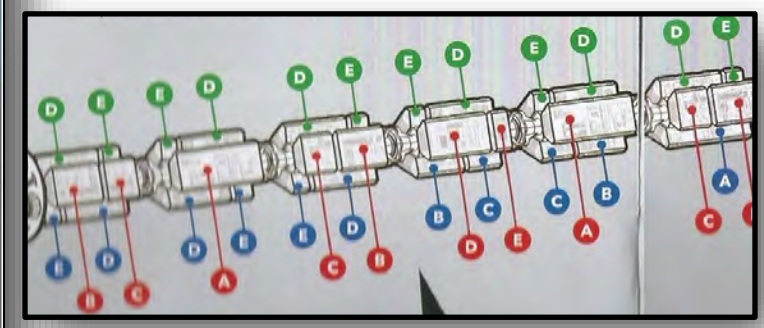
Story, Model, and Photos by Craig Gregory
IPMS # 49320

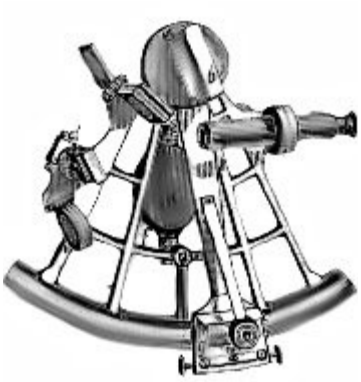
In 1968 Stanley Kubrick released the landmark *2001: A Space Odyssey*; the standard that all future science fiction movies and storytelling are measured against. Prior to Odyssey, science fiction movies were about giant ants or dinosaurs let loose in some unnamed metropolitan area. Not only did Kubrick demonstrate his way of telling a story using minimal sound and dialogue, he pioneered and developed the visual effects used in the movie. My all time favorite science fiction movie scene is the Aries shuttle trans-lunar flight and landing sequence on the moon against the sound track of The Blue Danube. This beats the trench scene in Star Wars hands down.

But of course the star of the movie (we are talking about models here) is the XD-1 Discovery Jupiter mission spacecraft. The original studio model was 54' long with a command module diameter of 6'. Kubrick's team contemplated having to purchase thousands Airfix kits to scavenge the parts needed to detail the surface of the XD-1. But they received permission from a model kit manufacture to visit their injection molding factory. There, Kubrick's team placed buckets at the end of selected production lines to collect only the parts they found interesting to decorate the Odyssey models.

Moebius produces a 1/144 scale Discovery XD-1 kit. The model build will consist of building 3 ship sections (command module, cargo spine and engines) and then assembling them along a 1/8" aluminum tube. The command module will be the most complex build as I plan to open it up and detail the bridge and pod bay with aftermarket parts. Plans also include lighting. The engine module will host the electrical circuitry to control the lighting effects and battery. The finish model will be 41". The box contains an 8 page instruction booklet, 16 sprues of plastic and 6 lengths of aluminum tubing.

I will start with building the cargo spine first. Although not complex as there are no lighting effects or aftermarket parts involved, it is composed of a few hundred parts. The spine is composed of cargo containers of various attachment points. The spine is also includes the iconic communications array central to the story line of the movie.





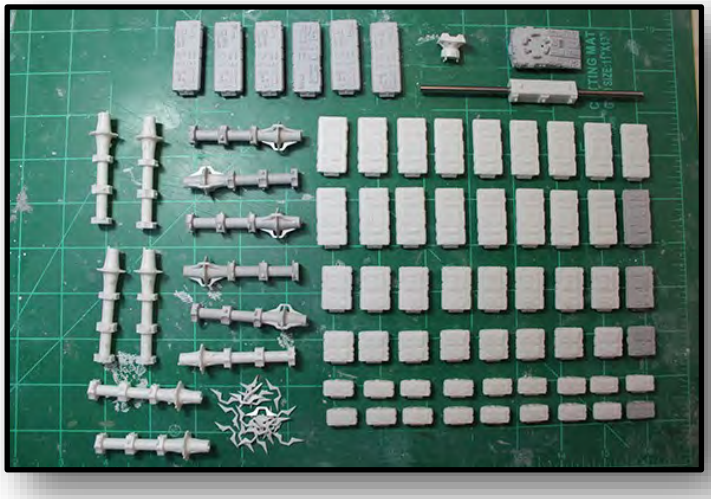
Feature Story

Building the Discovery, Pt 1

Here is a part breakdown of parts used in constructing the cargo spine less the communications array:

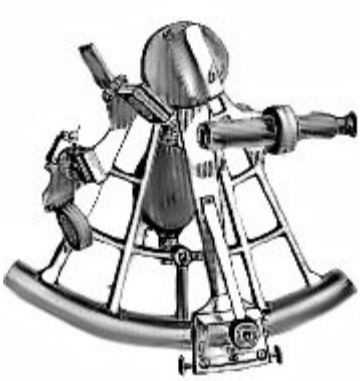
Description	#needed	#parts	#total
Container type 4a	6	5	30
Container type 4b	9	5	45
Container type 4c	9	5	45
Container type 4d	18	5	90
Container type 4e	18	5	90
Communications Core	1	8	8
Comm. Adapter Core	1	3	3
Spine Collars	10	5	50
Aluminum Spine	1	2	2
			363

Assembly of all the cargo containers took 6 hours over 3 modeling sessions. I found the repetitiveness of removing the parts for the sprue trees, trimming flash and gluing relaxing. Especially while watching Odyssey on DVD with my building buddy Len.



Next steps will be to apply a light coat of primmer and start inspecting seam lines. Preliminary inspections show that the only seem lines are along the bottom of the cargo containers; which are not visible on the completed model anyways. I will probably wait until final physically assemble to build out the spine until the engine and command modules are done. Because the containers are built from duplicate sprue trees; there are a few extra contains not needed in the completed build. I will use these extra containers to experiment with painting schemes and finishing techniques.

Part 2 Continues Next Month...



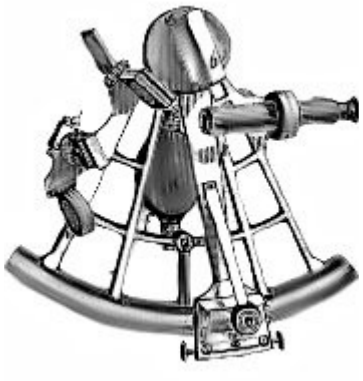
Feature Story

RiverCon VIII

Compiled by Dick Montgomery

IPMS # 14003

Event	Club Member	Category	Entry	Award(s)
RiverCon VIII IPMS Red River Modelers March 30, 2019	John Kress	114 Civil/Sport/Racing	Lockheed Vega	2nd
		503a (Ford Split) & Theme	1968 Mustang GT Bullit	1st & Bud Lindemann Car & Track Award
			1958 Corvette Roadster	1st
		512 Auto OOB	Challenger I	2nd
		512 Auto OOB Theme Award	Piper Cub L4	Wings of the Mighty 8th
	Dana Mathes	201 AFV 48 & Larger thru Korea—Allies	M26	1st
		202 AFV 48 & Larger thru Korea—Axis	Panther G	1st
		203 AFV 48 & Larger Post Korea-Nato	Challenger 2	1st
		210 Artillery	M110A2	2nd
		213 Armor OOB	LAV-150	2nd
		409 Ships OOB	PBR Mk II	1st
		601 Real Space	Gemini Capsule	2nd
		803 Hypothetical	S.P.G.	1st
		805 Collections	Cold War Tanks	2nd
		804 Triathlon	No description of entry	2nd
		809 OOB Misc	D8H Bulldozer	2nd
	Dick Montgomery	111 32nd Aircraft	Pfalz D XII	3rd
		209 Soft Skin Military	Jeep	3rd
		601 Real Space	Mercury Redstone	3rd
		604 SiFi Ground Vehicle	DiskHound	3rd
	Herb Scranton	502 Auto Factory Stock	Miata Mx-5	3rd
		503a Auto Rods Custom	1932 Ford Vicky	2nd
	Charles Stone	201 AFV 48 & Larger thru Korea—Allies	T34/85	2nd
		211 Towed Vehicle	Panzer 4 w Flak 38	2nd
		702 Military Veh. Diora-ma	Woman in Red	1st
		108 Single Eng Jet 48th	SK-37E Viggen	1st
		BEST OF SHOW	SK-37E Viggen	BEST OF SHOW



Upcoming Events

IPMS Region 6

Next Meeting: Thursday, April 4th, 2019 at 7:00PM

Location: Northside Ford of San Antonio

April 6, 2019
Great South Tigerfest XXV
Contact Richard Marriott rmpaintingmusic14@gmail.com
St. Jerome Knights of Columbus Hall
3310 Florida ave., Kenner, LA, 70064

April 27, 2019
ModelMania
Stafford Center10505 Cash Road, Stafford, Tx (Houston)
http://www.ipms-houston.org/?page_id=11

June 1, 2019
Scalefest 2019/Region 6 Convention
Hosted by IPMS NCT
Grapevine Convention Ctr. 1209 South Main, Grapevine, Tx
http://www.ipmsnct.net/

June 8, 2019
SoonerCon 2019
Council Road Baptist Church
7903 NW 30th, Bethany, OK
http://www.ipmsmetrookc.com/soonercon-2019.html

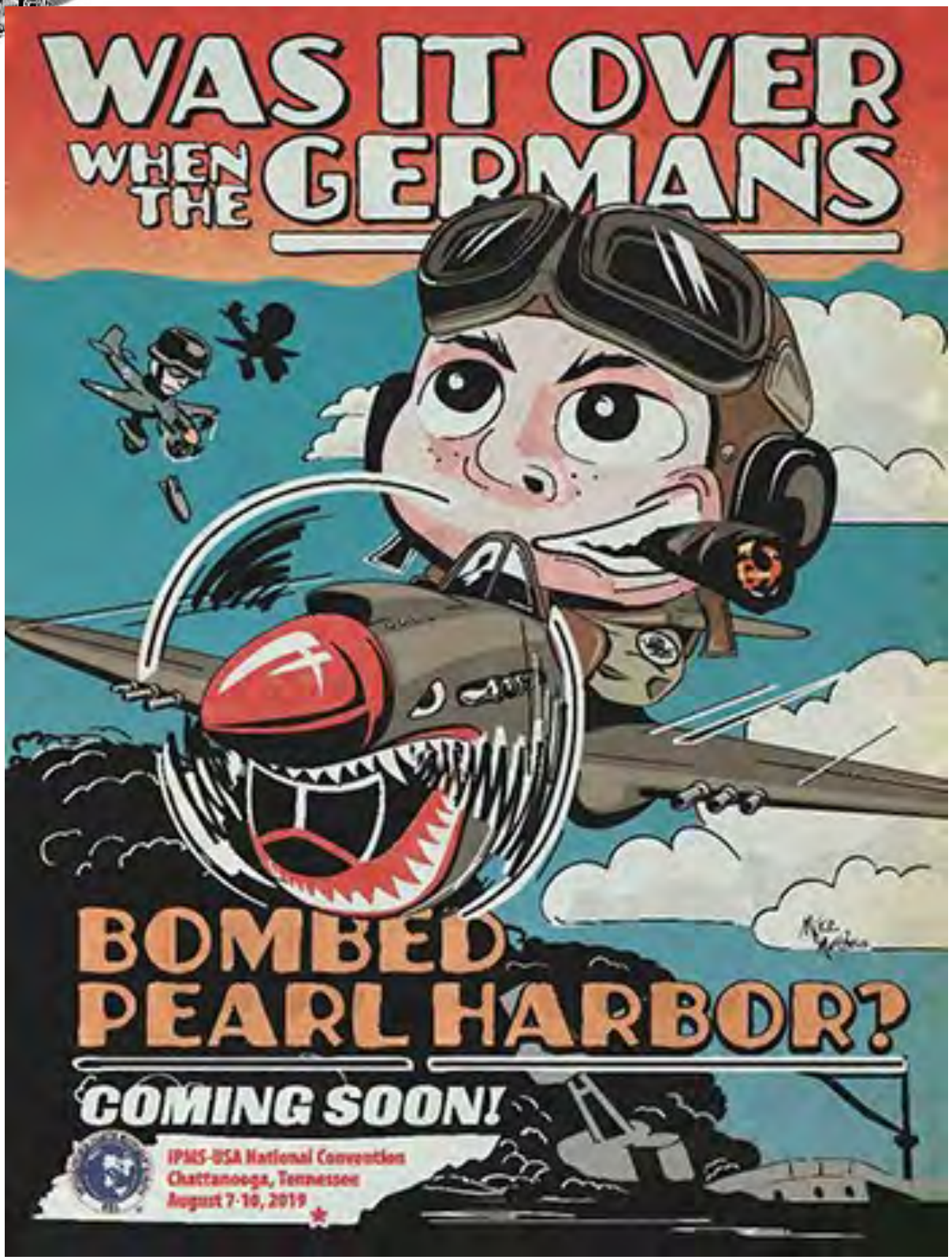
June 22, 2019
AutumnCon 2019 hosted by Northshore Scale Modelers
Clarion Inn & Suites Convention Ctr
501 US Hwy 190, Covington. La.
https://northshoremodelers.net/copy-of-home

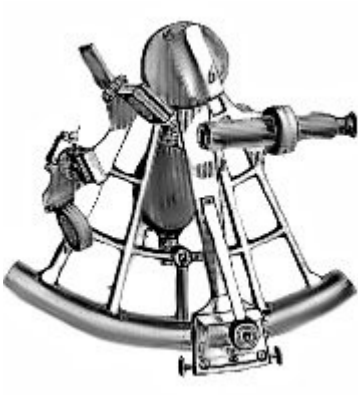
August 7 - 10
IPMS National Convention
Chattanooga, Tn
http://www.ipmsusanationals.com/

Save The Date!

IPMS/USA National Convention 2019: 7-10 Aug 2019

Chattanooga, Tennessee





About Alamo Squadron

Executive Board 2018-2019

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Vice President:
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sec-treas@alamosquadron.com

IPMS/USA Alamo Squadron was founded on November 17th, 1977 in San Antonio, Texas, for the enjoyment of building scale models and the camaraderie of the members. It is a hobby-centered social organization which, at its core, is focused on scale modeling of all kinds. It is an excellent source of information for those who wish to enhance their modeling skills and improve their modeling techniques, and is open and inviting to visitors and guests. Dues are $24.00 a year, due to the treasurer on September 1st of each year.

Alamo Squadron has been hosting ModelFiesta since 1981. Locations have included the Wonderland Mall, a Holiday Inn, the Seven Oaks Motel & Convention Center, the Live Oak Civic Center and the new location in 2013, the San Antonio Event Center.

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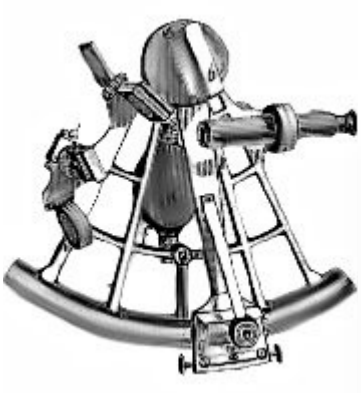
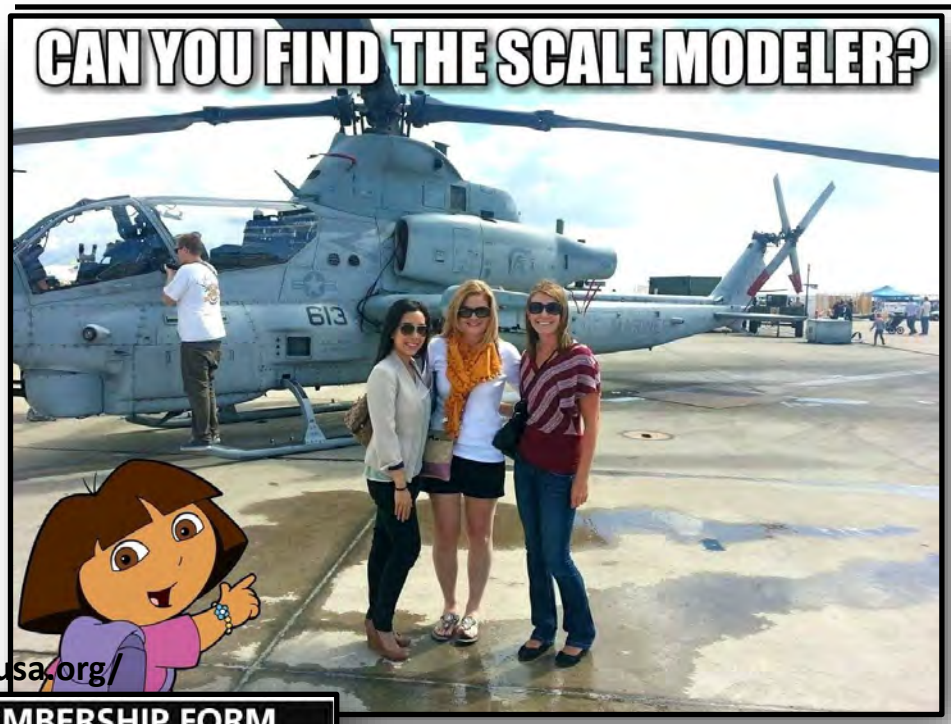
Final Words ...





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