

# The Navigator

The Newsletter of Alamo Squadron

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



November 2016

IPMS/USA Chapter of the Year:

1998-1999 & 2004-2005

IPMS/USA Region 6 Chapter of  
the Year: 2015

## STURMOVIKED!

Eric Syverson shows us his  
exquisite 1/32nd scale IL-2M3



### In This Issue...

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- ⇒ Member Techniques: Aztec Dummy Masks
- ⇒ Modeling Caves: Lee Forbes' Set-Up
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- ⇒ Upcoming Region 6 Events

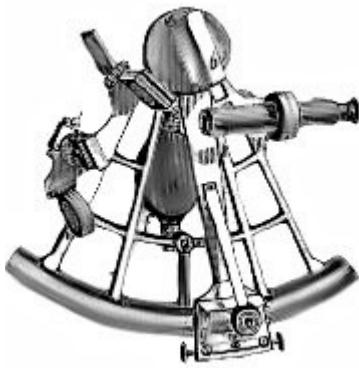


109 Days to  
ModelFiesta 36!

Craig Gregory tries out

Aztec Dummy masks

Lee Forbes takes us  
for a visit into his  
modeling cave



# President's Column

By Dick Montgomery

IPMS #14003



## President's Message – November, 2016

First is an annual dues reminder: if you have yet to pay your annual dues then please see Dana Mathes at the upcoming meeting and take care of that annual task. The Alamo Squadron Constitution and By-Laws (C&BL) call for dues to be paid by the time of the September meeting. For those delinquent in paying their dues, the C&BL says:

### **Section 5 Dues and Delinquent Members**

*Members who are delinquent in paying their dues will be granted Guest status. There will be no exceptions. Members will be notified that their membership is about to expire at least two weeks prior to the last meeting covered by their dues.*

For those who do not meet the September deadline, the C&BL defines them as "Guests" and states,

### **Section 4 Guests**

*Guests are invited to attend a total of 3 regular meetings, or for two months following their initial visit. Guests attending after their third regular meeting must either join Alamo Squadron or cease attending meetings. Guests are not entitled to membership privileges such as voting for Executive Board positions or participating in/judging Alamo Squadron contests, unless specifically invited to do so by the Executive Board. Guests may participate fully in all other Alamo Squadron activities.*

If you find that you are one of those who let the deadline slip by, please try to conclude this item of business at the meeting on Thursday.

As a reminder about the November meeting, it has become necessary to rearrange the formal programs for the November and January meetings. Lee Washburn will present his ship-building discussion at the January meeting. The Swap Meet scheduled for January has been moved to the November meeting.

The WIP and Contest models will most likely occupy 2 or 3 of the tables in the meeting room, and as you

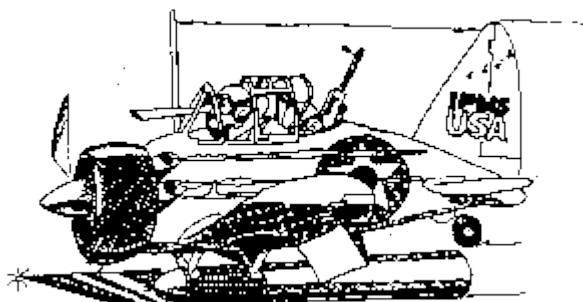
know, there aren't as many tables as there were before the "Big Flood" of 2016, so it is a necessity to bring your own table to display the items you wish to swap or sell.

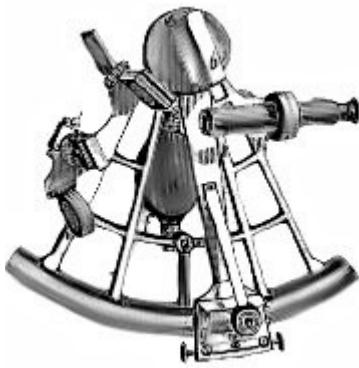
Our business will be minimized to allow for those present to look at the WIPs, vote in the contest (No theme) and see what goodies have been brought by the membership.

Please bring small bills, most of the Swappers will not have change.

We will not conduct the WIP in the usual manner. There will not be a time for each individual to discuss their work. WIP modelers are encouraged to stand by their work and answer questions asked by other attendees while the Swap Meet is underway.

We will forego the usual Business agenda, but will make a Treasurer's report and might need to take just a few minutes to bring the membership up to speed on other business, but the idea is to let the Swap Meet consume the greater part of the evening.





# Club Announcements

## ModelFiesta 36

As of November 1st we are 109 days from ModelFiesta 36, scheduled for February 18th, 2017 at the San Antonio

Event Center. The theme for ModelFiesta 36 will be **“Everything is Bigger in Texas: A Big Model or a Big Subject”**. The MF36 committee met in mid-October and test-ran the awards presentation software with a small, mock contest. The test ran pretty well and the ModelFiesta team identified key areas to make the software run smoother the day of the show. November’s ModelFiesta planning meeting will comprise of another test run of the software to ensure all problems are worked out.



## CALMEX XXXI

Our good friends in Lake Charles Louisiana have extended a very friendly invitation for Alamo Squadron members to attend their upcoming show in Lake Charles. The show will be the 28th of January, 2017 at Recreation District One Multipurpose Complex in Westlake, LA (just across the river from Lake Charles). Last year’s show boasted 480+ models on the table. Let’s get out there and help them break 500!

## Club Internal Contest Themes:

- Nov: Monthly Contest/Open
- Dec: Holiday Party—No Contest
- Jan: **Model Of the Year Contest**
- Feb: **Ford Challenge**

## Club Program

The following is the club meeting program for the rest of the “club year” (i.e., up through ModelFiesta month):

November:	Swap Meet
December:	Christmas Party
January:	Ship Building Tips by Lee Washburn
February:	Automotive Finishing by Paul Barrena

## Bachelor Build Nights

Craig Gregory and Len Pilhofer are continuing to host build nights/meetings for Alamo Squadron members. The focus of these meetings is to build models and comradery with a secondary goal of watching and learning different techniques. There will be no official club business at these meetings, only modelers sitting with their kit, building it, and talking about any topic you desire. Each build night will run from 5-9 PM.

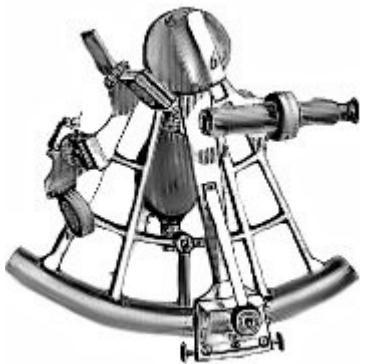
The remaining 2016 schedule:

- 10 November @ Craig’s
- 17 November @ Len’s
- 15 December @ Craig’s

Photo: Len Pilhofer



Craigory airbrushing his M-1 Abrams turret during a recent “Bachelor Build Night”.



# Club Announcements

## Internal Club Contest Results for October :



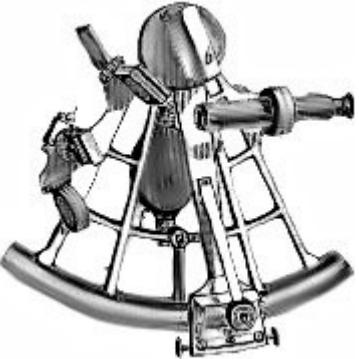
**First Place:**  
Charles Stone  
1/48 Airfix Viggen

**Second Place:**  
Lee Washburn  
Liberty Ship William Gaston



**Third Place:**  
Michael Buckley  
1/72 Belgian Flying Boxcar

All photos by Len Pilhofer



# Cover Story

## Sturmoviked!!!

Story, Model and Photos by Eric Syverson

**W**hen Len approached me two months ago about featuring my Sturmovik build in a club newsletter I was very honored. I had just placed the bird on the "Works in Progress" table at a club meeting and it was merely primed in black and had a ways to go. He said "Hmmm we don't see many of those it'll be good to see one." When I told him I had just come back to the hobby after a 25 year hiatus with only one build since, he said no matter and not to worry - that they just liked to feature the members of the club. So here is the story of my Sturmovik build. It actually became part of our family vernacular: "Are you going to go upstairs and Sturmovik?" "You should do some Sturmoviking today." "Havn't you done enough Sturmoviking today?" And my personal favorite (whenever something went wrong): "I just got Sturmoviked!!!!" How did a build become part of our family vernacular? Because after nearly six months of on-again off-again work it looked like this:

This is the last photo ever taken of the dash-1. You can't tell by the photo but the paint was thick. It was

gritty in places. I had tried several techniques on the actual model instead of on a practice plane. Then it happened...I read online somewhere YES I READ ONLINE SOMEWHERE! How many countless bad endings begin with that line? So yes, I read online somewhere that you could strip the paint by using windex and some elbow grease. The result was catastrophic and beyond repair. In a haze of oh well its just a toy psychological minimization I folded. Not just me. I folded the plane. It snapped, it crunched, and as it did so I began to notice all the little pieces, all the layers, all the effort and work that just came to a sudden, abysmal, depressing end. I walked down-stairs and my expression must have been one of extreme something that my wife had never seen before, because her initial thought was that someone must have died.

This build would have ended there. My 9 year old really showed some sadness that we would not see it finished but I was worn out. The Sturmovik had me licked. I had indeed been Sturmoviked. But here is what breathed the American spirit back into me: My 6 year old came in and with a simplicity of situational surmising that only a six year old can do, just shrugged and nonchalantly said "So dad, just build another one". It really was that simple - and so that is what I did.

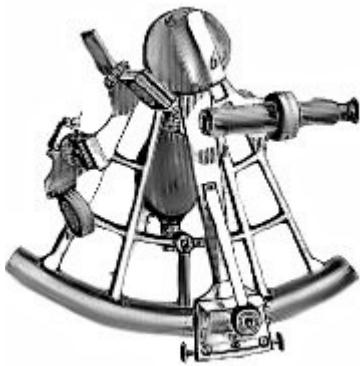
I managed to salvage the front half of the cockpit with the exception of the port locator tabs; the rear gunner's space was lost but I kept the ammo can and belt I had attached. I still had the canopy pieces that I masked and the propeller, some color experimentation on the wheels and some rough work on some bombs. Here is an operational picture of what was basically left of dash-1 (yes, at this point some humor was helpful):



She wasn't airworthy but she had potential.

# Cover Story

## Sturmoviked!!!



So this is actually my second push at the big 1/32 Hobbyboss Il-2M3 kit. Some history of this very important aircraft: The 2M3 was the 1943 roll-out of the Il-2; it featured a distinct swept wing that helped offset the change in gravity that occurred when they added



ed the rear gunner and it became known as the "arrow". The plane is legendary for being able to sustain immense damage and still fly due to its heavily armored (like a tank) cockpit and the impressive span of its wings and control surfaces. But of the 36,000 produced (the greatest production run of any military aircraft in history) only one in roughly five Sturmoviks made it through the war. And for every pilot killed in action, three rear gunners were lost. When my good friend Frank presented the kit as a Christmas gift I had never heard of the aircraft - shame on me! He is also the one that encouraged me to take photos during the build; without that little nugget of advice the majority of the build would not have been photographed. I also want to thank my Houston wingmate Gary for outstanding encouragement and advice during the build. The kit provided a great canvas for me to try out several new things:

-Photo-etch (PE) - the kit provided the PE seat harness and rear gunner seat. I also added Eduard PE spinners/fans to the ordinance.

-Vinyl/rubber - the kit provided the tires and ammo in vinyl.

-Putty and sand the entire rear fuselage smooth to simulate wood (only some 200 of the 36,000 Il-2s actually had metal rear fuselages but this kit was molded with panel lines & rivets all the way)

-Paint masks instead of decals

-Canopy masks

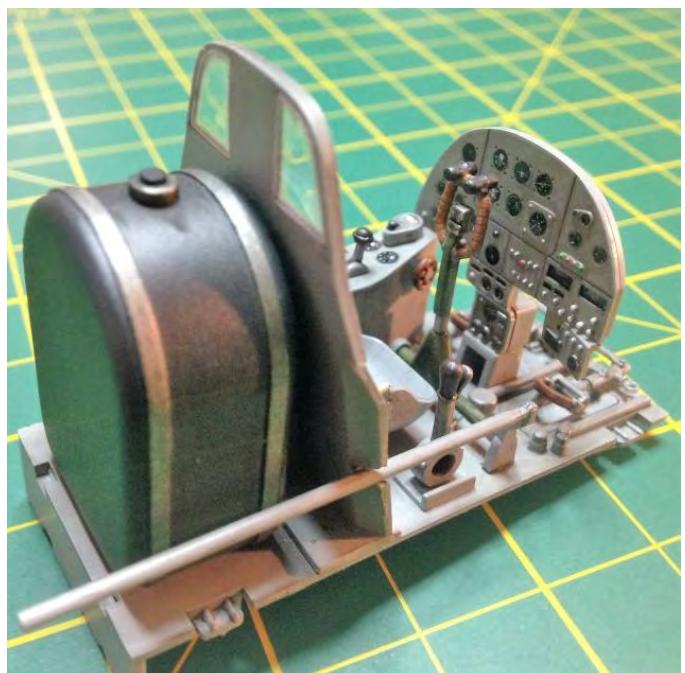
-New (new to me anyway) putties and glues that Gary at Hill Country Hobby introduced me to (thanks Gary!)

-Chip the paint in high traffic and wear areas

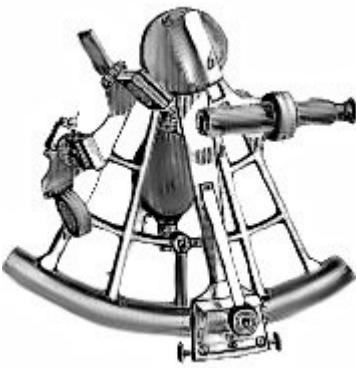
-Rivet and scribe lost detail resulting from sanding

Now on to the build...

The kit comes with a nice clear control panel and decal intended for the BACK of the panel. I commenced the build by screwing this up - I glued the gray plastic backing to the clear piece without applying the decal first thinking that the decal was for the front of the panel. I had been Sturmiviked for the first



time! But not to be defeated I called around and lo-



# Cover Story

## Sturmoviked!!!

cated some 1/32 Aeroseal VVS dial decals at Kings in Austin. I mixed acrylics to achieve the gray shown in some museum photographs, protected it with clear poly, applied the individual dial decals using Microset & Microsol, a quick hit of clear protective poly again, weathered with a black acrylic wash, then applied a drop of clear gloss to each dial face.

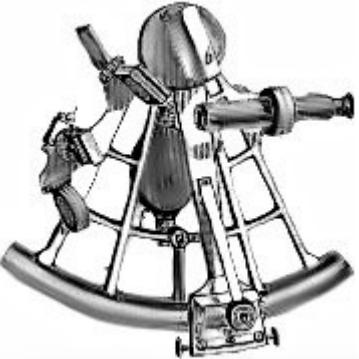


The kit also provided me my first opportunity to work with PE - here the seat harness. I painted the seat BEFORE attempting to contour the PE harness onto the seat. Interestingly the seat became nicely (albeit accidentally) chipped while I contoured the harness within the already painted seat. It looked like the natural result of buckle movement and perhaps the pilot climbing in. This got me thinking about possibly chipping the other areas of the plane - the floor of the rear gunner area for example - where after chipping I also added dirt stains by rubbing in Winton oil paint with a soft cloth. Another touch of detail was adding a red cross decal to the first aid box on the pilot's fuselage wall. Gary at Hill Country Hobby let me pull one from his box of old decals.

Between the cockpit and the engine this kit already had more pieces than the Hasegawa kit that I had under my belt! Each exhaust manifold was actually two pieces that required substantial sanding to make them each look more like one piece. I toyed with the idea of displaying part of the engine but I figured I had enough new stuff on my plate for one build.

The support rails for the engine were very fragile and it was not clear in the instructions of their proper positioning. Proper positioning was crucial here for the propeller and exhausts to end up centered left to

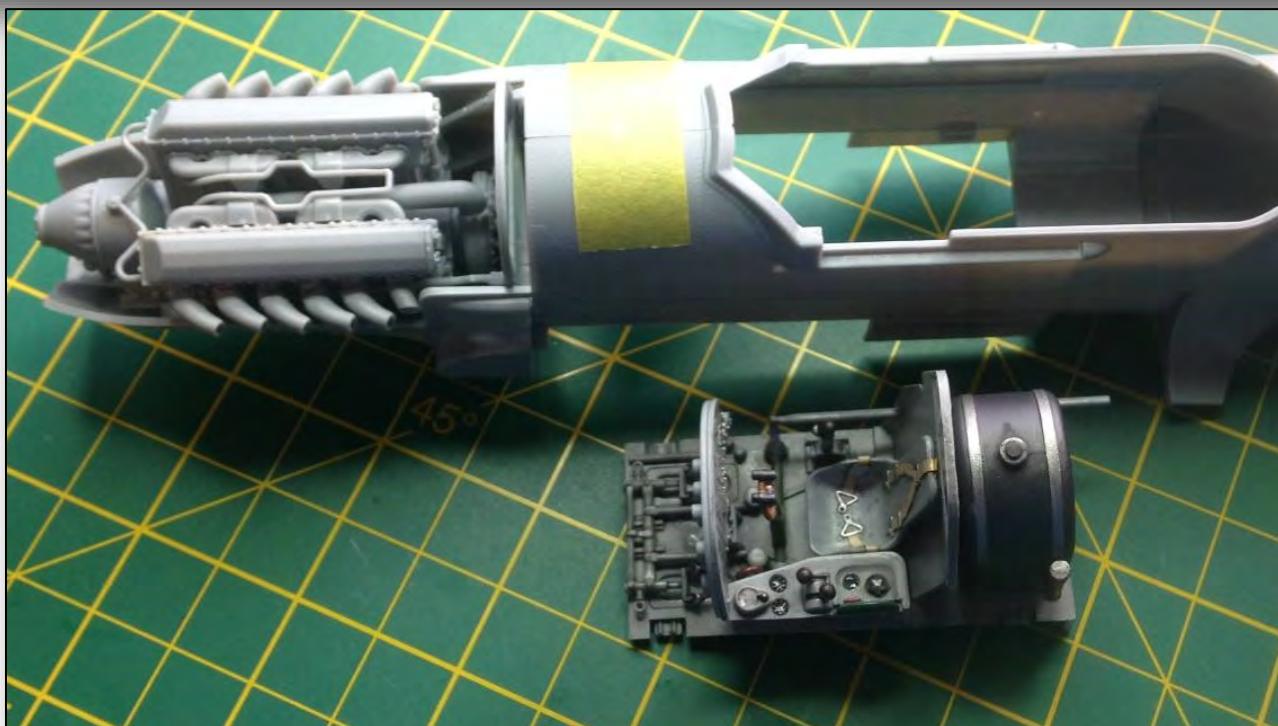
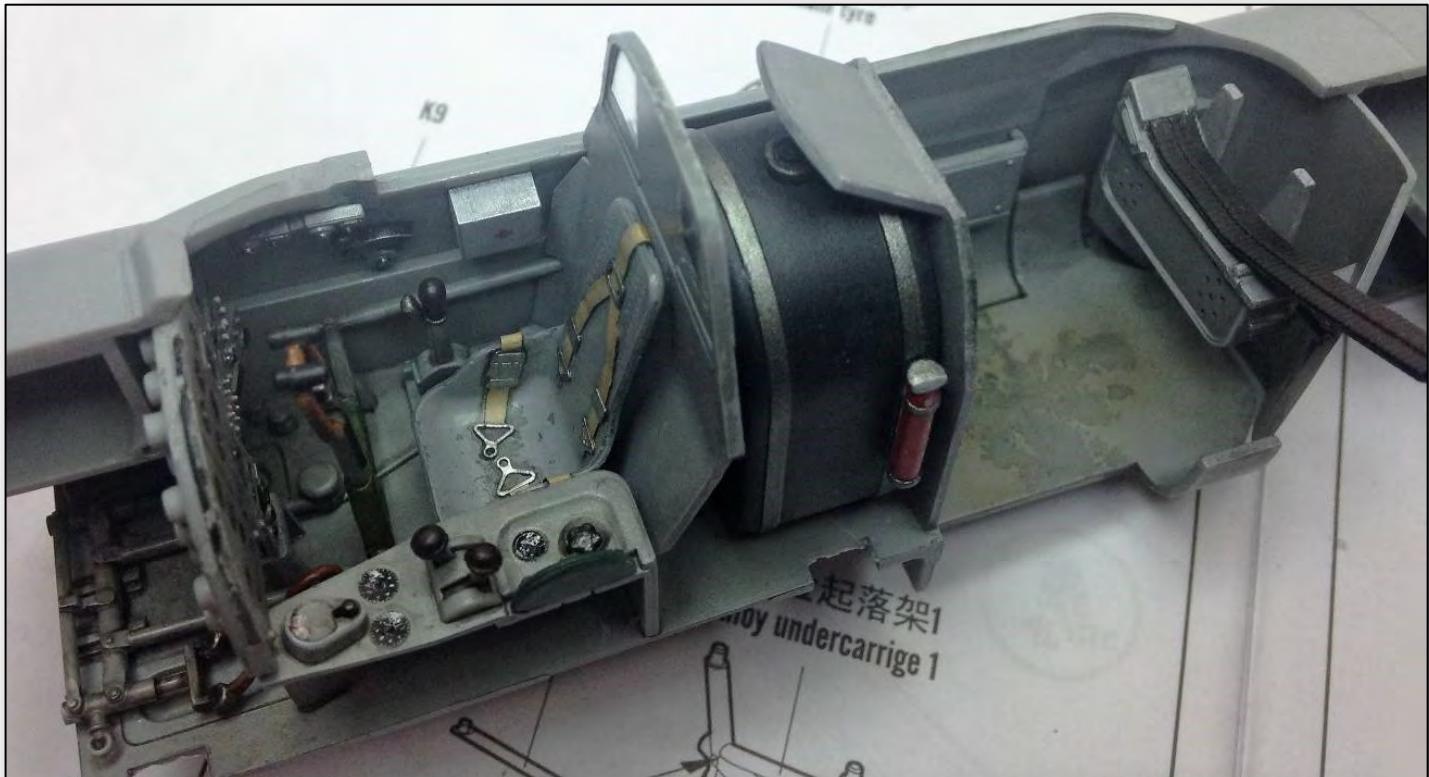
right and up/down. I did a lot of test fitting using tape and provisional gluing using tiny dabs of extra thick CA, until I was sure the externals would align properly - only then would I bond the plastic using liquid cement.



# Cover Story

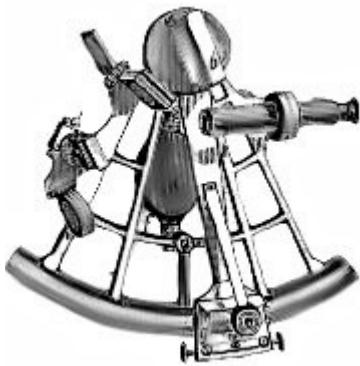
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## Sturmoviked!!!



# Cover Story

## Sturmoviked!!!



The cowling was clear and consisted of three pieces. The fit here was actually quite nice with the engine built correctly. I taped the clear pieces together while mounted and then used small amounts of liquid cement from the inside to bond only the clear pieces together. I then removed the three piece cowling as one piece and painted the inside gray for better visibility of the seams that I would later have to clean up. Now I could put the engine in complete and attach the engine cover as one piece.



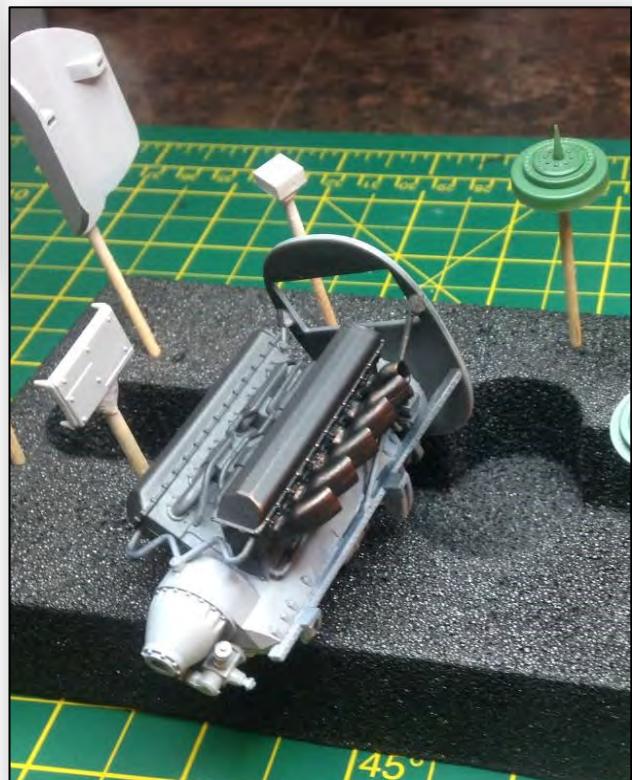
I also masked the canopy using Montex masks which fit nicely...



...things were starting to shape up.

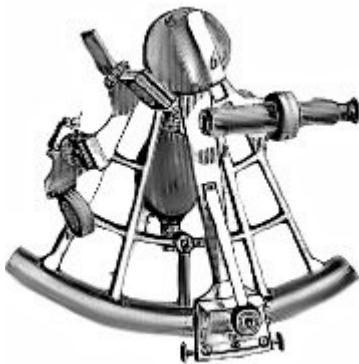


I used toothpicks with poster tack to hold smaller pieces during paint experimentation.



# Cover Story

## Sturmoviked!!!



I used extra plastic from the sprues to bolster what looked like a weak rear landing gear construct. The kit provides metal main struts which was nice for a bird this size, but really the kit needs to provide metal in the rear as well.



I spent a good amount of time sanding pieces here and there to prevent step-offs, but there were plenty of gaps that required putty. For medium sized gaps I used a combination of Vallejo Putty and Perfect Putty (both water based so they wipe up with damp Q tips nicely), fine tuned with Mr. Surfacer using a very narrow paint brush (I wanted to minimize rivet loss). For the big gaps (nacelle joins and wing cannon mounts) I resorted to Green Putty, which I applied with damp, gloved fingers!

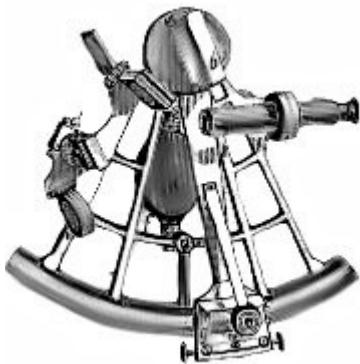


The bomb bay doors were glued shut in favor of the larger external bombs; as such I had to bolster the doors with extra sprue plastic so that they would glue flush against the bottom of the plane and not buckle. Fit and engineering was not good here but came out fine with this little extra work and some more putty.



# Cover Story

## Sturmoviked!!!



I had 1.5 mm gaps at the nacelles; I just sanded to achieve fit with no step-offs - then plugged the gaps. Here I used the Green Putty for the first time. You can really press the green stuff in and then smooth out with a wet finger to plug a gap permanently - it is very strong - then fine tune with the white putties or Mr. Surfacers.



Since only 200 of the 36,000 Il-2s had metal rear fuselages, I opted to fill and sand the entire rear fuselage to show a smooth wood appearance.



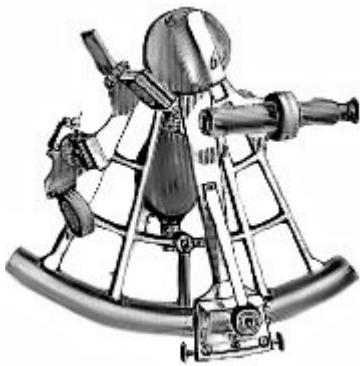
Even after priming the plane I had to putty-sand-prime -putty-sand-prime several more times until all evidence of panel lines and rivets were gone.



The main landing gear could not be attached after the nacelles, so I finished these completely then masked for the rest of the build by creating covers made of cut index cards taped into shape.

# Cover Story

## Sturmoviked!!!

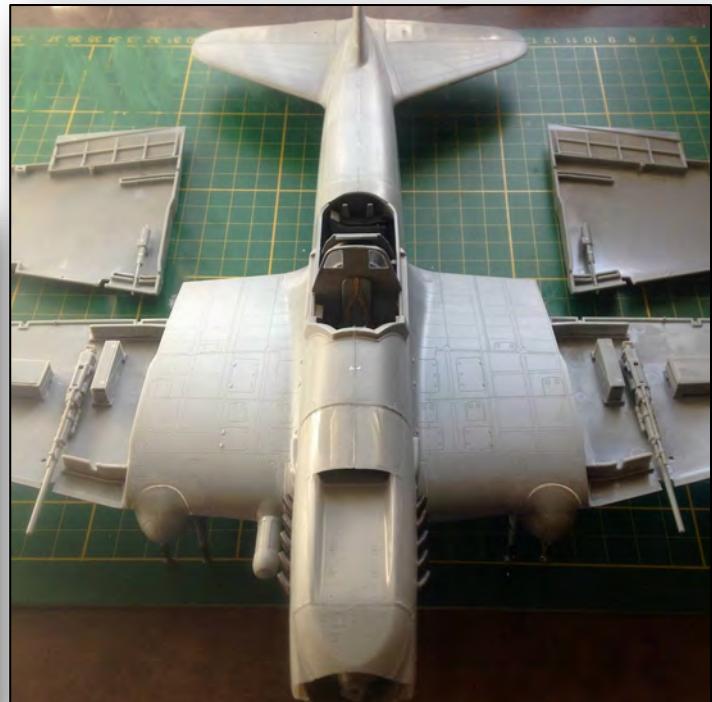


Here you can see how I masked off the landing gear once completed. You can also see the nice flap hinges that the kit provides - I used small dabs of mixed 5min epoxy to position the hinges precisely, then bonded with liquid cement.



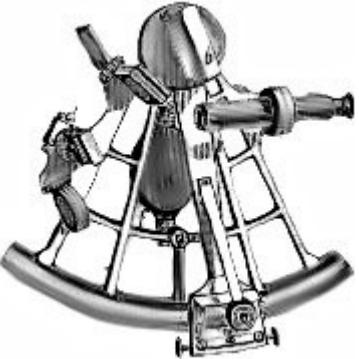
The mid-wing join and cannon attachment required quite a bit of thought and I really had to think about the process I was going to use. The instructions didn't even show the cannons for this assembly, where to put them, or that I had to cut large openings in the lead wing edges to mount the cannon housing. Ultimately the fit of the wings allowed me to do the following: I glued the BOTTOM wing halves to the main assembly first so that I could then mount the cannons and their housings level to the fuselage.

Once the cannons were positioned correctly I glued the TOP wing halves to the main assembly. Each wing half was glued at the middle of the wing join first with a few tiny dabs of extra thick CA for provisional positioning. Once happy I bonded ONLY that section with liquid cement. A significant gap then remained at the lead and trail edge of the wing, but the plastic was soft enough that I could push the gap together and quickly add a small dab of super thin CA for a quick hold - then followed with liquid cement to bond. Working like this, again starting at the middle of the wing join then going to the lead and trail edge



of the wing, I was able to successfully manipulate the plastic. Only then did I glue the top half to the bottom half of each wing! This process achieved an excellent fit were there would have been gaps.





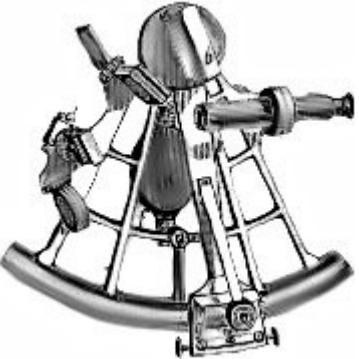
# Cover Story

## Sturmoviked!!!

With the build largely complete I put together a test fuselage from kit spares that I call the FW190X. This fuselage became my test bed for mixed paints and finishing techniques. The FW190X is what kept the dash-2 Sturmovik from suffering the same fate as the dash-1.

From my testing I decided to paint the black-based Sturmy in all Tamiya Bare Metal Silver (BMS) lacquer from a can, and chip through a camouflage of mixed Model Master Acryl colors. I would use silly putty to mask. I mixed several different paints to achieve the four colors that I wanted. I used Tamiya German Gray thinned with 90%iso for the panel line shading. Applied the bottom color, masked, then applied the top colors beginning with the lightest color.



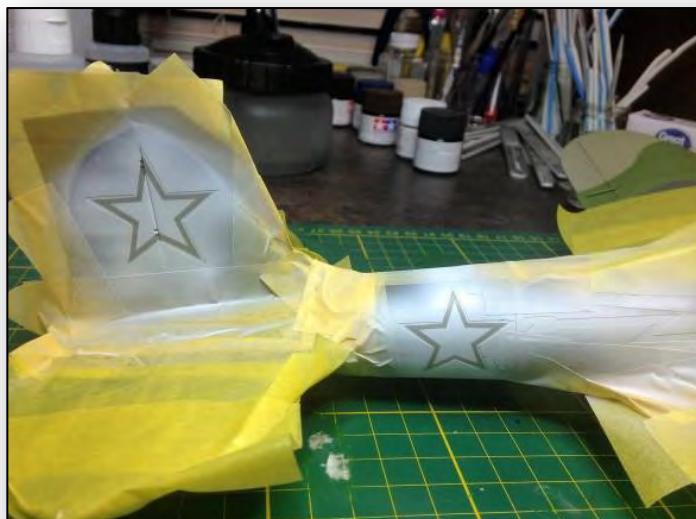


# Cover Story

## Sturmoviked!!!

I protected each coat of color with a very thin coat of clear satin Vallejo poly. This hardened and protected the Model Master Acrylic colors over the Tamiya BMS, but still allowed me to chip later. I then used Montex Masks for all markings.

I painted the entire star white, then added the thin mask that would protect the desired white portion, then painted the red. I then added the other masks that were just white - the arrows, numbers, and hash marks.

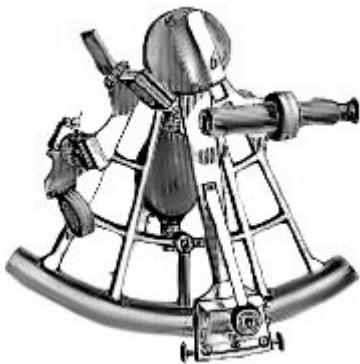


I began chipping using mainly the flat end and corners of metal tamiya paint mixing sticks.



# Cover Story

## Sturmoviked!!!



I masked off the black exhausts and airbrushed heavily thinned rust color acrylic, then dry brushed with a little burnt iron metalizer. I mostly weathered the aircraft using Winton black and raw umber oil paints from the tube thinned with odorless turpenoid. A thinned wash of some combinations was brushed on a few times with a very soft large brush, let stand a bit each time, then wiped off with soft cloth. I then airbrushed Winton oils thinned with turpenoid for the exhaust stains (which were quite heavy on these planes), matching the pattern to photos.

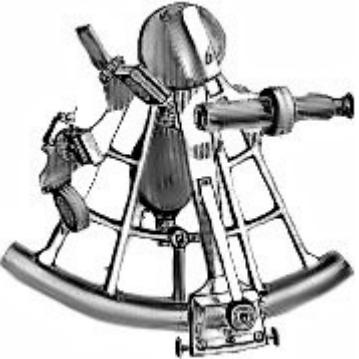
I used the same technique for the stains trailing from the cannons, MGs, and rockets. I then rubbed in thicker oils on select areas of the plane and weathered the markings. The only markings on the plane that were not painted were the white range lines; here I applied the kit provided decal using Microset & Microsol after lightly sanding the area smooth and airbrushing future for the first time. I then airbrushed the Vallejo satin poly again to match the finish of the rest of the bird's main surface and to protect the decal for weathering. Thankfully no silvering occurred and I was quite happy with the results that the future achieved.



I cut the top tube off the Gunner's MG to match the historical photos and dry brushed Testors silver enamel. I brush painted the butt stock Tamiya red-brown and then touched its edges with Testors rubber enamel. The vinyl ammo belt was dry brushed with MM acrylics brass color. The gunners seat was a kit provided PE strap which was supposed to be leather so I airbrushed it MM acrylics leather color, hand painted the buckles with Testors steel enamel, airbrushed a coat of clear poly, then applied a Winton black/turpenoid wash. Looks leather to me!



I decided to cut the kit provided fans/spinners off the bombs and rockets; they were the only parts of the kit that looked fake and so the only parts that I replaced with aftermarket. Here I used the Eduard PE spinners from their IL-2 ordinance PE. I hand drilled the tips of the bombs, attached tube styrene painted silver and then attached the little PE spinners using a tiny amount of 5min epoxy just to position each one, then after 5 minutes applied super thin CA. I then used very fine tweezers to bend (twist) each fan blade one at a time. I was VERY happy with the results. I also flattened the vinyl tires and dusted the tread by very lightly spraying Tamiya flat earth color, additionally spraying flat earth trailing the wheels under the wings.

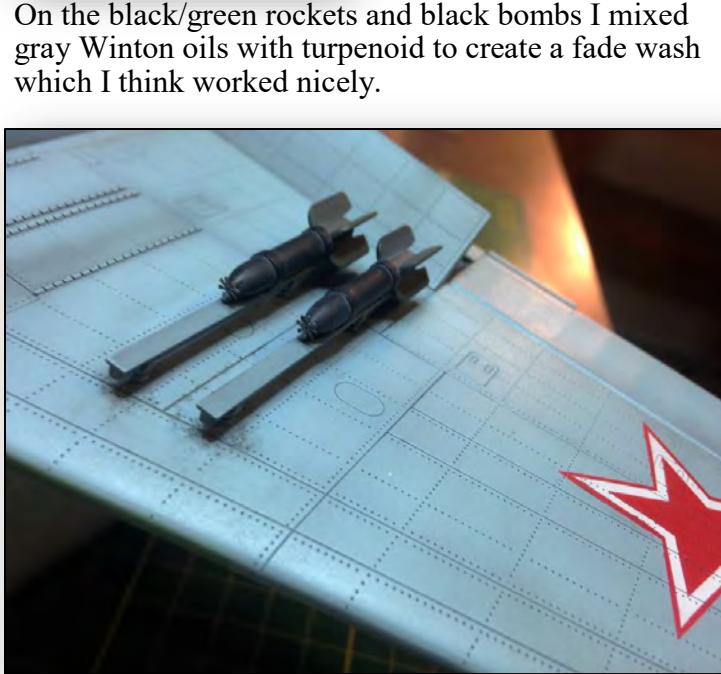


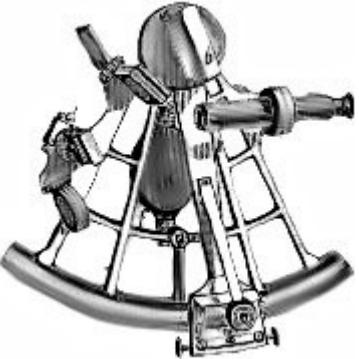
# Cover Story

## Sturmoviked!!!



Near the finish: Here is the kit before the final oils were rubbed in. I decided to leave the rear canopy off because it was frequently field stripped during the warmer months to increase visibility and survivability. It also allows us a good view to the rear gunner's area with its primitive leather strap seat!



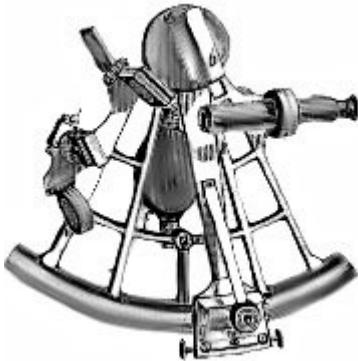


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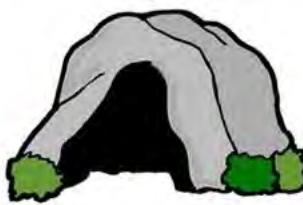
## Sturmoviked!!!

Here is the final result at the Capitol Classic in Austin on September 24th... it took 2nd place in category #207 Military Aircraft 1/32 or Larger Prop!





# Modeling Caves



Story by Lee Forbes

IPMS #2297

Photos by Len Pilhofer

**A**s most of you know, modeling work space is truly a treasured commodity, and not all modelers can claim such work space for lots of different reasons, especially if a spouse or girlfriend isn't all that supportive of our hobby of plastic modeling. Fortunately, I never had the particular problem, but as many of you who enjoyed our hobby while serving in the military, modeling work space was always a sort of "helter, skelter" thing. In my own case it usually amounted to a kitchen table and chairs, AKA an outside patio table and chairs, covered with a sheet of  $\frac{3}{4}$  inch of plywood sized to fit the table top. So the kitchen during most of my career was my work area with only overhead lighting which had to suffice. Setting up and taking down all of my "modeling stuff" was always a hassle and I smelled up the house when I did

any air brushing. In a couple of assignments where our home had a basement equipped with previous owner installed raised work benches with plenty of good lighting were absolutely ideal and I could spread out and leave in



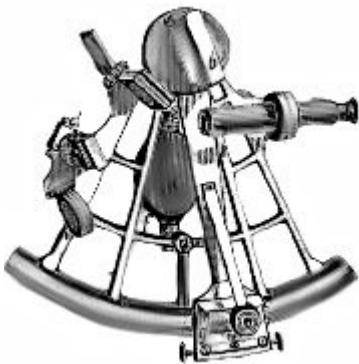
place my "modeling stuff. In these latter instances I approached having a "man cave" for the first time and loved getting away from the rest of the household to enjoy my hobby.

Finally, when I retired and reclaimed our home which had been rented for the last seven years of my Air Force career, I got my chance to have a permanent modeling work

place. By now our two boys had graduated from high school and were in college and I was able to convert one of the four bedrooms into my "man cave" at last. Concurrently, we remodeled our house and I got to add my own touches to my converted bedroom and closet. The first

thing I did was remove the by-pass closet doors and replace them with actual wide doors that could be closed and not reveal any hint of what was behind the closed doors. Inside the former closet, I had a work bench installed the full length of the closet with good overhead lighting and slightly raised peg-board on all of the wall space to hang clips on to display all kinds of "modeling stuff." The closet was painted flat off-white paint to reflect additional light on my working area. The best part of this arrangement is that I can leave a mess of "work-in- progress" stuff, close the doors and no one can see what's inside. Once the modeling closet was complete I purchased and installed my office and computer desks, and filing cabinet in my office.

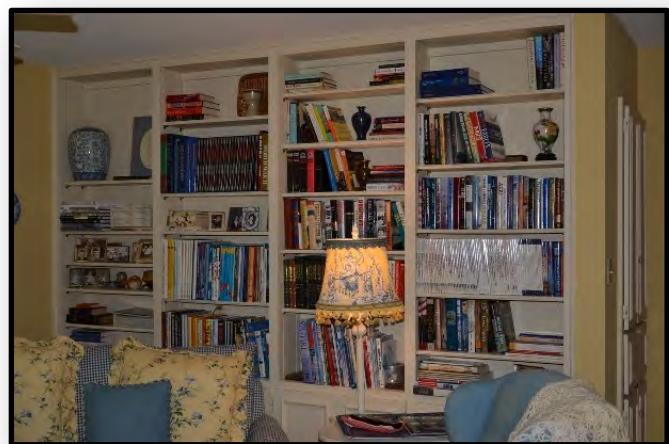




# Modeling Caves



Next, I needed some way to display the finished models that I had accumulated over the course of my career. I looked at used glass enclosed retail display cabinets, and they were much too expensive. I consulted a wood working shop and considered custom made glass enclosed cabinets, and they were even more expensive. On a hunch, I stopped by a furniture store that was going out of business to see what they might have. Much to my surprise I found four dining room brake fronts each with overhead lighting, glass adjustable shelves, glass doors, and four drawers for storage. These brake fronts had been detached from the original dining room sets. They were made in Korea and were painted in a natural finish of elm wood. The owner wanted to get rid of them and I bought all four for a price I couldn't refuse. Fortunately they were delivered and installed by a couple of burly guys and haven't moved but one time, when we had my office re-carpeted a couple of years ago. I don't know what they weigh, but they are heavy empty, and must weigh even more now that I've "loaded them up" with finished models, lots of decals, resin parts, etc.



# **WED 11/16 & THU 11/17**

# **GREX AIRBRUSH**

# **LIVE DEMONSTRATION**

## **ADVANCED MODEL AIRCRAFT PAINTING MADE EASY**

Does airbrushing intimidate you?  
Want to advance your airbrushing skills?

Learn with the best, as we'll be doing the demo with both a Grex Tritium pistol grip or Genesis traditional style airbrush.

If you have never used an airbrush but want to learn or you already have an airbrush and want to advance your skills, then join us for a thorough step-by-step demo. We'll start from the basics, and you'll be airbrushing like a pro in no time.

This is approximately a **1.5 hour** live demonstration where you'll be able to interact with the demonstrator from start to finish.

### **LIVE DEMO AGENDA**

- Basic airbrush nomenclature
- Airbrush assembly and disassembly
- Proper airbrush cleaning
- Paint thinning
- Pre-shading
- Post tinting
- Advanced masking technique
- WWII Camouflage

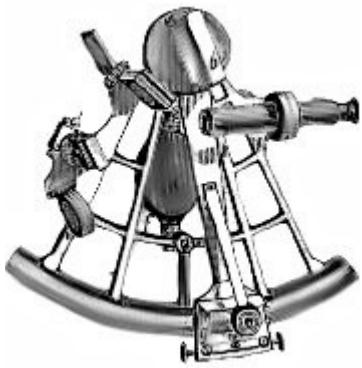
Grex rep. will be present most of the day.  
Model painting demonstrations will begin **@ 6pm**

Hosted by:

**HobbyTown - San Antonio**  
2501 NW Loop 410, San Antonio, TX 78230  
(210) 348-8697



**GREX.**



# Feature Story

## Building a Grim Reaper: Part 3

Story, Model and Photos by Len Pilhofer

IPMS #49932



Last month I covered several steps in Part 2 of building the Great Wall Hobby F-15C in 493rd FS colors, “The Grim Reapers”. These included scribing panel lines, working on the after-market exhaust nozzles as well as the after-market landing gear. In this month’s iteration I’ll go over my finishing of the model to include painting and decaling as well as canopy work on the



“front office”.

All canopies that you find with compound curves (where the bottom of the canopy curves back toward the center) inevitably have a mold seam down the middle. This is not, of course, prototypical so it needs to be addressed. Like most modelers I sanded down the canopy using progressively finer sanding cloths. I finished it up with some Tamiya polishing compound in three varieties: Course, Fine, and Finish. Each of



these compounds comes with its own cloth and the results are a clean, very shiny canopy.

The frame which holds the main canopy (the part that raises and lowers) is called the “turtle deck” by crews and pilots. The first-hand intel that I have— from an F-15C pilot – is that these get pretty dusty. I decided to replicate this with the use of oil paint. I dabbed a bit on and push it around and remove most of it with some brush work. The results are pretty convincing of a dusty “turtle deck”.

I primed the overall aircraft with Tamiya surface primer (white) and proceeded to “pre-shade” with Tami-



# Feature Story

## Building a Grim Reaper



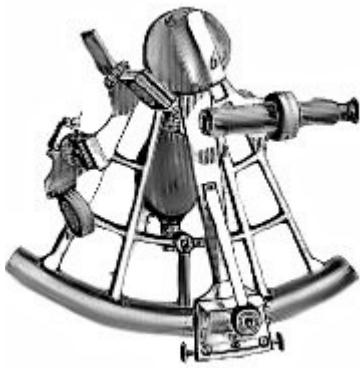
ya flat black (XF-1) over all the panel lines. The first coat of Hataka A157 “Aggressor Grey” went down very thin and very translucent in order for the panel line shading to show through. Then the camo pattern



was masked off using silly putty and Tamiya tape. More pre-shading was done in order to give it a “boost” to show through the second layer of color, Hataka A158 “Mod Eagle Grey”. Once this was done a coat of Vallejo Satin clear coat was applied and then



some oil paint shading in order to give some irregular color patterns to various panels of the jet.



# Feature Story

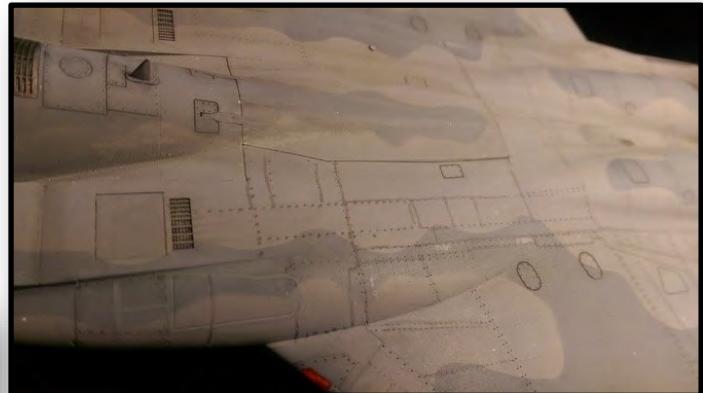
## Building a Grim Reaper



The decal phase consisted of putting down a coat of Vallejo gloss varnish and then utilizing a mix of both the kit decals (for most of the data markings) and the Caracal sheet specific to the 493<sup>rd</sup> Fighter Squadron. The kit decals are really good and the Caracal are some of the best out there...they went on without a hitch.

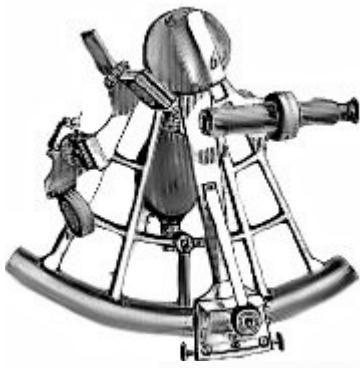


After the decals were done a coat of Vallejo satin varnish seals them in and preps the jet for an oil pin wash. I went with a pin wash in order to be a precise as possible and re-create wear and tear along the panel and rivet lines but not dirty-up the center of the panels too much.



I then attached the gear and external stores, sealed the oil pin-wash in, and attached the canopies and the vertical stabs. I will take some high-res photos and close out this multi-part series on building an 493<sup>rd</sup> FS F-15C "Grim Reaper" in the next issue of The Navigator.



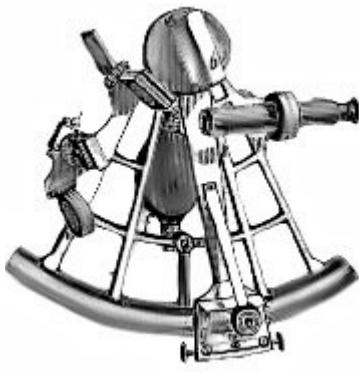


# ガンダム

## GUNDAM BUILD DAY at **HobbyTown USA**

SAZABY Family





# Feature Story

## Aztec Dummy Masks

Story by Craig Gregory

Other than practice, a key to become a better modeler is trying something new; whether it is a new skill, a new tool, or in this case trying a new product.



One of my current projects is the Space 1999: Eagle 1 Transporter by AMT/ERTL, kit #30066; this is the small 11" Eagle. The superstructure of the real Eagle is a tubular cage, think about the roll cage of a NASCAR; one of the inaccuracies of the kit is that this tubular structure is molded as a solid surface with raised detail and the tubes represented embedded half-way into the surface. The two (2) solutions for actualizing the model are to remove the solid surface between the tube structure and scratch building an interior that is now exposed, or mask and paint in between the tube structure with a "shadowy" color.

Aztek Dummy Productions manufactures painting masks for numerous sci-fi models. I purchased product #AD-38 from Cult TV Man's Hobby shop ([www.culttvmanshop.com](http://www.culttvmanshop.com)); Aztek Dummy is not a direct seller. The item arrived in just a few days.

Along with the painting masks, are detailed instructions. The first step is to paint the areas of the superstructure a

dark color; the instructions recommend dark gray. I used Model Masters Schwarzgrau RLM 66; a dark grimy gray. Note that I have already prepared and primed the surface as per required prior to painting. The

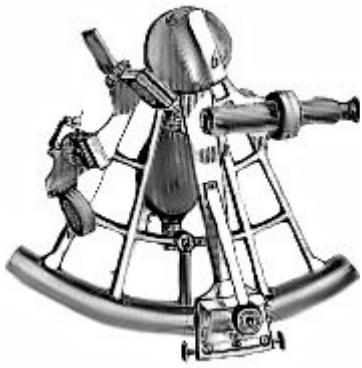


second step is to individually place the vinyl paint masks. For the paint scheme I choose that meant 98 individually placed masks. The third step is paint the entire model the final base color. After dry, simply peel the masks away.

The masks are relatively easy to place, and compared to masking and trimming use masking tape, the pre-made masks saved me hours. There were a few places where I did not burnish the edges of the masks down properly, which required a little hand brushing to correct paint bleed. Sealing the masks prior to painting with a clear coat would solve the problem.

Aztek Dummy saved me several hours of tedious masking if I used my normal technique. They include two (2) sheets of vinyl shapes, one (1) black and one (1) orange. The black shapes help enhance the visual appearance of the lower areas of the landing pods. Other miscellaneous shapes add color accents to the final paint scheme.





# Upcoming Events

IPMS Region 6

**Next Meeting: Thursday, November 3rd, 2016 at 7:00PM**

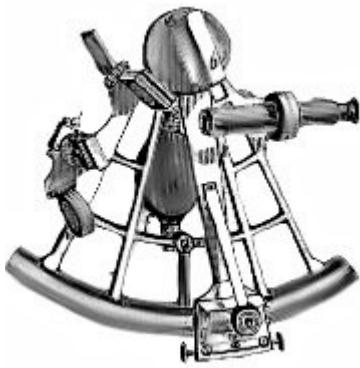
**Location: Northside Ford of San Antonio**

**January 28, 2017**  
**CALMEX XXXI**  
**1221 Sampson St**  
**Westlake, LA 70669**  
<http://www.ipmsswamp.com>

**February 18, 2017**  
**ModelFiesta 36**  
**San Antonio Event Center**  
**8111 Meadow Leaf Dr**  
**San Antonio, TX 78227**  
<http://www.alamosquadron.com/modelfiesta>

**March 11, 2017**  
**RiverCon VI**  
**Bossier City, LA**  
<http://www.ipmsredrivermodelers.org>





# About Alamo Squadron

## Executive Board 2016-2017



**President:**  
Dick Montgomery  
IPMS #14003  
[president@alamosquadron.com](mailto:president@alamosquadron.com)



**Vice-President:**  
Herb Scranton III  
[vp@alamosquadron.com](mailto:vp@alamosquadron.com)



**Treasurer:**  
Dana Mathes  
IPMS #43781  
[sec-treas@alamosquadron.com](mailto:sec-treas@alamosquadron.com)

**IPMS/USA Alamo Squadron** was founded in 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 for 2013, the San Antonio Event Center.

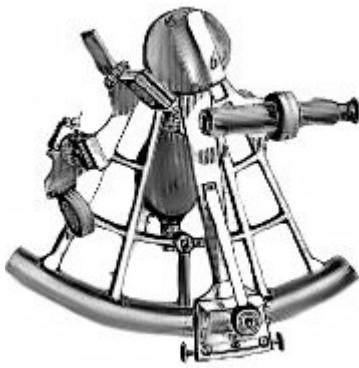


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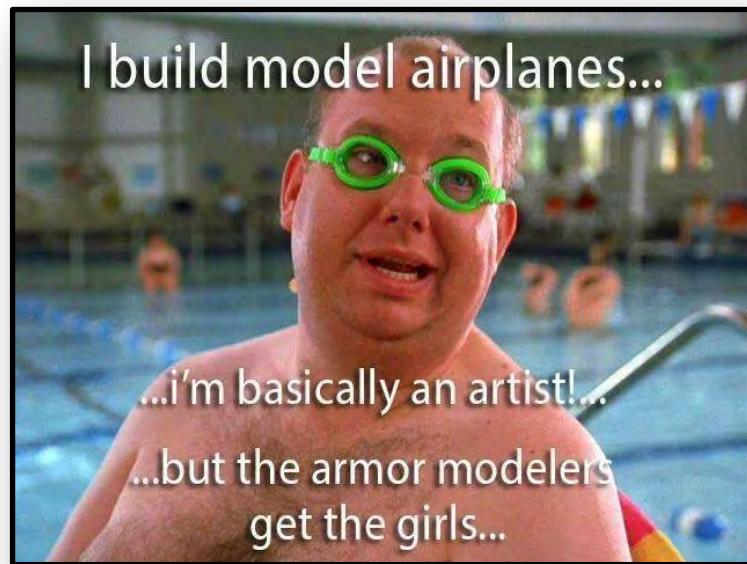


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# Final Words...

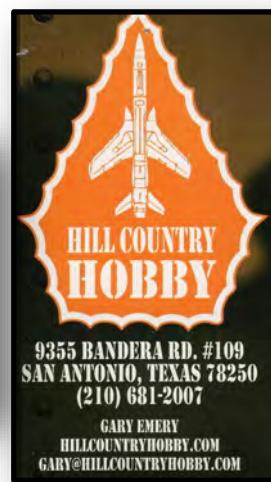
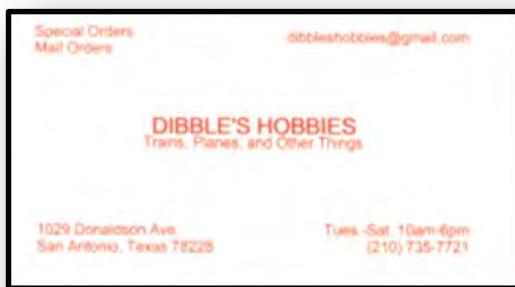


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Alamo Squadron's newsletter, "The Navigator", is published monthly by IPMS/USA Alamo Squadron of San Antonio, for the information and enjoyment of the members of Alamo Squadron and its friends around the world. Articles, reviews, news items, and other hobby-related contributions are very welcome. Send text file, photos, and web sites as well as feedback to the editor, Len Pilhofer: pilhofer@hotmail.com

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