The Navigator

The Newsletter of Alamo Squadron

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

February 2017

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

Alamo Squadron 2016 Model of the Year

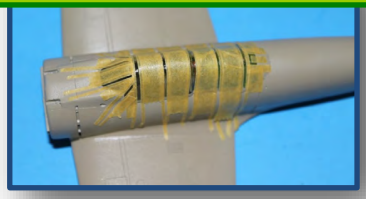
Dana Mathes' M41A3 Walker Bulldog

Strut Your Struts…

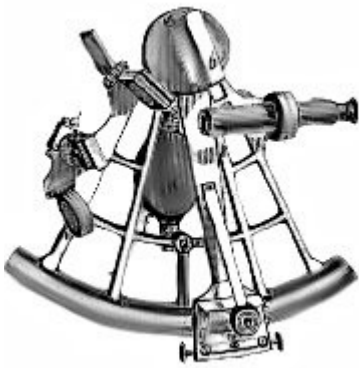
with Eric Syverson

18 Days to ModelFiesta 36!

Lee Forbes Shows Us the Path to Perfect Canopies



CALMEX 31 Show Report



President's Column

By Dick Montgomery

IPMS #14003

President's Message – February 2017

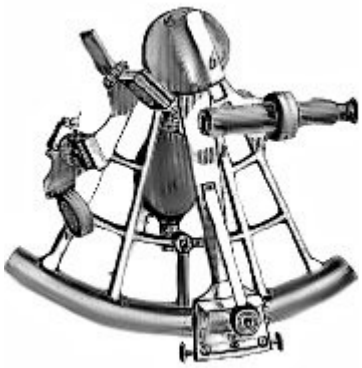
It's February and those of you who have been an Alamo Squadron member, or who have attended a previous ModelFiesta, understand what that means. It's ModelFiesta Time! ModelFiesta has become one of the biggest shows in the IPMS/USA circle, and has ranked in the Top Ten nationally for over a decade.

ModelFiesta has long been more than a model contest. It is truly a Modeling Event, complete with vendor tables, modeling demonstrations, skills/techniques demonstrations, and often featuring those persons who have left their mark on aviation history.

One of the key factors in the success of ModelFiesta is, not surprisingly, participation of Alamo Squadron members. Participation can take several forms, and the most important of these is to volunteer to pull a duty shift or two at the various stations that need tending. Serve as a Registrar, or at the General Admission desk, or perhaps at the Raffle/Door Prize table. Volunteer to serve as a judge. Judging is an important factor in the success of the contest, and it is an excellent way to learn how to improve your own work. Volunteer to work on Friday evening, helping the vendors who arrive early to haul in their products and set up their tables. There are myriad other jobs that need tending, some very much behind the scenes and very critical to the overall success of the event.

To repeat a prevalent theme:

"Pull your own weight" by investing your Time and Talent to the event. Please view this event as a "all hands-on deck" activity. Some members will certainly have scheduling conflicts, but with some planning, perhaps those conflicts can be eliminated and members can make themselves available to serve as part of the ModelFiesta Team on Friday Night/Saturday. For those who make the commitment to be there, I give you a hearty (and early) Thank You. Please sign up for "duty" at the February meeting.



Club Announcements

ModelFiesta 36

As of January 1st we are ***18 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 for its first meeting of 2017 on the 21st of January. Topics such as raffle and door prize operations, a budget update, audio/visual requirements, seminar schedule update, judging operations update, awards package update, as well as a review and final tweaking of the floor plan were all discussed.

As Dick mentioned in his President's Column on the previous page we are getting close to "go" time and now is the time to start clearing your calendars for the night of 17 February and all day for 18 February. Some of you are already identified for key duties and the club very much appreciates the contribution of your time. For anyone else out there thinking about contributing their time we will need help with set-up on the night of 17 Feb as well as Admissions and Registrations during the morning of the 18th. General Admission is a key area that is our first meeting point with the general public…and especially those who are curious about modeling and checking our event and club out for the first time. Please consider manning the General Admissions desk for an hour or two on the 18th…this will greatly help the success of the show. Also, keep in mind your ability to help judge during the afternoon of the 18th. If you are worried about being a first-time judge and not having enough experience, please push this worry to the back of your mind. You will be teamed up with experienced judges and you will learn a great deal about modeling techniques in general when you look at other models with a critical, yet educated, eye. You will become a better modeler as a result.

The ModelFiesta 36 Planning Committee will be holding one more meeting before the show so keep your eyes peeled for the announcements from Len Pilhofer. If you feel you have something to contribute or just want to learn more about the show we encourage you to attend.

Club Internal Contest Themes:

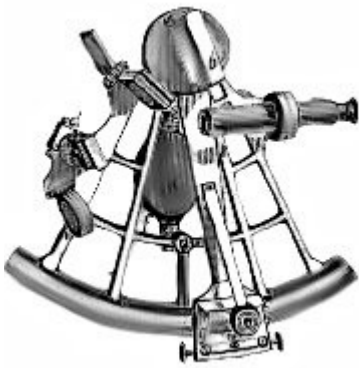
Feb: **Ford Challenge**

Club Program

The following is the club meeting program for the rest of the "club year" (i.e., up through ModelFiesta month): February: **IPMS Reviewer Corps**

Alamo Squadron Model of the Year

For the second year in a row Dana Mathes "walked" away with Best Model of 2016; this year with a 1/35th scale, M41A3 Walker Bulldog. See the cover story of this issue for a detailed review and pics of this outstanding armor build.



Club Announcements

Bachelor Build Nights

Craig Gregory and Len Pilhofer will continue to host build nights/meetings for 2017. The focus of these meetings is to build models and 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.

Build night dates for the first-half of 2017 are as follows. 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:

9 Feb - Craig's
23 Feb - Len's
9 Mar - Craig's
23 Mar - Len's
13 Apr - Craig's
27 Apr - Len's
11 May - Craig's
25 May - Len's
8 Jun - Craig's
22 Jun - Len's

Model Building Summit Award Program

Only 2 club meetings remain to enter your completed 2016-17 Model Building Summit Award projects. There are only 2 simple rules:

- At least the last 25% of the project must have been completed since March 2016; measured in hours of effort.

- The completed build must have been shown in a WIP or monthly contest at any regular club meeting.

Current summary:

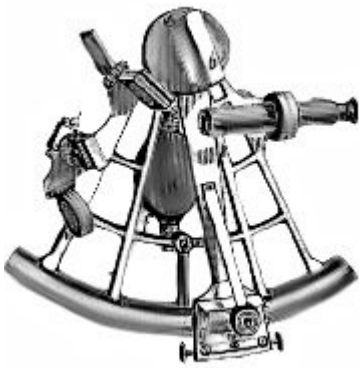
Modeler	Builds
Charles Stone	1
Craig Gregory	7
Dana Mathes	4
Dick Montgomery	4
Gerardo Escobedo-Sainz	3
Hayden Reyes	2
Herb Scranton	3
Jerry Reyes	3
John Kress	1
Len Pilhofer	6
Mark Smith	1
Michael Buckley	6
Mike McKenney	3
Peter Ortensie	13
Victor Martinez	2

Model Building Summit Award Finale

The March club meeting will be the finale of the 2016-17 Model Building Summit Award. We will be recognizing those who completed at least 5 builds. It is also your last chance to enter your competed builds for the 2016-17 period.

Please bring your 2016-17 build entries to the March meeting (not a requirement.) Let's get a look at what everyone has accomplished one last time. This is not a competition; it's a judge free zone.

Each modeler who reached the summit (5 builds or more) receives a 20% discount coupon from Hill County Hobby. They are also entered into a drawing for a model kit.



Club Announcements

CALMEX 31 Show Report

Several members of Alamo Squadron attended the recent show, Calcasieu Model Contest and Exposition - CALMEX 31, put on by SWAMP - SouthWest Area Modelers of Plastic - in Lake Charles, Louisiana.

Rob Booth
102 Aircraft 1938-1945 1/72 scale
1st – Airfix Spitfire Mk IXc - Desert Scheme
2nd – Eduard Spitfire Mk. IXc - late
103 1946- Present Single Seat 1/72nd
3rd – Airfix Spitfire F Mk 22
105b Aircraft 1938-1945 Single Engine-Inline 1/48th
2nd – Monogram P-40B Tex Hill Markings
106 Aircraft 1938-1945 Multi-Engine 1/48th
3rd – Hobbycraft P-59A – Tex Hill Markings
116 Aircraft Out of Box
1st- Meng Ku-4 "Katsudori"
1000 Collections
3rd- Fujimi Phantom Phamily
1500 Conversions, Scratchbuilts & Hypotheticals
2nd – Meng Ku-4 "Katsudori"

Charles Stone
107 Aircraft 1946-Present, Single Seat 1/48th
3rd – SAAB J-37
108 Aircraft 1946-Present, Mulit Seat 1/48th
3rd – Panavia Tornado
502 Spacecraft/Science Fiction
3rd – Endangered Bird
700 Dioramas
1st - Panzerkampfwagen

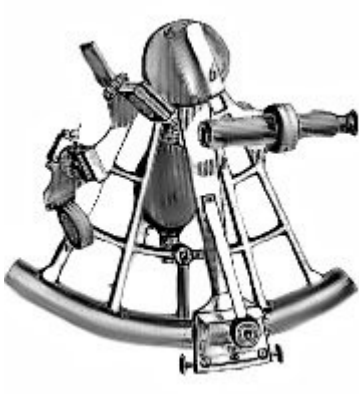
Dana Mathes
204 Armor Closed Top AFV's Thru 1945
1st – Walker Bulldog
208 Artillery
1st – 155mm Long Tom
403 Ships Powered Surface (1/400 & Larger)
2nd – USS Montauk

Mike Holsen
205 Armor Open-top AFV's & AFV's w/ Interiors
2nd – Humell

John Kress
303 Automotive Street Machines, 1949 to Present
2nd – '68 Mustang

Henry Nunez
601 Figures (Single) Historic, 74mm & Smaller
2nd – SS Grenadier
1st- SS Tank Officer
602 Figures (Single) Historic, 75mm & Larger
1st – SS Panzer Grenadier
800 Vignettes (5 or Less Figures: No Vehicles)
2nd – Combat Engineer
1600 Group Builds
1st- Henry Nunez/Bob Bethea – Berlin Defense

Special Awards
Best Armor
Walker Bulldog – Dana Mathes
Best Figure
SS Panzer Grenadier – Henry Nunez
Popular Choice
SAAB Viggen – Charles Stone
Best Of Show
Walker Bulldog – Dana Mathes



Cover Story

Alamo Squadron Model of the Year: M41A3 Walker Bulldog

Model and Story by Dana Mathes

IPMS# 43781

Like many members of the modeling community, I grew up during the Vietnam War. While too young to serve in that conflict, the media coverage of the day and the deaths of men in my town who fought there have left indelible memories in my mind. Recently, I have read several books about the Vietnam War to better understand its causes and events. Related to this study, I have modeled a number of vehicles, aircraft, and ships used by the American and South Vietnamese militaries which fought in Vietnam. This M41A3 Walker Bulldog tank is one of those projects.

The M41 tank was designed as a replacement for the M24 Chaffee light tank. It was intended for reconnaissance and scouting duties but equipped with significant firepower, in this case a 76mm gun. The development of the tank began in 1947. They were manufactured by Cadillac in Cleveland, Ohio and by 1953 the US Army had them in the field. Some M41's were then sent to Korea, where they were field-tested but saw little combat. The new tanks proved to be reliable but were cramped and noisy gas-guzzlers.

Photo: tanks.net

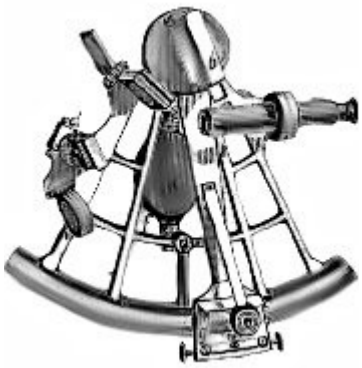
The Walker Bulldog tank was ultimately never used in combat by the US Army or Marine Corp. As a result is not as well known and is less frequently modeled compared to other US tanks. But the M41 did become something of a movie star during the Cold War. They were used in a number of motion pictures and television shows including: *To Hell and Back* (1955), *Combat* (1962-69), *Tobruk* (1967), *Patton* (1970), and *The A-Team* (1983-87).

Photo courtesy of 1st Div Museum at Cantigny

Many M41's were sold to US allies. In 1965, they were sent to South Vietnam and incorporated into the Army of South Vietnam (ARVN). There they replaced the WWII-vintage American tanks which the South Vietnamese had gotten from the French.

Due to the political intrigues of the South Vietnamese regimes, for most of the Vietnam War, the M41's were kept in the major cities as insurance against coup attempts. Only late in the conflict, after the pull-out of American forces (known as Vietnamization), were the M41's called upon to fight in the field against the Vietcong and the invading North Vietnamese forces.

This model depicts a typical ARVN M41 of that late-war period (1972). Contemporary photographs show them heavily laden with ammunition boxes, baggage, and various types of secondary armor (sandbags, screen, etc.). Most of the armored vehicles in Vietnam also carried rolls of chain link fencing that were



Cover Story

Alamo Squadron Model of the Year

set up around the vehicles at night to protect them from enemy RPG's. The ARVN tanks displayed very few markings or numbers, only small badges on their front fenders and serial numbers on their hulls.

Construction

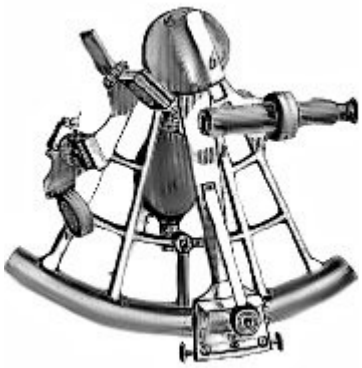
The 1/35 AFV M41A3 Walker Bulldog kit was used as the basis for the model. It is highly detailed and goes together well. However, this kit does not come with a dust cover for the gun mantlet, which almost all of the contemporary pictures show on the actual tanks. I considered attempting to scratch-build the dust cover but instead went with an aftermarket resin accessory kit I found (Trakz). Installing the resin gun mantlet required the removal of the kit gun mantlet from the turret with a razor saw and then the careful fitting of the resin part to the turret. With some plastic strips, putty, and sanding the new mantlet was installed. I replaced the weld seams that were obliterated with decals from an Archer decal sheet. Installing an aftermarket barrel (Barrel Depot) required me to bore out the resin mantlet piece to accept the metal part.

The second piece of plastic surgery in this project was the creation of a scratch-built shield for the commander's machine gun. Photographs show that these ARVN M41's sported a mix of field-fabricated and US Army-supplied gun shields. In order to give the model a bit of character, I chose to build one from scratch rather than use the standard issue one provided in the kit. Plastic sheet, rod, and angle were the materials of choice for this. My shield is a bit boxy and a little larger than the kit-supplied shield, but it is a good match for the picture I based it upon.

A third modification was the relocation of the APU muffler. The kit instructions would have you place the muffler on the right rear fender of the tank. Photographs show that it was frequently mounted or simply wired down on the right front fender of the vehicles. To move it, I scratch built a small bracket for the muffler, added PE straps around the muffler, and installed it on the front right fender. I then ran a piece of solder from the APU to the muffler to represent the exhaust hose. To hold the exhaust hose in place, thinned-down parts from my spares box served as u-bolts.

Detailing

Aftermarket detail kits were used to enhance the model. Selected pieces from an Eduard photoetch kit were incorporated. Likewise, Fruilmodel metal, individual link tracks replaced the kit-supplied tracks. Pictures of ARVN vehicles and a visit to a local museum showed that these tracks were relatively tight, with just a slight bit of sag across the return rollers.



Cover Story

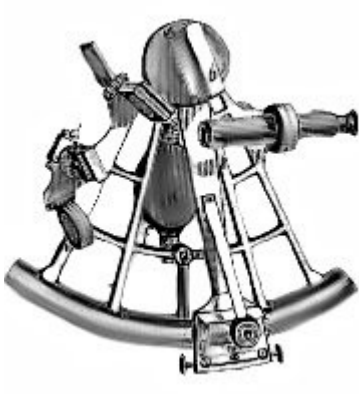
Alamo Squadron Model of the Year

1/35 Marston Matting (Verlinden) was used for secondary armor on the vehicle's turret. There are many pictures of Allied armored vehicles in Vietnam with this metal sheeting (used for aircraft runways) lashed to their sides or turrets for additional protection. These accessory metal parts were cut and bent to fit against the grab-irons on the turret's sides and attached with fine wire. On top of these plates, I added spare helmets, tarps, bedrolls, and packs (Trakz) using brass wire hooks. These hooks were placed to represent the securement straps running over the back of the matting. A piece of rod across the front glacis plate inserted in the tow loops and a piece of wood through the rear tow loops served to create shelves for stowage just like the real vehicles. Similar to the actual vehicles, the model carries a large amount of spare machine gun ammunition (AFV). These boxes also served as secondary armor. Portions of spare track, ration boxes, shell boxes, a roll of barbed wire, a spent shell casing, and a chain are baggage items placed around the tank's hull. A tarp (tissue paper) and a roll of chain link fencing (twill fabric) complete the stowage. Multiple types of thread were used to lash down the baggage. Wire was used for the two radio antennas. All of the Marston Matting and the baggage items were painted, finished, and glued to the model after the oils were applied to the tank (see below).

Painting, Decals, and Finishing

Painting the model brings the project to life. The model was pre-shaded with a very dark gray. The real base coat color was a dark green, probably darker than Marine Corp green. I used a mix of Tamiya dark green and black green paints. The base coat on the model consists of ten different shades of this color, progressively lighted and used to highlight the panels and the most sun-exposed areas. The model was then post-shaded in some places with a thinned dark gray. The decals were kit-supplied and applied over and under layers of Future.

Details, such as the canvas gun cover and the pioneer tools, were then painted. Special attention was used to dry-brush the muffler covers on the rear fenders, the APU muffler, and APU exhaust hose with layers of Modelmaster(R) metalizer (multiple colors) and rust paints to simulate the weathering of these hot surfaces. Small dots and splotches of several colors were carefully painted on the tank randomly and in high activity areas to represent paint chips. A medium brown oil filter was then applied to the entire tank. Next, a dust-colored oil filter was applied to the undercarriage, wheels, and lower portion of the hull. A dark brown pin wash was then applied around the various details of the wheels, hull, and turret. Then a -matrix of several oil colors were streaked down the



Cover Story

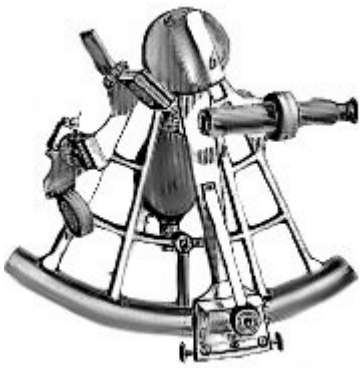
Alamo Squadron Model of the Year

sides of the turret and hull surfaces. Gray and black oil washes were dabbed on the rear deck of the hull to represent oil and grease from maintenance work.

The secondary armor and baggage were then attached to the model. Next, the model and the baggage were dry-brushed with two different colors (medium earth tone and a light tan) to highlight details and blend the pieces together. Bolt heads and small raised details on the tank were painted a lightened shade of the tank's' base color to help them stand out. Several colors of metalizer paint were lightly dry-brushed over the high-traffic areas (hatches, tool boxes, etc.) to show wear. Artist pencils, a No. 2 pencil, and pastel chalks were used to add more detail. In the next step, a very dilute mix of Dullcoat and tan paint was used to overspray the model and unify the finish. Lastly, a dusting of pastel chalks were applied to finish the weathering (with a heavier application to the undercarriage, wheels, and lower hull).

I prefer to mount my models on a base for ease of handling and protection during transportation and judging. The base is simply a piece of flooring tile cut to fit into a picture frame. A ¼" hole was drilled in the base and the bottom of the tank hull during construction. The tank is attached to the base using a bolt painted to match the color of the tile.

Photo: Len Pilhofer



Feature Story

Fall 2016 Adult Build Class Final Report

Story and Photos by Craig Gregory
The Mobile Modeler
IPMS #49320

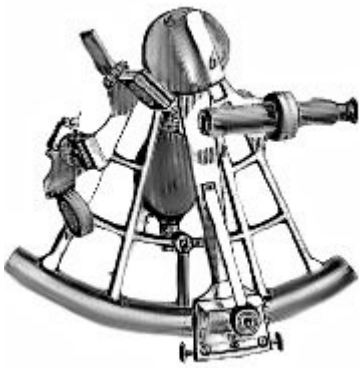
The Fall 2016 ABC concluded with the students displaying their completed A-7A at the January club meeting. There were 5 students enrolled in this session; resulting in 5 new club members. The Fall session started on Sept. 10th, ran for 8 weeks and ended on Nov. 12th; there was a one week break for the Austin show. We used Revel's A-7A in 1/48th scale, kit #85-5484 as the class project. (One student converted it to an A-7D using scratch build modifications.) The other students built out of the box with the gray and white Navy paint scheme.

Each week the class met in my garage from 9:30am until noon. This allowed the use of my paint station and access to my modeling tools. The ABC has available an airbrush and air compressor setup that was borrowed by one of the student to hone his airbrushing skills.

As always, the success of the ABC is due to the technical demonstrations from our club members. Let's all thank the following people for advancing our hobby and helping to build our club. Each was presented with a Certificate of Appreciation and a bottle of CA glue. (The real benefit is the opportunity the students have to ask their questions of various experts.)

Len Pilhofer – Cockpit Detailing and Pin & Weathering Washes
Lee Forbes – Airbrushing
Matt Neerman – Decaling

The Revell A-7A has its challenges as a kit and will never earn a "Best of Show." However, its these kit's shortcomings (seem repair, minor fit problems, lack of detail) that provide the learning opportunities needed by beginning modelers. Revell's A-7A will be used in the next ABC. There is neither a time nor location that is ideal for *everyone*; we will be continuing to meet in my garage on Saturday mornings.



Feature Story

Strutting Your Struts

Landing Gear Chop Shop: Greased Lightning Style

Story and photos by Eric Syverson IPMS# 50324

I am currently building Trumpeter's 1/32 P-38 Lightning kit which I have fondly nicknamed Greased Lightning. My work on the landing gear began as a fairly simple effort to strengthen the main struts – this to support the 85 grams of lead shot I added to the engines to keep Greased Lightning from being a tail sitter. Then I started looking at pictures of the real thing. I was only curious when I first compared plastic to pictures, but I quickly realized that the front gear on the 38 is very prominent and "eye catching", and that I wanted the kit's front strut to "do it justice". One thing led to another and so began my first trip down the rabbit hole of scratch building.

Credit for those that helped make my first travails at scratch building a good one? – I read an article by Tom Cleaver where he used a nail to extend the oleo and turn the wheel, which really got me thinking. And advice and products from Gary at Hill Country Hobby and Josh at HobbytownUSA helped me tremendously – thank you both very much.

What follows is a pictorial of my work on Greased Lightning's landing gear. I hope it gives you good ideas for future builds.

<u>Useful tools for this project</u>:

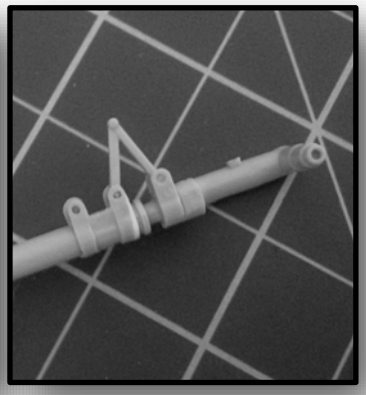
When working with metal the dremel chuck will hold the smallest drill bits to further drill out telescoping/ cannulated rods, and the dremel diamond wheel grinds metal pieces to size and cleans up the ends. Wear a dust mask and eye protection when working on metal!

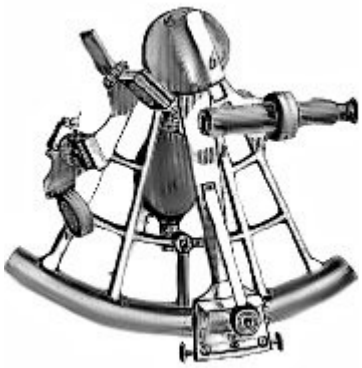
<u>Strengthening the Main Struts</u>

I hand drilled from both strut ends using successively larger drill bits, stopping frequently to check drill angle. A larger drill bit can slightly correct the drill angle of a smaller one. I used a dremel to cut and size the final drill bit. I applied a generous coat of 30 minute epoxy to the cannula using a needle pin, then pushed the sized drill bit into the strut and wiped away the excess epoxy with a lacquer dampened q-tip. Drill bits are hardened steel and provide great stiffness at even the smallest diameters.

<u>Front Gear: Lengthening the Oleo, Turning the Wheel, adding Scratch Work</u>

Here are the beginning front landing gear pieces. You can see on the small piece to the left I had to add some sheet styrene (white) to make it symmetrical. You can



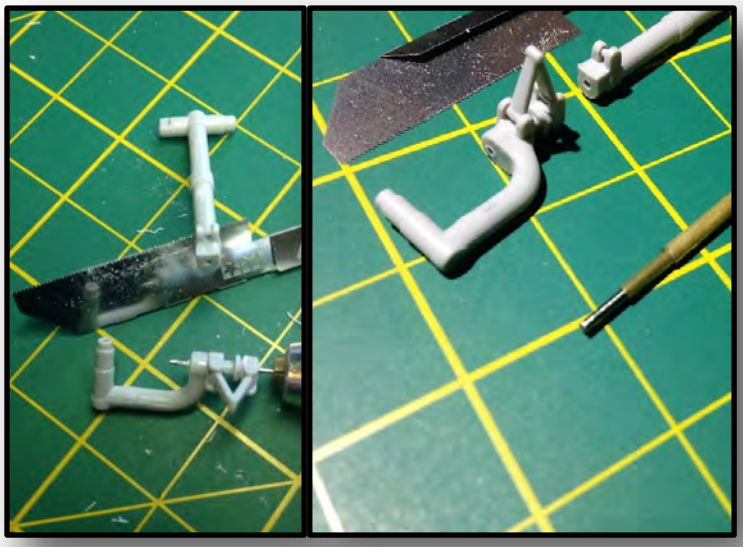


Feature Story

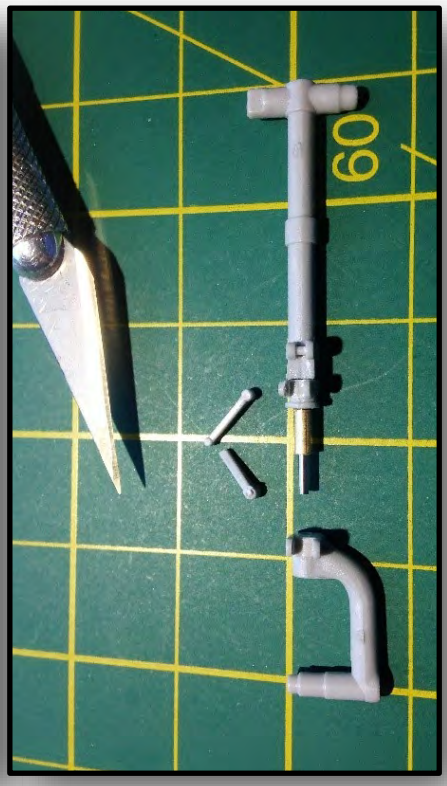
Strutting Your Struts

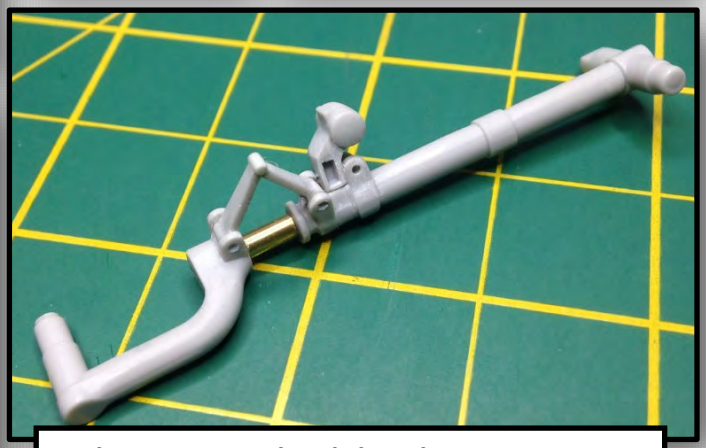
also see that the oleo is almost fully compressed on the kit strut:

Here I cut the strut at the pivot point using a Tamiya finger saw then drilled holes for the drill bit that would be glued inside the length of the strut. I decided to use telescoping brass tubes around a drill bit core to create a solid yet pivoting construct as the new oleo:

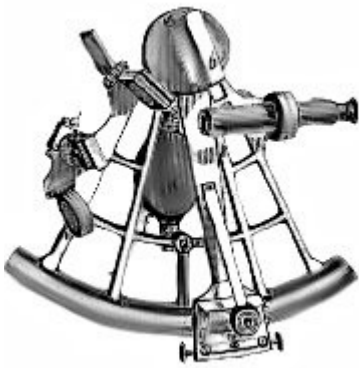


After drilling, I sawed out the existing oleo to discard.





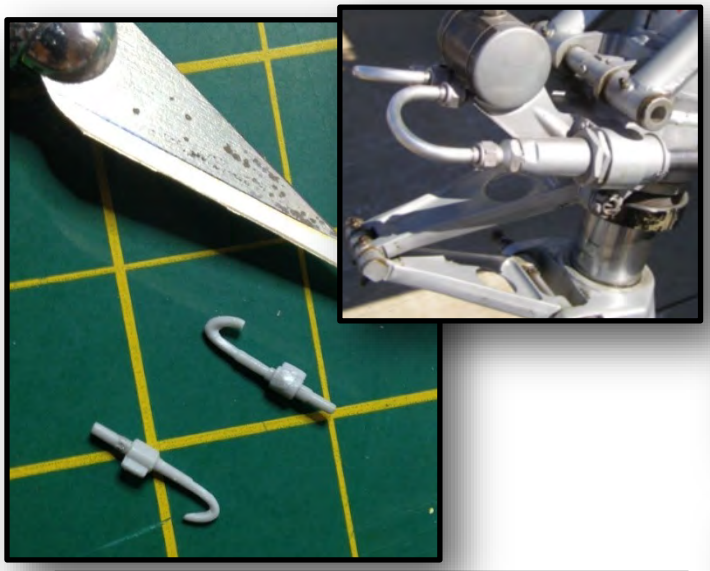
At this point I realized that these pieces just would not do.



Feature Story

Strutting Your Struts

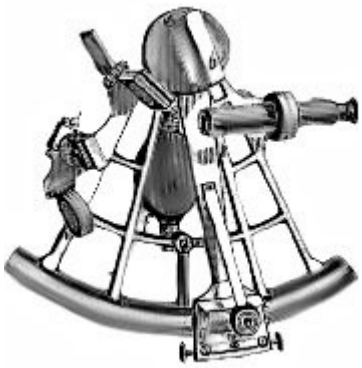
So I decided to use my new found skills with telescoping brass to scratch build these pieces - also throwing piano wire into the mix. I chucked up a .7mm drill bit on the dremel to open up a 1.1mm cannulated brass tube a bit more to accept the piano wire:



Here I am practicing putting bends in piano wire, trying to get two good bends, of the same bend, and of correct size.

Some more practice and final sizing. I cut the brass tubes a bit long using a miter box/hand saw, then used a dremel diamond wheel to clean up the ends and grind them to the right length. I used sharp toothpicks to help hold and telescope the pieces to correct dimensions while applying thin CA glue.

For positioning I used 5 minute epoxy, and when satisfied touched the pieces with thin CA at a corner join.



Feature Story

Strutting Your Struts

And now for some final pictures I provisionally mounted a resin wheel to better show the turn that I built into the gear.

Member Techniques

Aircraft Canopy Masking

By Lee Forbes
IPMS # 2297

Carefully painted canopy frames are the "crowning glory" of a finished aircraft model and greatly adds to the realism of any aircraft subject whether the canopy is displayed open or closed. There are a number of ways to prepare for and the painting of aircraft canopies. They range from hand painting, using aftermarket masks designed for specific aircraft subjects and available in a variety of scales to the use of Bare Metal Foil applied to the canopy and carefully cutting away the foil with a knife with a fresh # 11 blade exposing only the canopy framing when completed. This is a risky proposition and requires not only experience but a very steady hand. The method I prefer is applying masking tape in small pieces and strips of tape sized to the scale of the aircraft model that you have chosen to build.

Tools and Materials Needed

The tools and masking tape that you will need for the process are as follows : a hobby knife with a new #11 blade, steel straight edge for cutting masking tape, a hard surface (plate glass, marble, or self- sealing cutting sheet) for cutting the masking tape; and a small curved point tweezers for carefully removing and applying masking tape. The masking tapes I prefer are TAMIYA Masking Tapes (dull yellow in color) in whatever size you select and SCOTCH 3M BLUE painters masking tape with the orange color on the inside of the roll. The TAMIYA masking tape is normally available at our local hobby shops and the painters tape is available at Home Depot, Lowes, and most hardware or paint stores. For best results use the TAMIYA tapes for masking canopy frames and the SCOTCH 3M tape for blocking "over spray" on the already painted surfaces of the model when you spray the canopy frames.

Getting Started

STEP 1: Before starting any preparation to attach the canopy on the model, complete all painting of the model. Do not apply FUTURE to the model or apply any decals to the model.

STEP 2: Carefully remove the canopy from the clear parts tree and carefully sand and remove any residual "rough edges" on bottom and sides of the bottom canopy frame.

STEP 3: Apply FUTURE to the inside of the canopy using a Q-TIP dipped in the solution to brighten the inside of the canopy and set aside to dry. Do not "dip" the canopy in FUTURE because the paint may not stick to the outside of the canopy when you attempt to paint the canopy frames. Trust me, I learned this the hard way. NOTE: At this stage you might want to *carefully hand paint the bottom of the canopy the matching color of the painted model.* This will prevent "refraction" which is light picking up the clear plastic when you look down on the canopy after it has been painted.

STEP 4: Attach the canopy to the painted model using your favorite canopy glue. I prefer to use MICRO KRISTAL KLEAR. After "test fitting" the canopy, cut two narrow (more if needed) strips of the TAMIYA Tape overlapping each side of the canopy. This will hold the canopy in place while you carefully apply the glue to the bottom edge of the canopy to attach it to the model. NOTE: I used to apply the glue with a tooth pick but this often allowed glue to seep under the canopy and I'd have to start all over. I now use a fine tipped paint brush and have better control of applying the glue. Apply the glue sparingly or capillary action can also cause the glue to seep inside the canopy and you may have start over.

Member Techniques

Aircraft Canopy Masking

STEP 5: After the glue starts to set up carefully remove the strips of masking tape from the model and fill in the gaps with the glue. Allow the glue to dry thoroughly and when clear, remove excess with a damp Q-TIP. After glue residue is removed and the painted area is completely clean you are ready to start masking the canopy frames in preparation for painting.

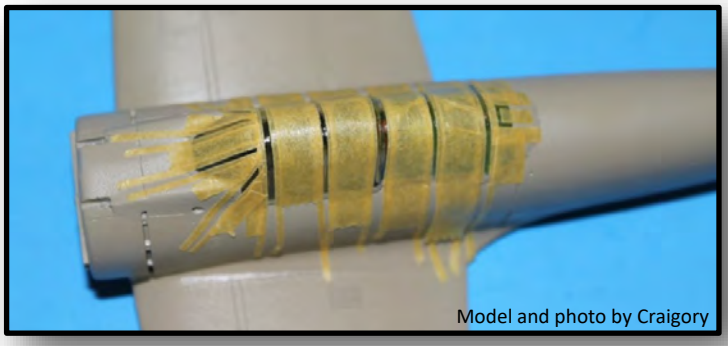
STEP 6: Start with preparing the bottom canopy frame first. Cut and apply small pieces of TAMIYA making tape to all exposed parts of the canopy that are above the bottom canopy frame. Apply the SCOTCH 3M tape to all areas of the model that could be affected by "overspray" when the exposed canopy frame is sprayed. When completed, spray the canopy frame the matching color of the already painted fuselage. NOTE: Paint only the bottom frame of the windscreen. This will be the last step in painting the completed canopy.

STEP 7: If your canopy has vertical frames, these will be prepared next for painting. Cut and apply numerous thin strips of TAMIYA tape ensuring that only the vertical canopy frames are visible. Next, using the SCOTCH 3M tape cover all of the pieces of TAMIYA tape that extend below the bottom of the already painted canopy frame. This avoids having a patchwork of paint ridges on the side of the fuselage. Using the SCOTCH 3M tape cover any areas of the model that could be affected by "over spray." NOTE: If your canopy has a hole in it for a radio antenna, insert a round toothpick in it to prevent any "over spray" getting inside of the canopy.

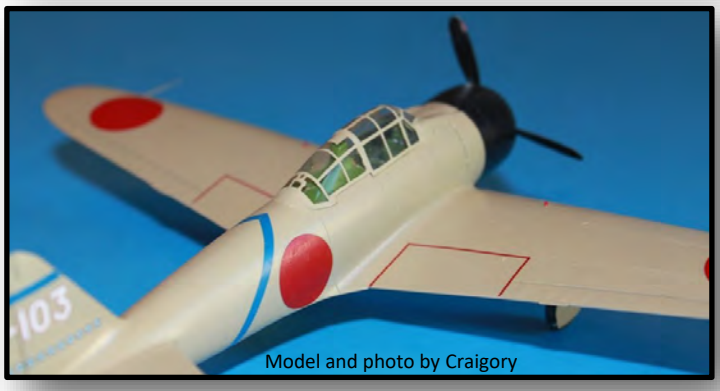
STEP 8: If your model has horizontal canopy frames repeat Step 7 ensuring that all areas of potential "overspray" are covered.

Step 9: The final step is to mask the canopy frames that appear on the windscreen. Using small strips or pieces of TAMIYA tape carefully cover all areas that should not be painted. Again, use SCOTCH 3M tape to cover all areas that could be affected by "overspray." Spray with the matching color of the already painted model. Now you have a painted canopy on your model that you can be proud of!

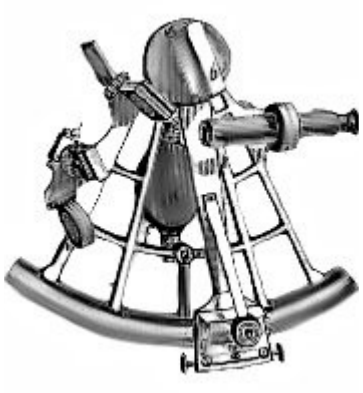
STEP 10 : At this stage you can spray your model with FUTURE in preparation for decaling. Cover the painted canopy with SCOTCH 3M tape to avoid any "over spray" of FUTURE. After the FUTURE has dried, apply FUTURE to the painted canopy using a Q-TIP and let it dry. Now you are ready to apply the decals and assemble the landing gear, weapons stores, etc. to finish off your model.



Model and photo by Craigory



Model and photo by Craigory



Upcoming Events

IPMS Region 6

Next Meeting: Thursday, February 2, 2017 at 7:00PM

Location: Northside Ford of San Antonio

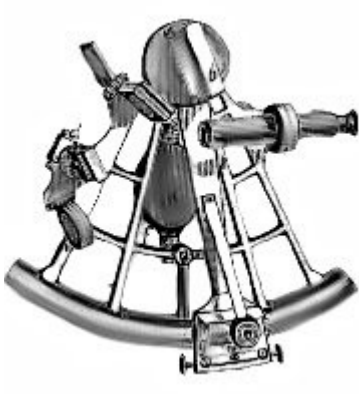
February 18, 2017
ModelFiesta 36
San Antonio Event Center
8111 Meadow Leaf Dr
San Antonio, TX 78227
http://www.alamosquadron.com/modelfiesta

March 4, 2017
Showdown 2017
Dr. Pepper Star Center
12700 N Stemmons Frwy
Farmers Branch, TX 75234
http://www.themcma.net/Club_Contests.php

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

April 8, 2017
Super-Invitational 2017
New Orleans, LA
http://ipmsneworleans.wix.com/flyingtiger

April 8, 2017
Tulsa Modeler's Forum Open Contest
Bixby Community Center
211 N. Canbiss Ave
Bixby, OK 74008
http://tulsaipms.org/Contest2017.htm



About Alamo Squadron

Executive Board 2016-2017

President:
Dick Montgomery
IPMS #14003
president@alamosquadron.com

Vice-President:
Herb Scranton III
vp@alamosquadron.com

Treasurer:
Dana Mathes
IPMS #43781
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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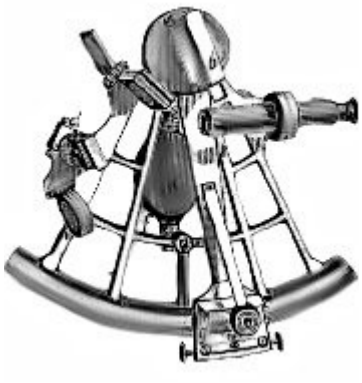
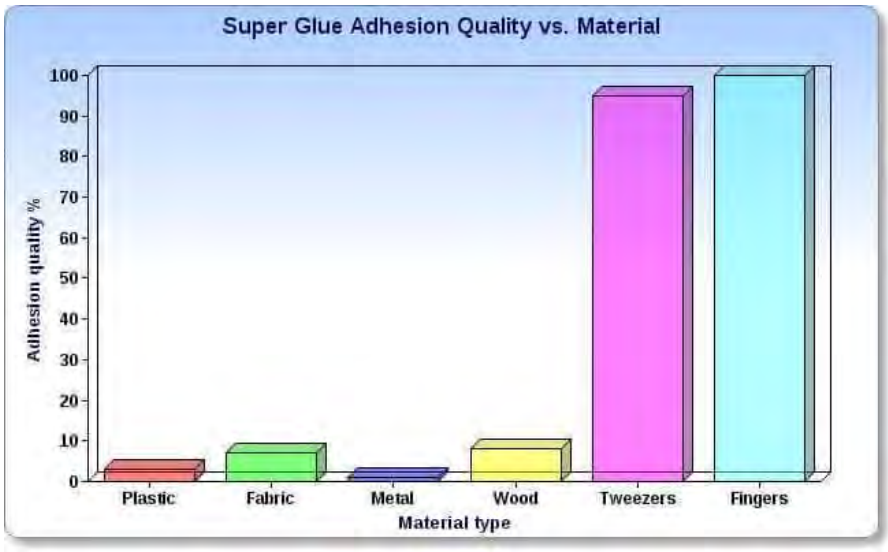


Final Words...



http://www.ipmsusa.org/

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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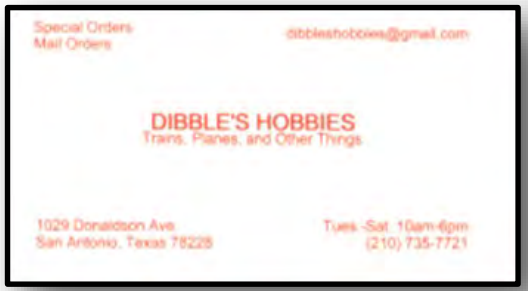

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