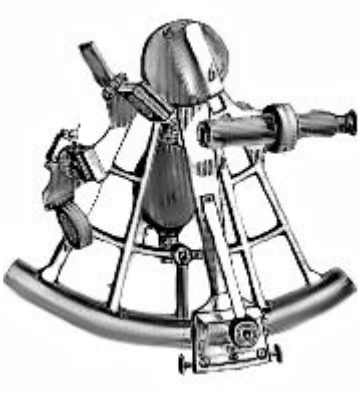


The Navigator

The Newsletter of Alamo Squadron

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

August 2017

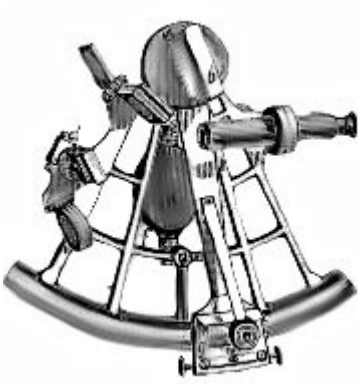
IPMS/USA Chapter of the Year:
1998-1999 & 2004-2005
IPMS/USA Regional Chapter of the Year: 2016

Report from Omaha: IPMS Nationals 2017

Eric Syverson Continues his 1/32 Scale P-38 Build

200 Days to ModelFiesta 37!

Dana Mathes' Step-By-Step Pastel Weathering Technique



President's Column

By Len Pilhofer

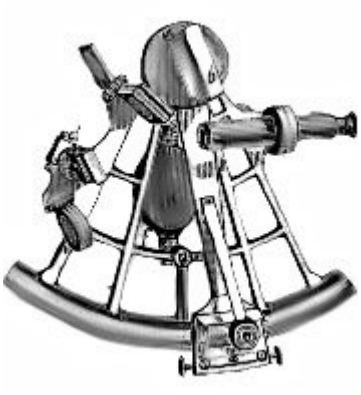
IPMS #49932

While I have been a modeler in varying capacities since the age of 8 I've only been a member of Alamo Squadron, and the greater IPMS/USA, for less than 3 years. As a result, this whole experience called "The Nats" has been rather new to me. As a reader of Fine Scale Modeler since the mid-80s I had always seen the photo galleries of the IPMS/USA National Convention but always viewed it as a distant event, something that would never cross my path. Fast forward to the present day and I can say with much certainty that "The Nats" is an experience that every modeler should take advantage of.

Before getting to Omaha, but after deciding I was going to make the trek, I had thought to myself that three and a half days seemed a bit excessive. Upon leaving Omaha Sunday morning I had just the opposite thought…I needed more time to really take in what had just happened. I spent many hours wandering through the contest hall, looking at and taking pictures of all the models. According to the words spoken during the awards banquet there were 2700 entries. How does one "take in" that many models into one's mind? It is hard, indeed. I feel like there are still details of those models that are not ingrained in my mind; important details that help me try those same techniques on my own builds.

When not in the contest hall I spent many hours wandering the vendor areas. There is even more there to take in and sort through all that is up for offer. My mind was racing and I was asking myself if I needed a certain kit, part, or tool to add to my already extensive collection at home (luckily there was a seminar on "Stash Management"!). Just a few days after the show I felt like there were areas I could have explored even more. For example, Eduard was there in full force, with boxes and boxes of all their "Brassin" and Resin aftermarket parts. So much that it would have taken a whole day just to go through those boxes. Then, when you are done going through all those boxes, you lift your head up, and see a hundred more tables to go through. It was daunting. My hat is off to the Omaha team (Ft Crook) and all the national IPMS office holders for an outstanding modeling experience.

While we are on the subject of "The Nats", a group of modelers from several IPMS Chapters in Region 6 are going to enter a bid for the IPMS National Convention in the summer of 2020. As with our previous effort to secure the 2018 bid (it was subsequently awarded to Phoenix), the Convention Bid Team is early in the process of reaching out to other clubs in Region 6 and specific individuals to help update the bid from 2016 and prepare it for presentation in 2018 for the 2020 National Convention. Continue to come back to the Navigator in future issues for updates to the bid preparation process. With some hard ground work and a little bit of luck Texas will be hosting the IPMS/USA Nationals in 2020.



Club Announcements

Editors Comments

What side of your brain do you use when you are modeling? I consider myself a right side modeler; a Modeling Engineer. I enjoy planning my builds, running over every little step and detail, then documenting them in my Electronic Build Book (EBB), and supplementing the EEB with pictures from the build. I have learned basic modeling skills, gluing, seam repair, painting and building a stash.

What I lack is the artistic intuition to draw outside the lines. I can vision what I want in the end, but lack the cognitive skills to execute it. I have watched other modelers while they are working; a few of them I conceder modeling artists. They have the intuition and creative skills to adjust on the fly and implement their vision. And then there are those times I am a chemical engineer trying to figure out what thinner goes into which paint that goes over what surface.

In this newsletter is my article Storing Liquids, I put on my materials engineering hat. Eric Syverson explains his engineered approach to pluming a P-38 wheel well. Dana Mathes handles pastels; a re-print of his notes from his demonstration at July's club meeting.

Bachelor Build Nights

The focus of these gatherings is to build models as well as comradery with a secondary goal of watching, discussing, 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.

All dates fall on a Thursday night. If you wish to host a BBN please let Len or Craig know and we can add to the dates listed here. Build night dates for the rest of 2017 are as follows:

10 Aug @ Craig's	24 Aug @ Len's
14 Sep @ Craig's	28 Sep @ Len's
12 Oct @ Craig's	26 Oct @ Len's
9 Nov @ Craig's	30 Nov @ Len's
14 Dec @ Craig's	28 Dec @ Len's

Monthly Contest Schedule

The internal club contest schedule for the rest of the Alamo Squadron year (up through the next elections) are as follows:

August 2017	Open
September 2017	**Things That Float**
October 2017	Open
November 2017	**That 70s Model**
December 2017	Christmas Party
January 2018	**Model of the Year**

Web Page Bios

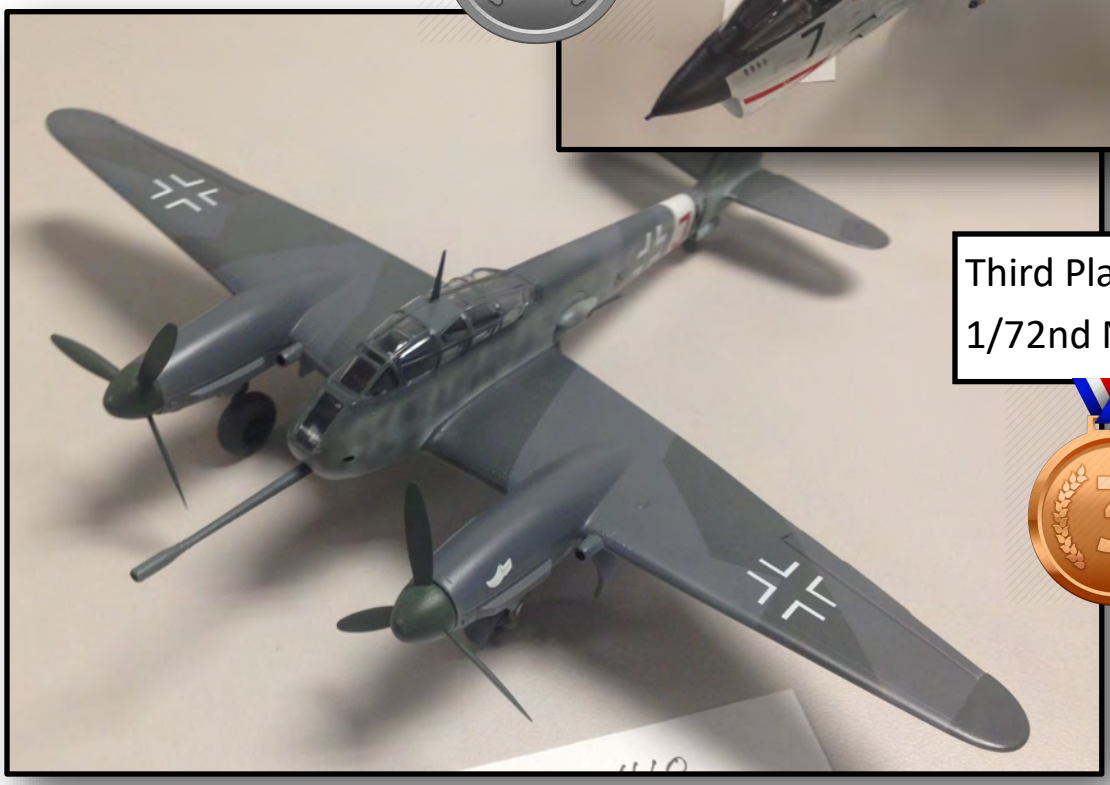
This is a way for members to learn a little bit of modeling-related information of their club mates in order to facilitate the sharing of knowledge and techniques in modeling genres and areas. In no way is this mandatory and only if you wish to share your info with other club members should you participate. Be aware that whatever we post on the webpage is public to the world...there are no security controls on our website. If you wish to have your bio published please reach out to Len at president@alamosquadron.com. Here is a link to the bios already on the site: alamosquadron.com/members.html.

Club Announcements

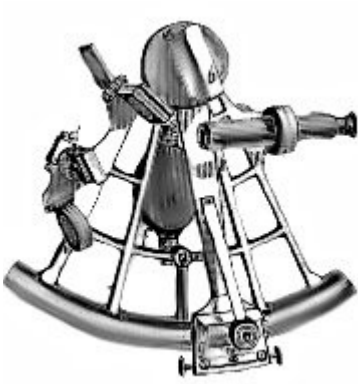
July Club Contest Results

First Place: Dana Mathes
1/35th

Second Place: Charles Stone
1/48th F-8 Crusader



Third Place: Lee Forbes
1/72nd Me-410



Club Members How To:

Pastel Chalks for Scale Modeling

by Dana Mathes
IPMS #43781

Dana demonstrated the use of pastel chalks at the July's club meeting. Here are his notes from the presentation.

Notes on Pastel Chalks for Scale Modeling

I. Cardinal Rules (Lessons learned the hard way):

1. Less is More. Do not over apply. Take a break and step away from your project.
2. Be careful to keep your hands, brushes, and work area clean, Chalk particles go a long way.

II. General Notes

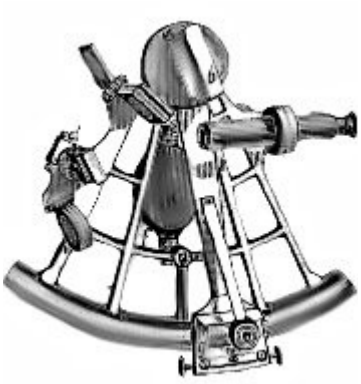
1. Pastel chalks can be applied dry or wet to a model to provide subtle weathering effects of texture, highlighting, and coloring.
2. They come in either stick form or bottles of finely ground chalk powder. Art and hobby stores normally carry black, gray, white, and colored chalks in stick form. Colors specifically formulated for model weathering applications are available on internet web sites and via speciality vendors. Note that different vendors may have different particle sizes.
3. From the sticks, the chalk is scraped into a cup or palette with a hobby knife.
4. Chalks can be mixed to achieve special colors in a manner similar to paints.

III. Application

1. Chalks are usually applied as the last step of a weathering process.
2. They can be applied dry or in solutions of water or alcohol. Note that the dried chalk when applied wet will have a different texture and possible a slightly different color that chalk applied dry.
3. Some modelers say they have sprayed very dilute solutions of chalk with airbrushes.
4. Makeup brushes or makeup applicators make excellent applicators.
5. You can also use your finger or cut-down brushes to rub the pigments into the surface to achieve another type of effect
6. Lint-free cotton swabs (dry or wet depending on the desired effect) can be used to take up excess chalks.
7. You can remove chalks by washing or flushing the surface of the model with water and lightly brushing the pastels off the surface as the water runs over it, although you may not be able to completely remove all traces of the color. This technique can also be used to produce different effects.

IV. Sealing

1. Seal coats of Testor's Dullcoat(R) flat sealer, etc. will change the apparent colors of the chalks and will reduce the "dusting" texture of the chalks.
2. Consider additional applications of chalk over the dullcoat or omitting the dullcoat seal coat depending on the effect you are trying to accomplish.



Cover Story

Alamo Squadron

IPMS/USA NATS Contest Report

by Rob Booth

IPMS # 37548

Five of your Alamo Squadron compatriots made the trip to this year's IPMS-USA National Contest and Convention held last weekend in Omaha, Nebraska. Three former club presidents – myself, Dick Montgomery and Lee Forbes, as well as Marty Martinez and current President Len Pilhofer making his first trip to the Nats, made the sixteen-hour drive to Omaha site last Wednesday.

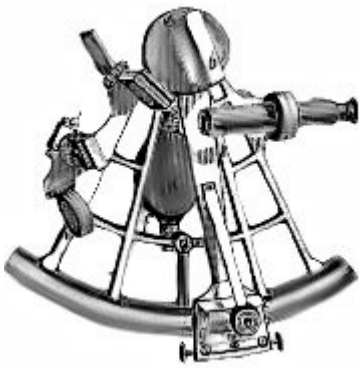
Judging of the contest was held Friday evening after the dinner hour, until late into the night. All of us were involved in the judging process, Lee, Len and myself with Aircraft, and Dick participating in the Sci-Fi/Real Space subjects. At the awards banquet the convention leadership reported participation by some 700+ IPMS modelers entering over 2700 models. Some of the winning participants came from as far away as French Polynesia, Switzerland, Venezuela and Brazil.

As usual, all the entries were exceptional works, and some were insanely good. I am always humbled when considering my modeling skills after attending this show. You will recall Mark Schacter's beautiful Sea Fury that garnered our Best-in-Show at ModelFiesta last February. That entry won it's class, but was edged out by an amazingly detailed Privateer conversion entry that involved much interior work and scratch upgrading that could only appreciated in the build book photos that accompanied it. I encourage all of you to view the many hundreds of photos that have been posted on the web of this years entries.

The Alamo Squadron contingent brought home hardware as follows:

Len Pilhofer received two third place trophies: one in Mecha for his Gundam RX-78-2, and in a Hypothetical category for his Standardpanzer E-100. Lee Forbes garnered a third place for his 1/72 Luft 46 German XXX in OOB hypothetical, and yours truly received a third place for my YF-23 ATF Demonstrator in 1/72 Jets OOB in the US Markings split of that category. Mr. Montgomery was trophy-less, but we all agreed that his Triceratops entry was overlooked as a solid winner in the Dinosaur category!

Next year's Nats will be held next summer in Phoenix, AZ (yes, seriously, in Phoenix in July!). They assure us that is still a very dry heat. If you've never had an IPMS Nats experience, grab some of your club buds and car pool out to take it in. You won't be disappointed! You can check out all the entries from the show at IPMS' website: http://www.ipmsusa3.org/gallery/v/events/2017Nationals/



Feature Story

Where the Sun Don't Shine

Learning to Plumb in Greased Lightning's Wells

Story and photos by Eric Syverson IPMS# 50324

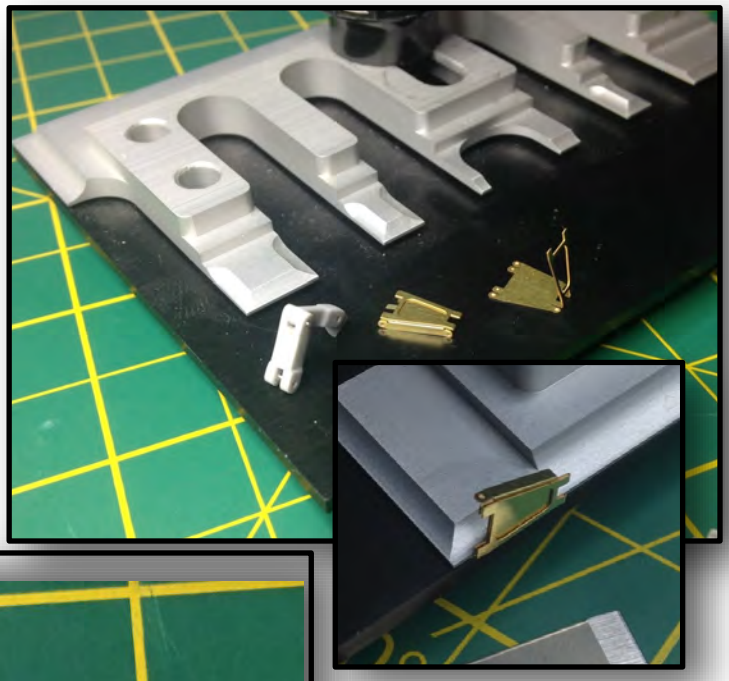
One of the many reasons I enjoy going to our chapter meetings is to be inspired to try new things. I always see techniques in progress on the WIP table and learn something new during the featured seminar. Good folks are eager to share their expertise. And let's face it: We are in the Golden Age of Modeling. There is so much at our fingertips. It is a playground full of options and opportunities to learn and improve, and it is a good feeling to take something good and make it better.

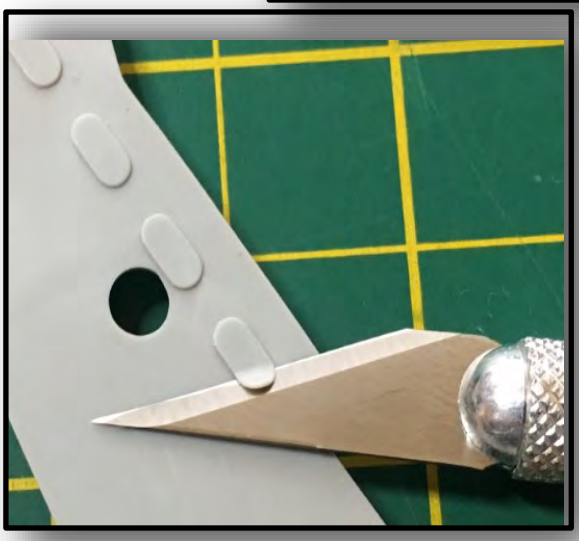
Watching Charles add wiring and PE to his Corsair jet build over the course of several meetings inspired me to learn how to add wiring to my current 1/32 P-38 build. I've seen Charles and others using PE too with great results - and up to this point the only PE I've used was the kit seat harness on my Sturmovik build. But wiring and PE could be dangerous. I mean, WHAT IF I SCREW IT UP?!!! This is an expensive kit. So I got to thinking. Where could I learn to wire and add PE so that if I really did screw it up, nobody - except maybe one of those pesky pen-light and dentist mirror armed judges - might look? So I turned to Greased Lightning's main wheel wells to learn these techniques worry free. WHERE THE SUN DON'T SHINE.

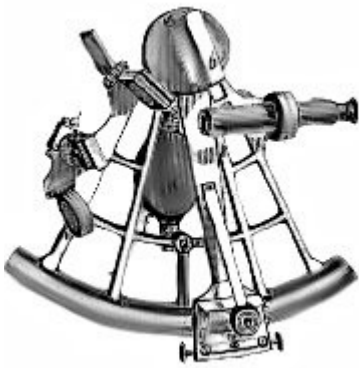
<u>Preparations and PE</u>

I began my work on the wheel wells by removing any details that would be replaced by PE. Using a new blade makes this job pretty easy and the Eduard PE instructions are very good. If you go to their website you can actually pull up the instructions for every PE set they make so you can see exactly what details you are ordering. There are SEVERAL different Eduard exterior and cockpit related PE sets available for the 1/32 P-38 alone for example - by checking out the instructions for each set on their website you can narrow it down to just those items you want. PE is not cheap but by doing this you can keep it reasonable.

There are also PE bending tools that are available. The one I have is helpful but PE is pre-etched to bend accurately and easily - easily enough that you can use two box cutters or chisel type hobby knives to get the bend started. DO NOT bend PE back and forth at the creases as the metal will fatigue and break there. Then you have to make a tough solder. Ask me how I know.







Feature Story

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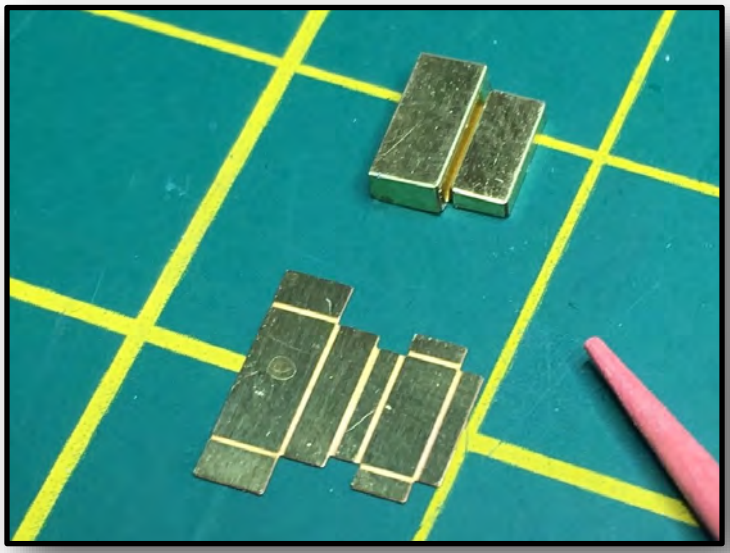
Learning to Plumb in Greased Lightning's Wells

It is Important to wear eye protection when cutting out PE - it can be sharp and small pieces can and will fly. For accurate cuts and bends use a hard flat surface otherwise your cuts will warp the PE pieces as you cut. I use the glass from an old picture frame as my cutting surface using a flat chisel hobby knife for cutting and further trimming as necessary.

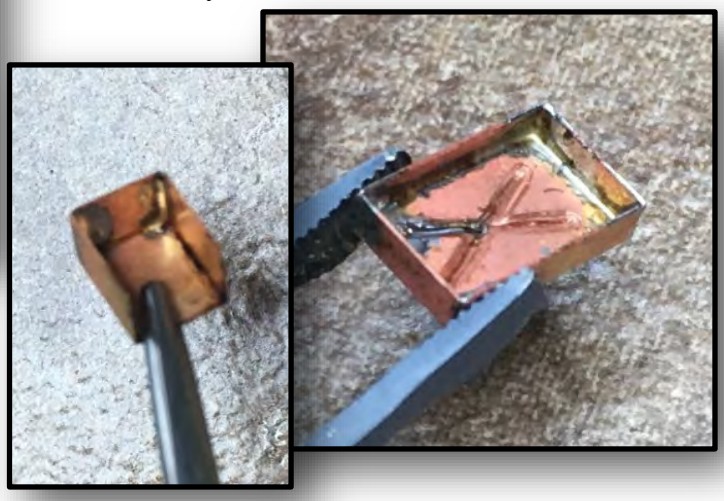
Some PE pieces look pretty complicated and can be intimidating at first glance. Even a fancy bending tool may stop sufficing as each subsequent bend interferes with trying to make the next. But you can succeed here with just a couple flat blades to get the next bend going, and carefully finish the bend with your fingers. Thinking ahead and figuring out a good progression of bends is what makes this fun.



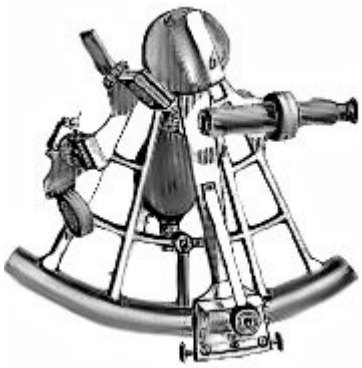
Soldering the Corner Gaps

While bending PE I began to think about the gap that naturally results where any two folds come together. Knowing that these gaps would be even more visible after painting, I tried to use Gator glue and CA as filler, but I was not happy with the results. I brought this up at a meeting and Len recommended soldering the edges. After he gave me a quick class, a piece of ceramic tile, some non-water soluble flux, and some 60/40 rosin core solder wire, I headed to Lowes to get the $25 100Watt soldering iron he recommended - and I was ready to solder at my house.

Again, better wear eye protection. Heated flux and solder can and will fly. Using the piece of ceramic tile as a protective working surface use a small paint brush to brush a thin layer of non-water soluble flux along the INSIDE corner where a gap exists. Using a hobby knife cut a piece of 60/40 solder wire off - the size of a grain of sand - and place it into the applied flux using a super fine tweezer. You won't think this is enough solder but it is. Pull the trigger on the 100W soldering iron about 20 seconds until it's good and hot. Holding the PE with tweezers, apply the OUTSIDE edge of the corner to the soldering iron. The heat of the soldering iron on the outside will the heat and melt the small grain of solder on the inside, drawing the now liquid solder into the corner seam toward the soldering iron on the outside, thus filling the gap. Keep in mind the direction of gravity and heat transfer when applying the PE to the iron. Slowly slide the soldering iron away from the PE or vice versa - the solder cools and hardens instantly in the seam.



The heat will discolor the PE and there may be some solder spill over on the piece - not to worry!



Feature Story

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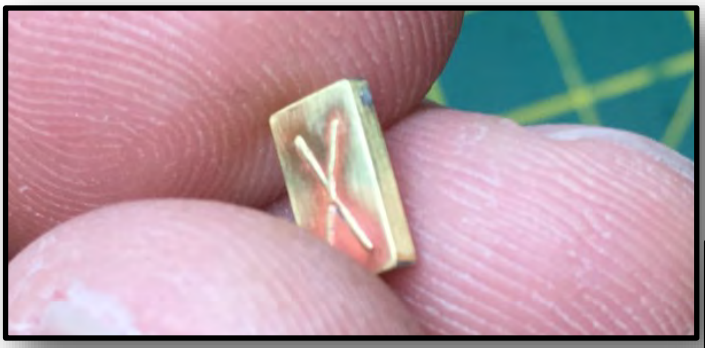
Any solder spill-over is easily filed smooth with a Tamiya 400 diamond file. Results are impressive with very little practice. With some lacquer thinner on a Q-tip you can wipe off any remaining flux from the in-



side too. The pieces will clean up nicely, no more corner gaps, and very strong.

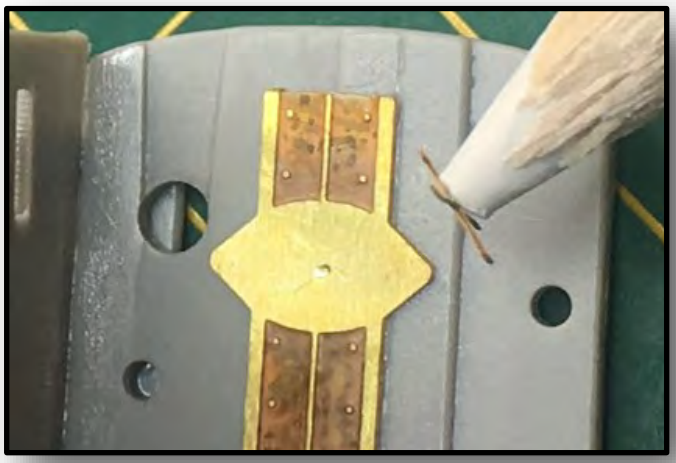
Gluing PE

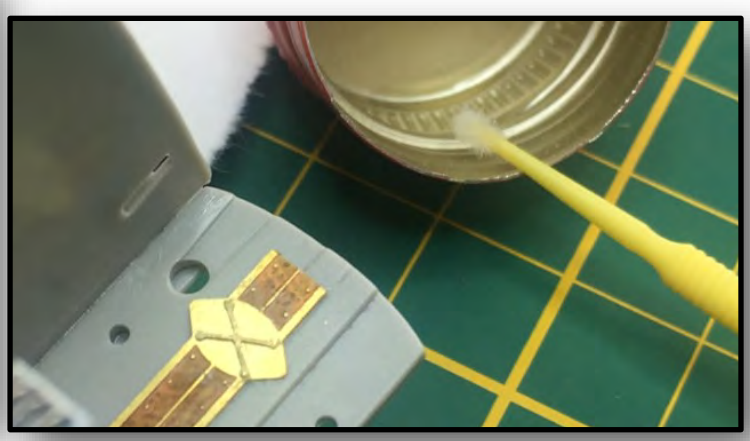
Gluing PE is really just an exercise in understanding the virtues of certain glues and how to clean up the PE pieces effectively afterwards without affecting the bond. Until I understood this my efforts were messy and oft crooked.

I prefer to mix very small amounts of 5 minute epoxy on an index card using a toothpick, then dab a tiny spot of epoxy where the PE will go. A PE placement pencil from Gary at Hill Country Hobby helps me maneuver particularly small PE.

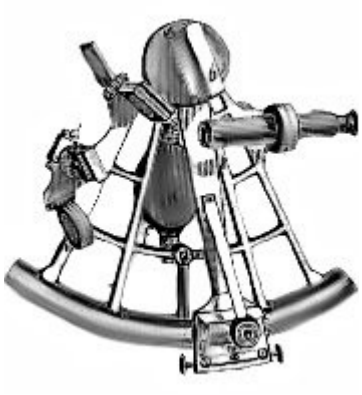
The epoxy gives me enough time to maneuver the PE until I am satisfied with the placement. It is easy to position several pieces of PE at once using epoxy like this - so you won't have to keep mixing new epoxy. After a few minutes the epoxy has set enough to risk touching an inconspicuous corner of the PE with thin CA using a tiny glue looper.

At this point I like to use a yellow micro brush to scrub off the excess CA with CA remover or scrub off excess epoxy using lacquer thinner. The yellow micro brushes are just small enough - but still stiff enough - to do the job quickly. The smaller white ones are not stiff enough in my opinion.





The piece cleans up nicely and still a good bond!



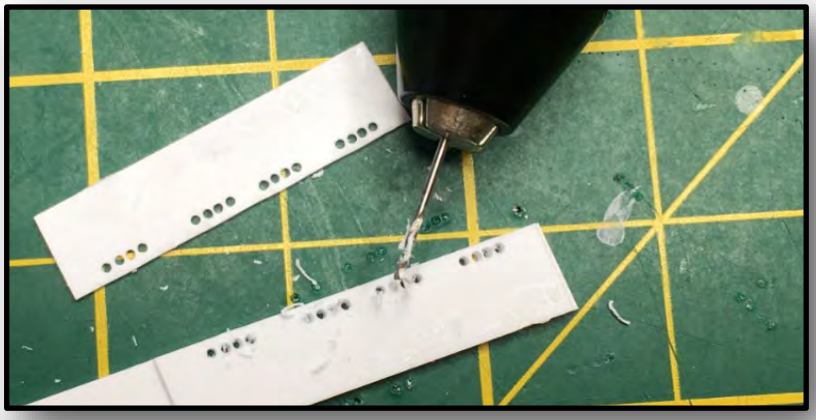
Feature Story

Where the Sun Don't Shine

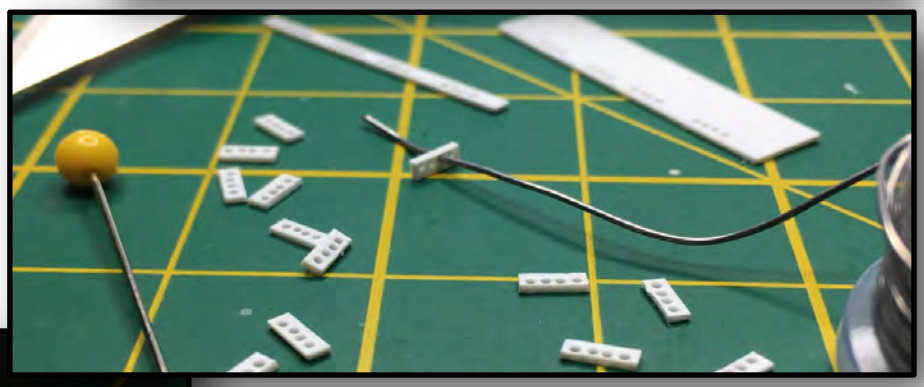
Learning to Plumb in Greased Lightning's Wells

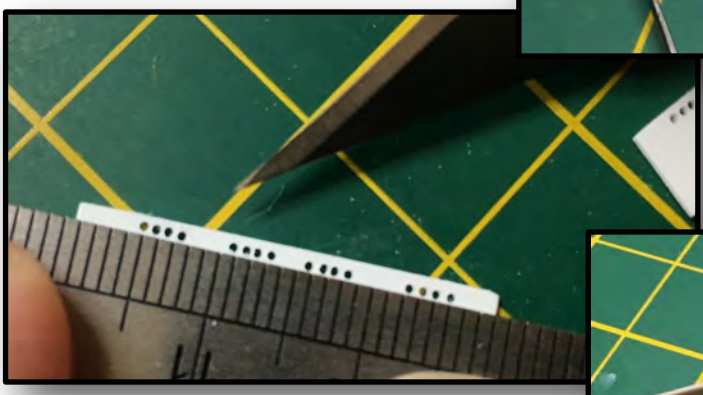
Wiring

For wiring I purchased some lead wire from Gary at Hill Country Hobby. Looking at several pictures of P-38 wheel wells and on-line builds, I got an idea of how I wanted to run the wires. The placement of the PE per the Eduard instructions also helped me decide where to run them and how detailed I wanted to get. I decided to use sheet styrene to make clamps and run a four-wire configuration.



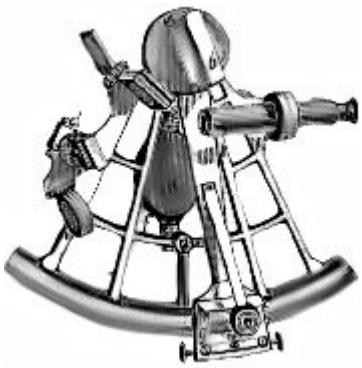
I used a needle pin to create evenly spaced pilot holes for a small drill bit that matched the diameter of the wire I chose. Once I had a grouping of holes that I was happy with, I started an assembly line to create clones of the hole spacing for each clamp. I then used a sharp hobby knife and ruler to make clean cuts.





Once all the clamps were on the wires, I used softer items to maneuver the clamps, such as toothpicks and the eraser end of a pencil - this to prevent damaging the surface of the lead wire.

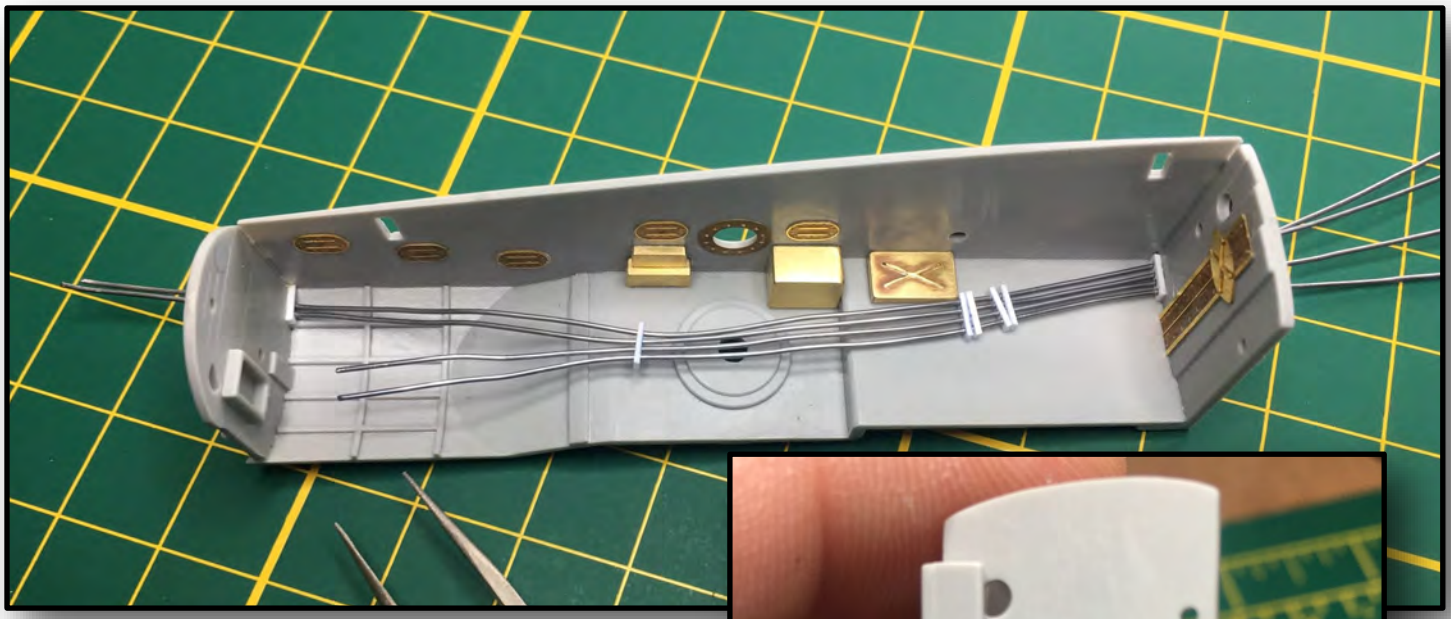
After picking out my best clamps I cut four lengths of wire and straightened them out smooth. I made each wire about 1" longer than needed on each end. I then fed each clamp onto the wires one at a time. Because the lead wire is soft, I only used tweezers to handle the extreme ends of the wire, which would be discarded later.

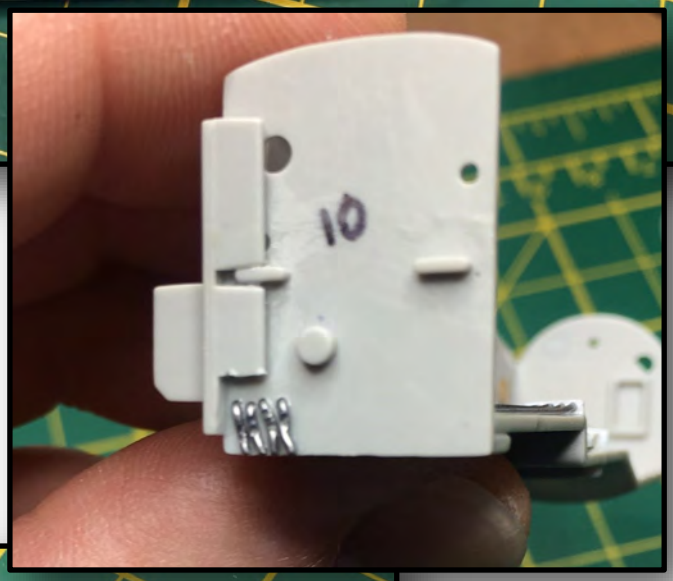


Feature Story

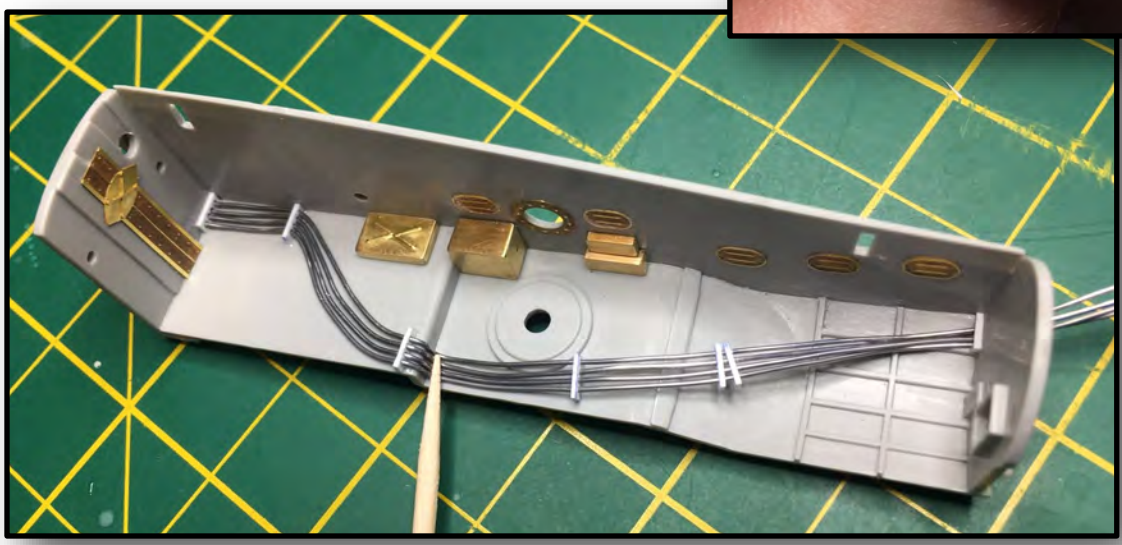
Where the Sun Don't Shine

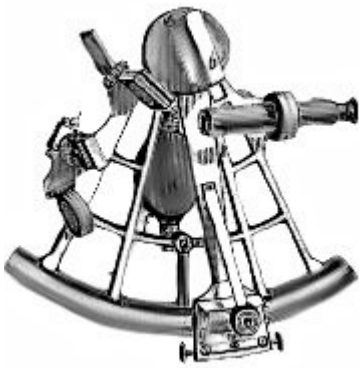
Learning to Plumb in Greased Lightning's Wells





I proceeded to feed all the wires through one end-wall from the inside of the wheel well, then back the other direction through the other end-wall, again from the inside. This allowed me to keep the wires smooth during clamp positioning. I maneuvered then glued each clamp one at a time, working from one end of the wheel well to the other. The nice thing about lead wire is that once a clamp is positioned for gluing, the wire is malleable enough to press it down and mold it against the details of the bulkhead beneath. This actually holds the clamp in position for gluing. I use thin CA and a glue looper - again on an inconspicuous corner of each clamp. Once the first clamp is glued in place , I bend, cut and glue the excess wire on the outside of the wheel well end-wall.





Feature Story

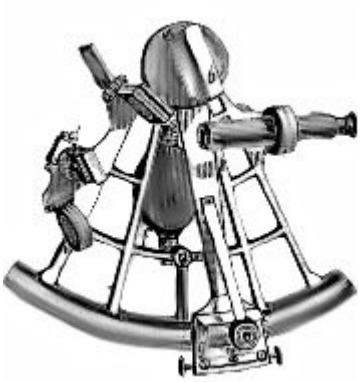
Where the Sun Don't Shine

Learning to Plumb in Greased Lightning's Wells

Once all clamps were in position and glued with CA and I was ready to make it permanent, I barely touched each clamp with liquid cement. Then I cleaned up any excess CA with CA remover using a yellow micro brush, just as I had done to clean up the PE before.

I was feeling confident making clamps from sheet styrene by now so as a final touch I decided to make some clamps for the kit main pipe in each wheel well too. Using the same approach as before, I matched a drill bit to the diameter of the pipe, hand reamed holes and cut out clamps. These would actually clamp on to the pipe to aid in positioning and gluing.

I am pleased with the results and now confident I can do a bit of visible plumbing as I move on to the cockpit… WHERE THE SUN DOES SHINE. Stay tuned for more Greased Lightning shenanigans!



Feature Story:

On the Road Again

Story by Dick Montgomery

IPMS #14003

After having just taken a road trip to the Region 10 Convention in Albuquerque just weeks ago, it was time to load up the truck and head to Omaha for the IPMS Nats. Because my travel-mates are still "working men" (what is this "work" of which they speak?) it was established that we would depart San Antonio around 4:30am on Wednesday morning and "hot shot" it to Omaha. And, of course, it was required due to their "werk", that the return trip would also be a "hot shot" run.

The round trip, along the same route in both directions, was 1,946.5 miles. Rob's distance varied a bit as we picked him up (and returned him) at the Whataburger in Fredericksburg. His better half dropped in him and returned him to comfort from the "W". Len's mileage also varied from the round-trip mileage, but not by more than a handful of miles. His house was conveniently located on the route I would have taken out of town whether he had gone with Rob and I or not.

Leaving San Antonio at just prior to 5am, Len and I headed west on I-10, enjoying the fact that we were getting out of town before the heat of the day would build up. At that time of the morning, west-bound traffic is light and even the east-bound side was not yet overloaded with cars going to work in town. As one travels, west on I-10 one can't help but notice that the scenery is changing from that just a few miles back near San Antonio. The flat coastal plains, upon which San Antonio sits, becomes hilly terrain. At about the 40-mile mark, we left I-10 behind, and began the short drive from Comfort to Fredericksburg along Highway 87. This is a rather pleasant drive as once continues gaining some elevation while going up into the Hill Country, on a curving road that, from time to time, provides an excellent view of the hills and valleys of the area. Of course, we had our sensors set to spot deer along the highway, and we were not disappointed, since our passage through this area was "Deer-Breakfast Time", and they were out in force.

After having arrived at the "W" in Fred-town and transferring Rob's gear to the truck, we grabbed some breakfast at the "W" and began our trip to Omaha in earnest. Rob had requested to drive the first leg of the trip from Fred-Town to Wichita Falls, and Len and I were quick to agree. The next 85 miles took us through some very attractive Hill Country, passing through Llano, Cherokee, San Saba, and Goldthwaite. These are small towns, with of which are Country Seats and have the required Courthouse in the town center. The buildings are old, made of brick, and many displays very old and faded advertisements for businesses, long ago closed, painted on the brickwork.

Reaching Goldthwaite, we turned northwest and followed Highway 183 to Brownwood. The truck's sensors were still reporting a good number of deer on both side of the road, but these deer were smart and stayed away from the road, pausing in their grazing, to lift their heads and watch us flash by. From Brownwood to Wichita Falls, a distance of about 150 miles, we watched as the small towns seemed to fly by, each coming to life as the day began to warm up and folks went off to tend to whatever work awaited them.

We switched out drivers, and once again got back on the road headed north on I-44, toward Oklahoma City.

The landscape was undergoing some significant change, with the mesquite trees giving way to pasture land for goats and cattle. In fact, we noted that for quite a stretch the Mesquite trees seemed to be dying. They are clearly quite yellow and on death's doorstep while the rest of the vegetation seemed to be thriving. Rob suggested that they had most likely been sprayed with the intent of killing them so that the field could

be cleared and turned into some sort of production crop usage.

In any case the terrain was clearly much more flat than the Hill Country we had enjoyed in the Fredericksburg area, and the soil had changed as well, into a red dirt that gave the Red River it's name.


Texas!

Crossing into Oklahoma, we began to count the casinos along the highway and also noted that the vegetation seems to be more lush and green then that which we passed through back just north of San Antonio. Linking up the I-35 in OKC, we pushed north through Oklahoma and, rather quickly it seemed, found ourselves crossing into Kansas.

Clouds had been building to our north all day and by the time we reached Wichita, we got caught in a double whammie. Not only was it the beginning of rush-


Oklahoma!

hour, with the traffic slowing to a walking pace, but it began to rain. This was serious rain, and added to the traffic issues. Finally, breaking through the traffic on the northern side of Wichita, and watching the rain storm continue its eastern trajectory, we headed north on to Salina, and finally crossed into Nebraska near Chester, a small town on the Nebraska side.

Continuing north we finally arrived at the junction to I-80, just south of York, and we turned to the east toward Lincoln and our destination of Omaha.

Although, by this time, it was dark, we could tell that the terrain was rather flat and cornfields seemed to dominate the landscape. The convention site was on the southwest side of Omaha, so we didn't have to go into the metro area of Omaha, arriving at the conven-

In Kansas...Looking at Nebraska!

tion site at about 10pm.

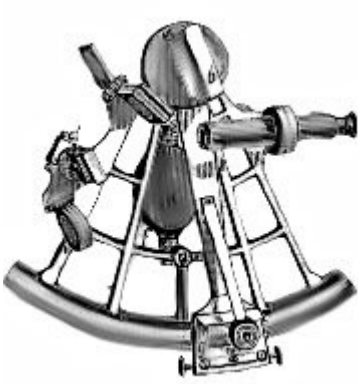
After some 17 hours of driving, we unloaded rather quickly, piled into our rooms and called it a day.

Our return trip was a mirror image of our trip northward, with the exception that traffic was much lighter due to it being a Sunday, and there was almost no rain along our route.


Nebraska!

Two 17 hour days (Wednesday getting there, and Sunday getting home), almost 2,000 miles, and many hours of driving by all three of us…… lots of great scenery and very enjoyable!

The Nats! Yay!



Club Member How To:

Storing Liquids

Story and Pictures by Craig Gregory

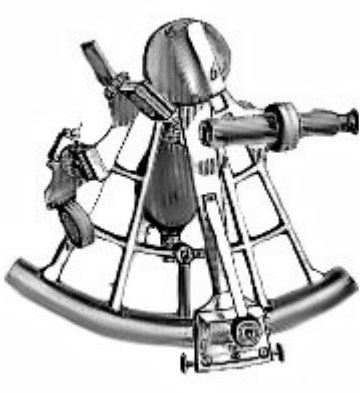
IPMS #49320

I have around a dozen (and growing) "number of liquids chemicals I use for plastic modeling; Future, Windex, various thinners, etc. Not being able to accurately pour thinner to a 1/4 oz mixing cup from a 1/2 pint can, or Lacquer Thinner from a gallon can, and being the Mobile Modeler, I needed a solution.

I bought a set of 36 4 oz clear glass bottles with glass droppers from Amazon. They were a little over $1.50 each. And this solved my short term problem.

However, some of our modeling chemicals are light sensitive. Like beer, they should be protected behind colored glass. If your math is as good as mine, I had several bottles left after labeling and decanting my modeling chemicals. A fellow modeler offered up what he had done.

I put a strip of masking tape done the side of a few of the bottles and masked the threads around the top. I sprayed them with gloss black RUST-OLEUM Painter's Touch Ultra Cover Paint+Primer. Removing the tape on the side allows a quick check of the content's level. (I now recommend putting tape on both sides of the battle making it easier to check fluid level.)



Upcoming Events

IPMS Region 6

Next Meeting: Thursday, August 3rd, 2017 at 7:00PM

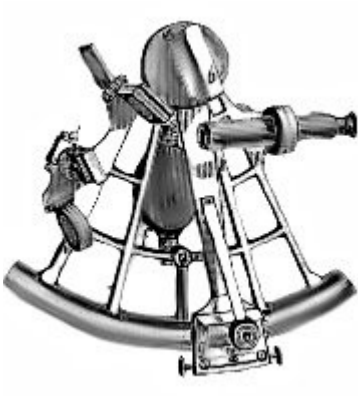
Location: Northside Ford of San Antonio

August 12, 2017
HAMS Eleventh Annual Model Car Show & Contest
Cypress Creek Christian Community Center
6823 Cypresswood Drive
Spring, TX 77379
www.ipms-hams.org/annual-contest/

September 9, 2017
SuperCon 2017
Bob Duncan Community Center
2800 S. Center St.
Arlington, TX 76014
www.fortworthscalemodelers.org/supercon.html

September 16, 2017
AMPS CENTEX Armor Expo 2017
Georgetown Community Center
445 E. Morrow St.
Georgetown, TX 78626

October 14, 2017
The 2017 Capital Classic
Travis County Expo Center
7311 Decker Ln.
Austin, TX 78724
www.austinsms.org/contest.php



About Alamo Squadron

Executive Board 2017-2018

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Len Pilhofer
IPMS #49932
president@alamosquadron.com

Vice-President
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vp@alamosquadron.com

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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 for 2013, the San Antonio Event Center.

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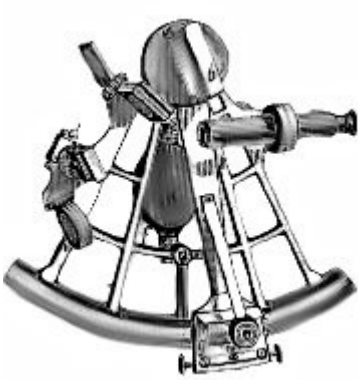

Final Words ...

Alamo Squadron's newsletter, "The Navigator", is published monthly by IPMS/USA Alamo Squadron of San Antonio, for the 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 our editor, Craig Gregory: craig.jonathan.gregory@gmail.com

http://www.ipmsusa.org/

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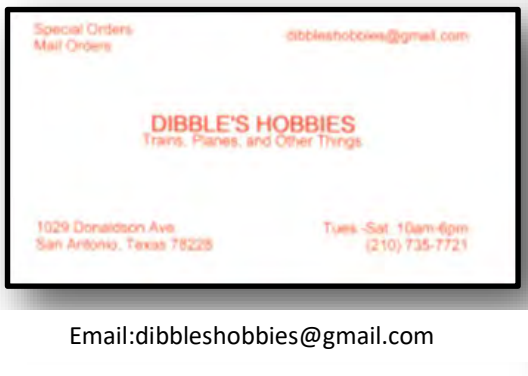

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