

The Navigator



The Newsletter of Alamo Squadron

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

June 2019

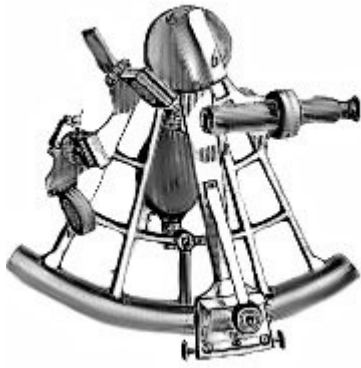
IPMS/USA Chapter of the Year: 1999 & 2005
IPMS/USA Regional Chapter of the Year: 2016
IPMS/USA Regional Newsletter of the Year 2017



IPMS-NCT's ScaleFest 2019 Show Report

- Inside This Issue:**
- From Russia, With Love
 - Kit of the Month: M3A1 Scout Car
 - How To: Masking Canopies
 - Building the Discovery, Part III





President's Letter

by Craig Gregory

IPMS# 49320



President's Letter: June 2019

Last month I expounded on what the purpose of a club meant to me; the purpose of any club is to enhance the enjoyment of its members towards their chosen field of interest. Here are a few ways to participate in our hobby:

Attend the monthly club meeting - visit with you colleagues, share what you are doing via the WIP, learn new skills thru the demonstrations

Attend the monthly build day - allocate a little building time to yourself and enjoy commiserating with your buddies

Attend various contests and shows hosted by other clubs - compete with your peers, buy more models, improve your building skills by judging

Give back to others - present a demo during the monthly meeting, contribute to The Navigator, mentor a building buddy

Participate in the Model Building Summit Award - win a price for doing what you love to do

Join the IMPS Review Corp - get a free model

Buy more models

It's easy to fall into a pattern; attend the monthly meeting and hibernating in your man cave building the rest of the time. But the hobby and club needs you. Please participate; we are always in need of newsletter content. You have accumulated a life time of skills; share them with us with a demonstration during a club meeting.

Like many others, I "built" plastic modes as a kid. My first memory was when I was elementary school. (I can't remember which grade I was in, but I can remember the house.) I saved my allowance, re-visited the store to buy the model that I had been eyeing all those previous visits, rushed home and quickly slapped the model together. I dabbled with a few models after I graduated from college; so I basically I started plastic modeling in September 2013.

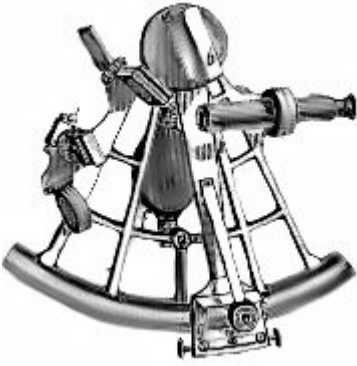
I participated in our own ABC class that fall. I learned so much from instructor Lee Forbes as well as form other students. For the first time: I repaired seam lines, learned to use an airbrush, applied a primer coat, masked a canopy, properly painted a model and applied decals. And I am still learning from the generosity of others in our club.

I have judged at a few local contests. Judging is simply looking for flaws. You learn on the job from the more senior judges on your team. Some flaws are easier to see than others. By knowing what flaws are easier to see, you know which skills to hone first.

During the June's meeting there will be volunteer lists for the Kit-of-the-Month and meeting demonstration programs. Please sign up.

It takes a village to raise a child.





Club Announcements

Alamo Squadron Build Days

The most recent build day was held on the 1st of June at HobbyTown of San Antonio. The next Build Day is scheduled for Saturday, July 6th. The intent of these build days is to move more of the social and building aspect of our meetings to a more conducive environment...and what better environment than a hobby store! There will be no set format but if a member wishes to see a first hand demo on a certain technique then this is the perfect opportunity to make it happen. We hope that many club members will take the opportunity to participate. And added bonus is that we will be able to recruit for Alamo Squadron while at this establishment answering any and all questions of passers-by.

Monthly Contest Themes

June: Open
July: Korean War
August: Open
September: Open

Monthly Programs:

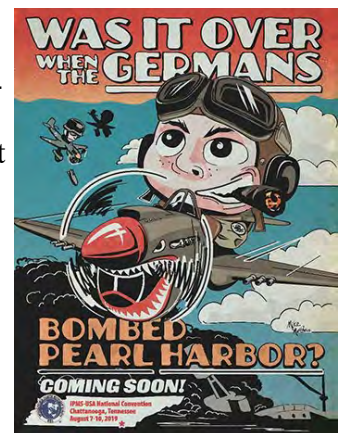
June: Masking Canopies – Lee Forbes
July: Your Favorite Modeling Tool
August: Swap Meet
September: Oil Washes and Filtering – Len Pilhofer
October: Scribing Panel Lines – Rob Booth
November: Working with LEDs – Len Pilhofer
December: White Elephant Gift Exchange
January: Basic Figure Painting – Henry Nunez
February: What Judges Look For – Rob Booth
March: Aircraft Rigging – Dick Montgomery

Navigator Articles!

Alamo Squadron's "The Navigator" is quickly becoming recognized across all of IPMS/USA as a high quality local chapter newsletter. Our success is entirely due to the tireless efforts of all of our members who contribute to its contents. In a few short years we have reached our goal of creating a newsletter that captures the learning spirit of our club and helps foster a learning environment. The contents of The Navigator undoubtedly help all who read it improve their own modeling. The club executive board encourages all members to contribute their work to the Navigator. This can be in the form of a feature article documenting a build and all the steps that went into it or it can be a technique demonstration. Or perhaps a review of a recently acquired kit or the review of a new tool that helps the modeler to the finish line. Members can also document one of the many shows attended by our members through the year. The ideas really are plentiful. If you have anything you wish to contribute please send your articles to Len Pilhofer at pilhofer@hotmail.com

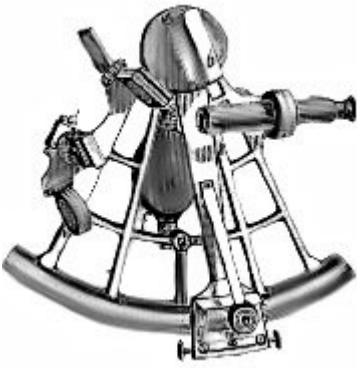
IPMS National Convention

With the passing of Memorial Day and schools being out for the academic year we are definitely full-on into summer. With summer comes the biggest IPMS/USA show of the year: The National Convention, aka, "The Nats". This years show is going to be held in Chattanooga, TN from August 7th through the 10th. Many Alamo Squadron members will be attending. Our chapter is also sponsoring the Unmanned Aircraft Vehicle category of the National Contest for 2019. If you have the slightest interest in attending the E-Board encourages you to do so, it is an experience unlike any other in the scale modeling world.



Club Announcements

May Monthly Contest



First Place: Fallschirmjäger

By: Henry Nunez



Second Place: 1953 Ford Crestliner

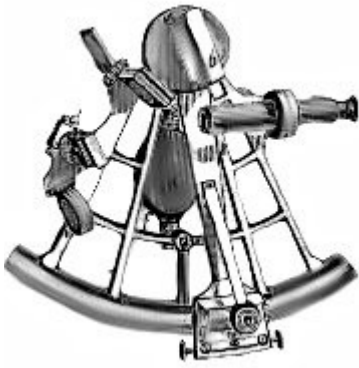
By: Keith Rule



Third Place: Sea Fury FBII

By: Rob Booth

Kit-of-the-Month



Tamiya M3A1 Scout Car

Presented by: Herb Scranton III
IPMS# 48314



I purchased this model when it first came out because my late father-in-law was an armor scout with General Patton. It is believed that this and the M-8 Greyhound were vehicles that he was in command of.

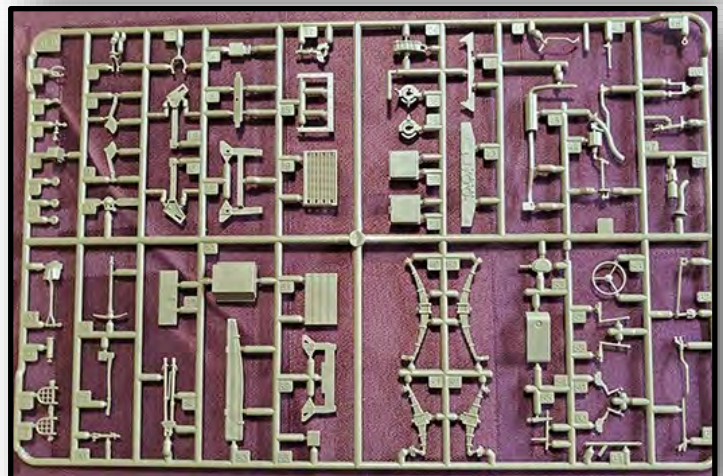
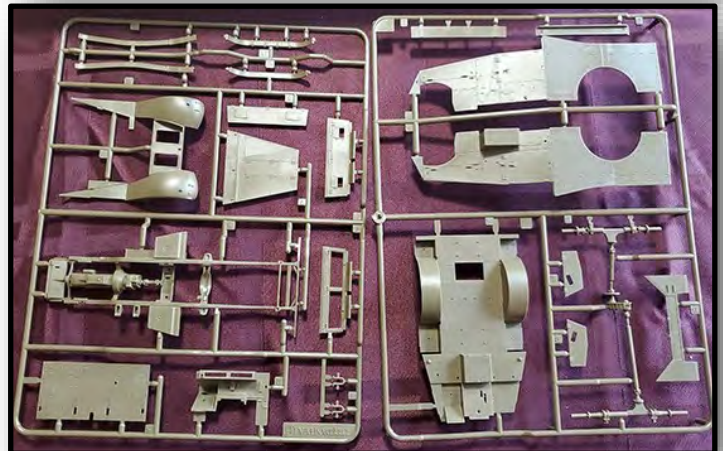
When I opened the box I found everything well packaged, all the sprues and decals were in individual plastic bags. The scout car is shot in olive green plastic. I could not find any flash and every part is finely molded. The clear parts are nicely done without any distortion.

The decals are clear and in register. There are decals for 2 lend-lease Russian scout cars or a U.S. Army scout car.

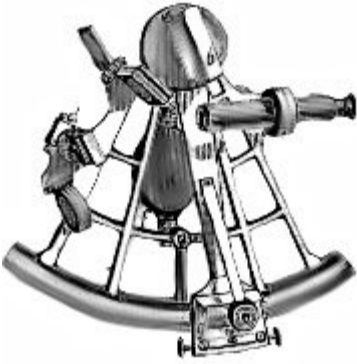
There are a few options on how to build this model. It can be built with the radiator shields open or closed, with decals for both options. The windshield and side windows can also be built with the armor shields open or closed.

This model also comes with 6 Russian soldiers. They are molded in a gray plastic and I was impressed with how well they were molded.

In conclusion, Tamiya has again produced a high quality model of the M3A1 Scout Car, to me the only down side is there are no U.S. Army figures.



Cover Story



ScaleFest & 2019 Region VI Convention Show Report

Story and photos by Len Pilhofer IPMS# 49932



On June 1st several members of Alamo Squadron headed north to attend IPMS North Central Texas' ScaleFest 2019 and the 2019 Region VI Convention. The event was held in the suburbs of Dallas at the Grapevine Convention Center. IPMS-NCT put on a fantastic show that was well attended by modelers and vendors alike. The show ran very, very smoothly with judging executed on time as well as an on-time awards ceremony that went off without a hitch. Alamo Squadron tips our hat to our friends to the north for running a such a high quality show and regional convention.




NORTH CENTRAL TEXAS

BIRTHPLACE OF IPMS/USA

SCALEFEST 2019

REGION VI

CONVENTION

THEME: "CALL ME MELLOW YELLOW"





Cover Story

ScaleFest 2019 Show Report



The vendor hall was stuffed full of deals with an impressive number of kits and aftermarket goodies selling at extremely competitive prices.



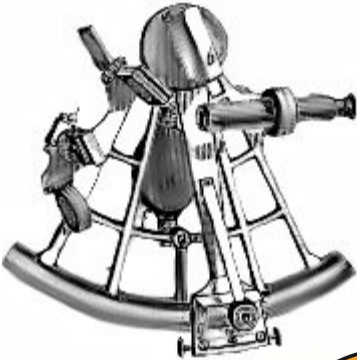
Cover Story

ScaleFest 2019 Show Report



Cover Story

ScaleFest 2019 Show Report



Alamo Squadron Winners

Eric Syverson
1st Place Cat 103 1/32 Aircraft
MiG-3 Moscow 1942



John Kress
2nd Place Cat 101 Civilian Aircraft
Lockheed Vega Winnie Mae



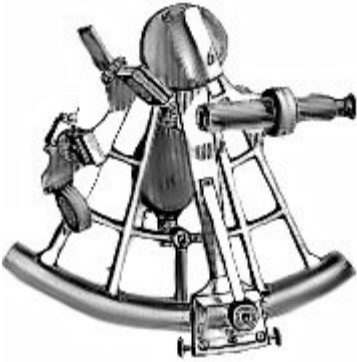
1/48 Scale Single-Engine Jet
All Eras

Charles Stone
1st Place Cat 106 1/48 Single Engine Jet
SAAB SK-E-37 Viggen



Cover Story

ScaleFest 2019 Show Report



Dick Montgomery
2nd Place Cat 103 1/32 Aircraft
Pfalz D. XII



Dick Montgomery
1st Place Cat 601 Rockets & Missiles
Juno 1 w/ Explorer Payload

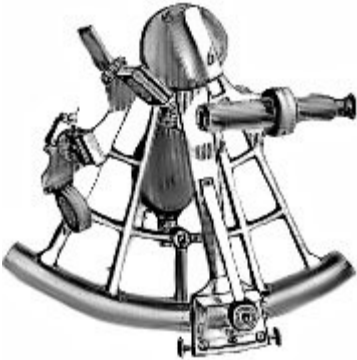


Dick Montgomery
2nd Place Cat 105 Multi-Engine Prop
V-173 Flying Pancake
Winner of the "In Cinere" Award
- For Pulling a Masterpiece From
Styrene Ashes

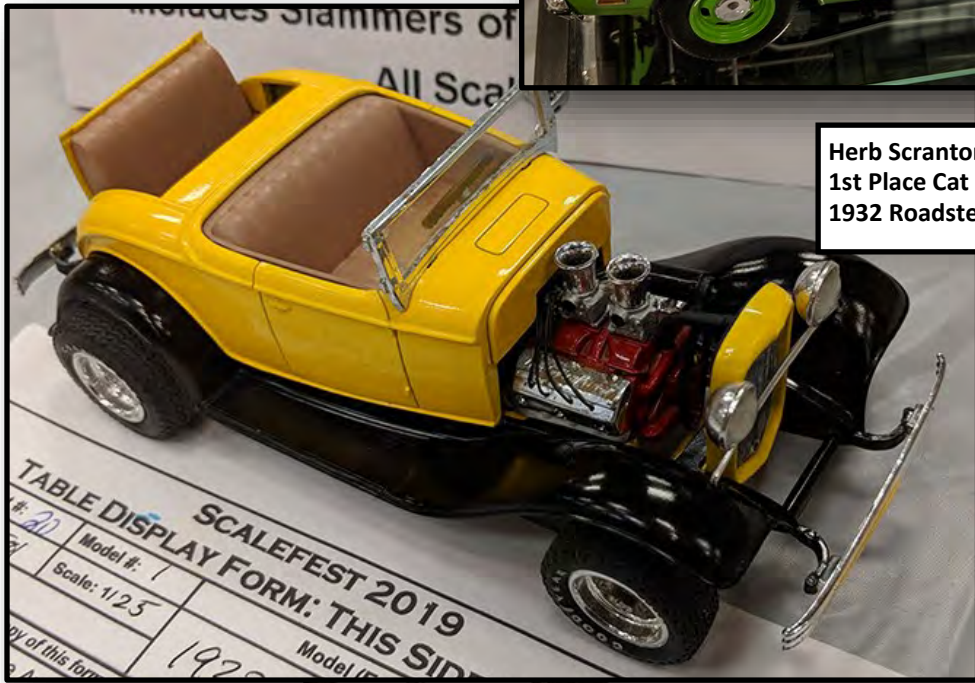


Cover Story

ScaleFest 2019 Show Report



John Kress
3rd Place Cat 508 Autos- Box Stock
1970 Road Runner

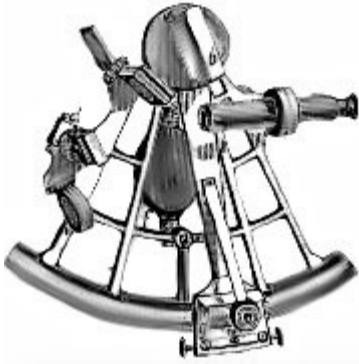


Herb Scranton
1st Place Cat 501 Street Rod '48 & Older
1932 Roadster



Charles Stone
1st Place Cat 701 Dioramas
Woman in Red

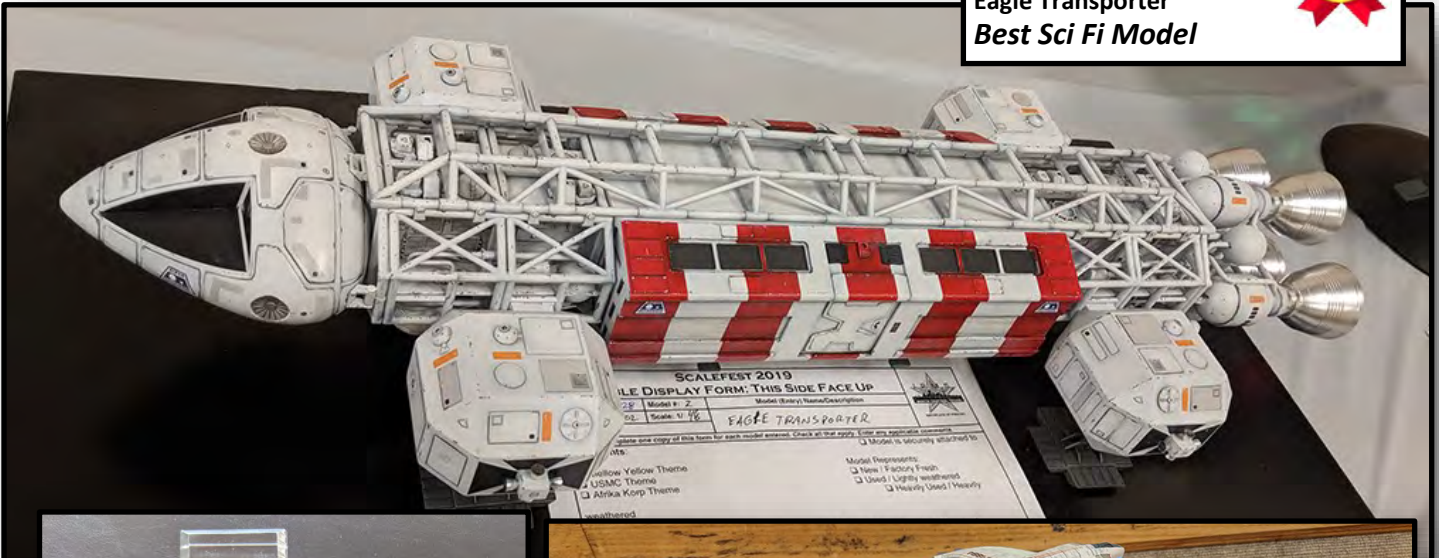




Cover Story

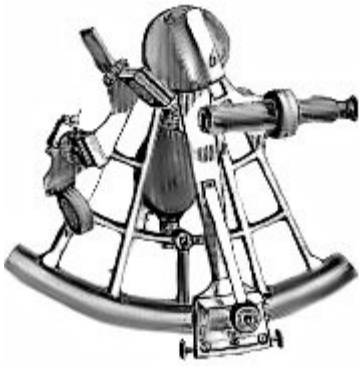
ScaleFest 2019 Show Report

Len Pilhofer
 1st Place Cat 602 Sci Fi Ships
 Eagle Transporter
 Best Sci Fi Model



Len Pilhofer
 2nd Place Cat 602 Sci Fi Ships
 U.S.S. Reliant





Club Member How-To

Prep & Painting of Canopies

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 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 : new #11 blades and a hobby knife; 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 (tan 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 most 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.

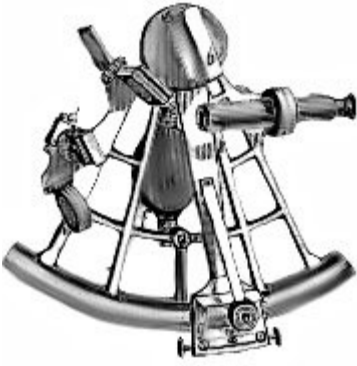
Getting Started

STEP 1: Before starting any preparation to attach the canopy on the model, complete all painting of the model. Do not apply FUTURE/PLEDGE 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/PLEDGE 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/PLEDGE 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 too much 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.



Club Member How-To

Prep & Painting of Canopies

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.

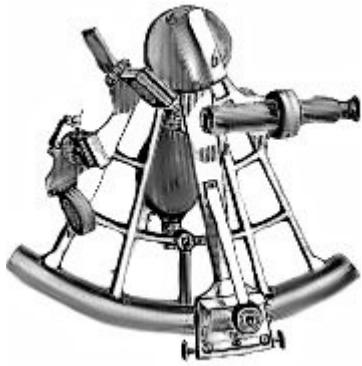
STEP 8: If your model has horizontal canopy frames repeat Step 7 ensuring that all areas of potential “overspray” are covered.

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/PLEDGE in preparation for decaling. Cover the painted canopy with SCOTCH 3M tape to avoid any “over spray” of FUTURE/PLEDGE. After the FUTURE/PLEDGE has dried, apply FUTURE/PLEDGE 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.

Final Note

This is the technique that I used to teach students who enrolled in the initial Alamo Squadron sponsored ABC program to mask and paint the canopy of the Tamiya 1/48 scale, A6M-2, Type 21 Zero. It may take a little extra time, but I believe you will be very pleased with your next build if you give it a try. It’s just one more “Tool” you can put in your modeling kit bag.



Feature Review

From Russia, With Love

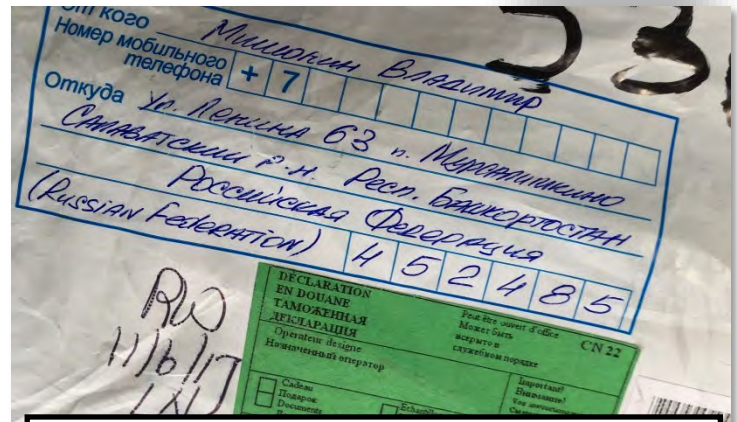
Story and photos by Eric Syverson IPMS# 50324



I've got a wingman in Houston that likes to look at Ebay for aftermarket (AM) thingies related to our hobby. Well, after a year or so I too caught a case of ERB—the Ebay Research Bug. Now anytime I pick up a new kit or see a kit of interest I turn to Ebay to see what AM items are available. For example, what decal options exist? What resin parts upgrades? What photo-etch (PE)? What conversions? What is still out there that just isn't made anymore? Then I look for reviews of the items to see if the AM upgrade is much better than what's in the kit.

When I came back to the hobby a few years back I was hesitant to drop extra dime to go any further than a box stock build. It was only a hobby after all, and there was a part of me that just wanted to harken back to my youth- when I took a kit and saw how good I could make it with what was just there in the box and the paints that happened to be next to it- and with what little money I had. I will still do stock builds, but I've also come to really enjoy taking the different AM options to mix and match, to create something entirely my own.

So when Gary at Hill Country Hobby here in San Antonio sold me the new 1/32 Special Hobby Yak-3, it wasn't long before I started combing Ebay for the kit's AM potential. That's when I stumbled upon a couple of very unique items from the Russian Federation—from two manufacturers that I had never heard of. To boot there were no reviews online that I could find at the time. One of the items was an AM decal set from a company called Begemot, the other was AM resin from a company called Aresin (Aresin) being sold by a guy named Vladimir. I like to think it was THE Vlad himself, so I hastily converted a couple Hamiltons to Rubles via PayPal, thinking maybe Putin himself is a closet purveyor of plastic and can really lay down some resin.



I converted a couple Hamiltons to Rubles via PayPal, thinking maybe Putin is a closet purveyor of plastic and can really lay down some resin. Package arrived in a couple weeks.

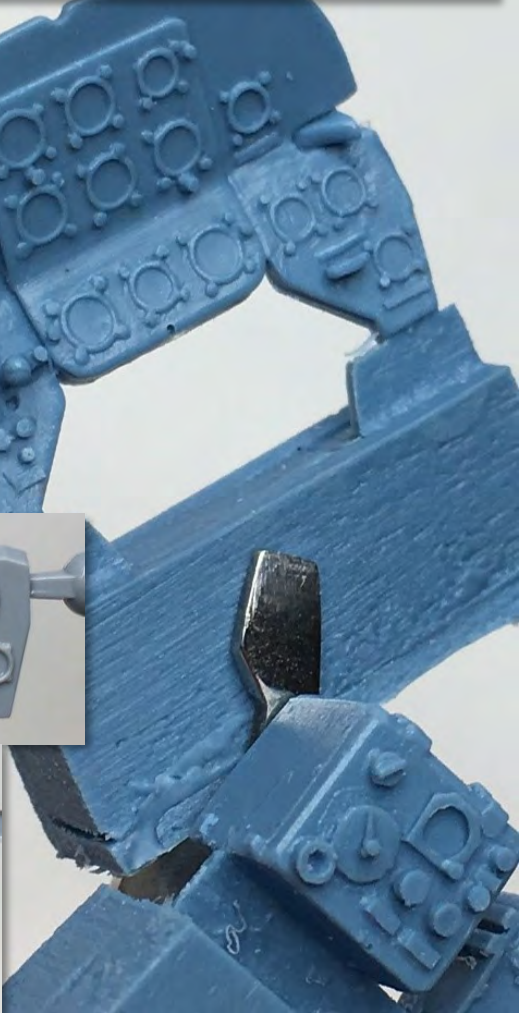
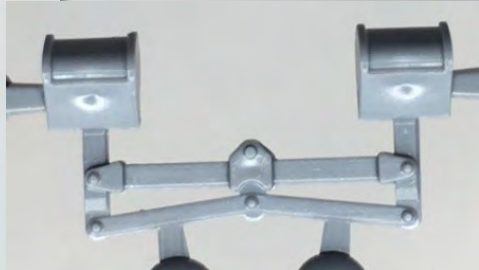
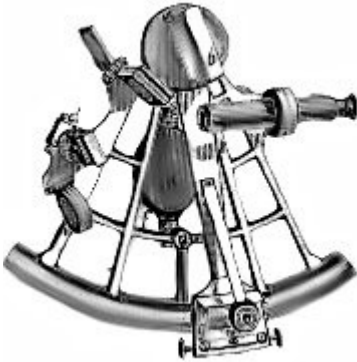
The resin items from Aresin arrived well packaged in three small boxes containing Cockpit, Rotor Blades, and Control Surfaces respectively.

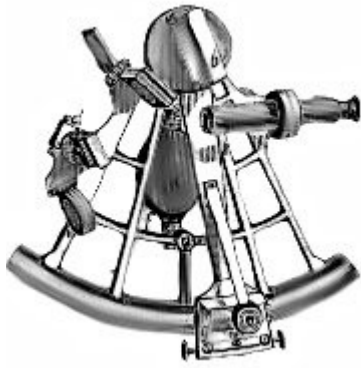


The pieces contained inside really impressed me, and it was the quality relative to the price which really motivated me to take some pictures and share them with you. What follows is a photographic comparison of some of the resin pieces versus their kit counterparts.

Feature Review

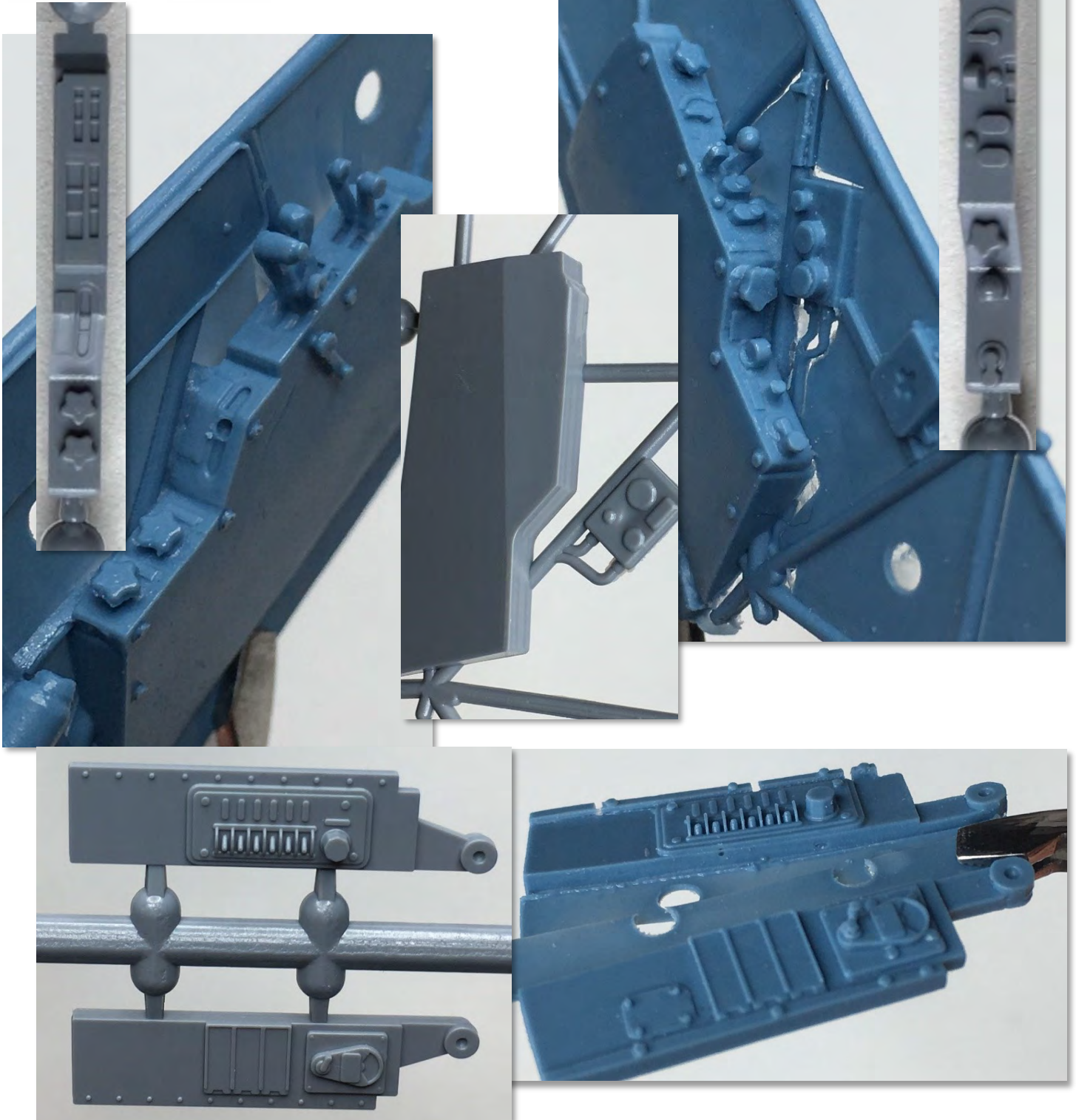
From Russia with Love





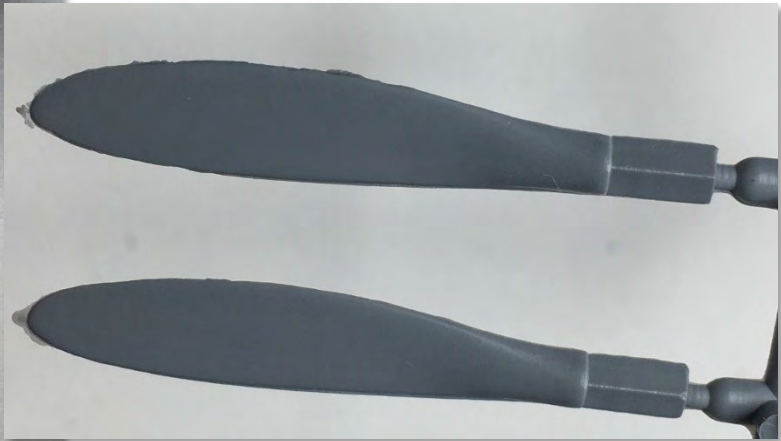
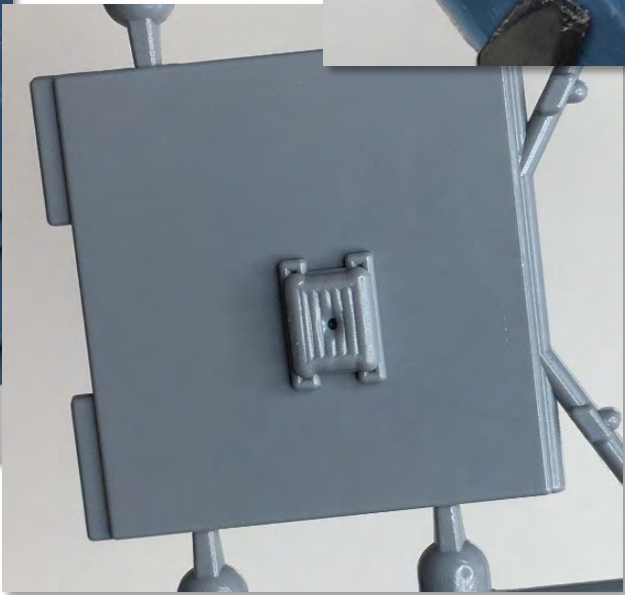
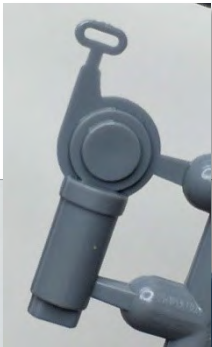
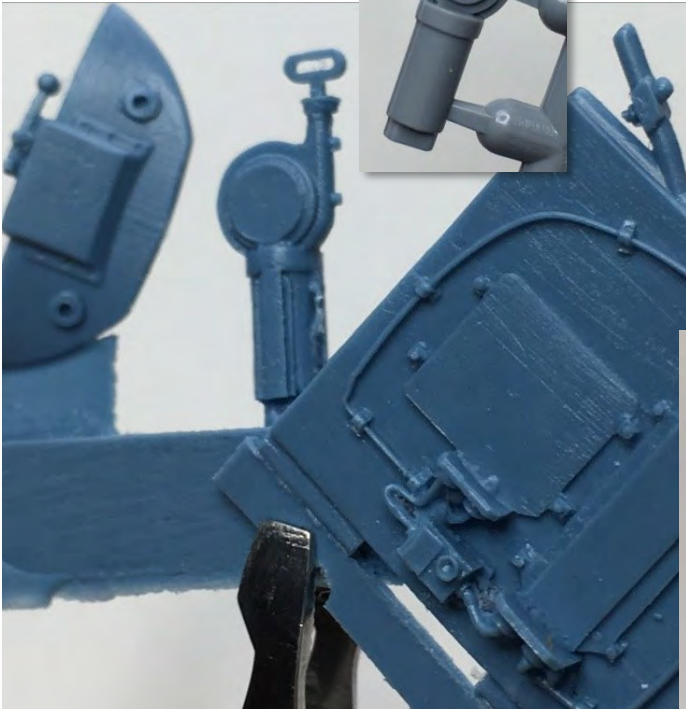
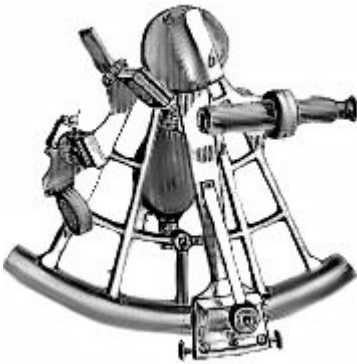
Feature Review

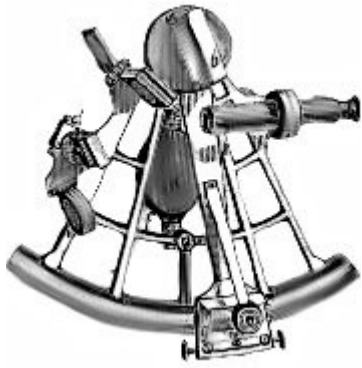
From Russia with Love



Feature Review

From Russia with Love





Feature Review

From Russia with Love



To be fair the kit detail would look good enough, and like my friend says, the judges rarely get past the canopy and into the cockpit. So why the resin? Well if you're like me, you enjoy the details and the subtleties of a build. It has more to do with the personal enjoyment and satisfaction of the build process itself than winning at a competition, although that is rewarding too! The resin cockpit pieces amaze me—that levers and dials can be molded into the larger sidewall, and with much greater detail, by guys that love our hobby as much as we and half a world away... This is something that the big manufacturers simply cannot do with injection plastic. Look at the detail on that seat. The wires and detail on the bulkhead. This isn't Aires but it is very very good and not far off. It really motivates me... to work what magic I can muster on the magic they have mustered! These are small opera-

tions. Who is making this stuff? Is it in a basement somewhere in Moscow? In St. Petersburg? A smaller town?

The props are clean. Virtually no flash. More accurate shape. Thin. The control surfaces have more subtle fabric and some added rivets. The control panel and auxiliary cockpit pieces have more detail, more layers, more depth. Side by side the resin offers marked improvement in detail and accuracy over the kit pieces; under some skilled paint and a simple wash the result should be a significant improvement.

As for the cost of the resin upgrades, I paid \$10 for the blades, \$13 for the control surfaces, and \$19 for the cockpit. A little over \$40 for a pretty comprehensive set of resin all the way from Russia. The Hi-Tech version of the Special Hobby Yak-3 kit already comes



Feature Review

From Russia with Love

with resin wheels and exhausts and PE harness. Together you would have a very detailed kit for about the price you would pay for a Wingnut Wings kit before it goes out of production. And who knows how long Aresin will make these or even remain in existence? When you consider the hours required to build a kit, the added cost of niche AM detail is minimal over the long course of a build and the enjoyment it brings, and resin rarely loses value in your stash.

The decal options coming out of Russia for the 1/32 Yak-3 are equally impressive—perhaps moreso when considering the number of options you get for the price of \$12:



Begemot decals. At \$12 for 25 different aircraft markings, it's like capitalism on a decal sheet, and from Russia no less!



The decals come on two very large sheets, 9" x 6.5" each. Why such large sheets? Because Begemot provides you complete marking options for any one of 25 different aircraft including some stencils. Yup. That is not a typo. 25! Compared to industry standards that kind of value is crazy good. It's like capitalism on a decal sheet, and coming from Russia no less!

You'll notice that these are very colorful markings, with some very unique schemes including silver stars and silver numbers in addition to the common red and white. Russian aircraft frequently sported dedications in script from local jurisdictions, and there are plenty examples here as well.

The individual aircraft descriptions and known his-



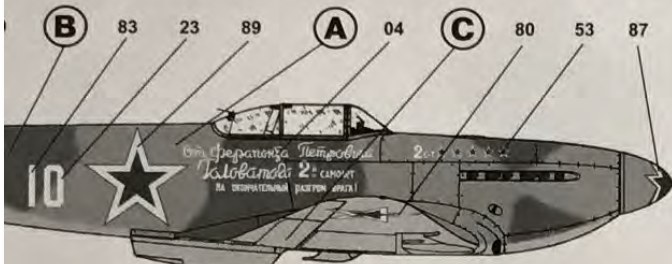
Feature Review

From Russia with Love

ories are presented in detail with very good color call-outs. I provide only few examples here, but all 25 are at minimum fairly to very colorful schemes and all sufficiently described:

ашен по стандартной схеме 1943 года, аналогично (1).

early production batches (aircraft has only one UB gun machine), serial number is 1712, rmander of the 6-th GuFAD of the VVS RPKA, lieutenant colonel Boris Yerebin, 2-nd Ukraini y WW II pilot made 342 flights, in 80 aerial fights he gained 8 personal and 15 group victories after deploy to regiment during summer 1944 at aircraft were changed style of slogans ob o fuselage nose section were added badge "1 c-r" - first aircraft and add marks of 5 victo- Yak-1B. At Star board were place badge "2 c-r" - second aircraft and before end of war were which gained at Yak-3. Aircraft were painted according to standard 1943 type scheme, si-



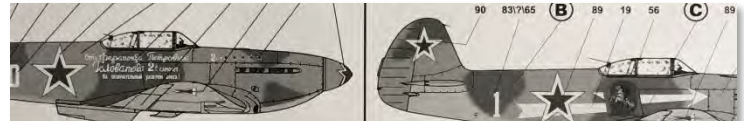
риый номер не установлен, пилот - младший лейтенант Николай Александрович ой АЭ 66-го ГвИАП, 4 ГвИАД ВВС РККА, май 1945 года взордом Ключосов (восточнее тог пилота 78 вылетов, 29 воздушных боев, 4 личных и 5 групповых побед. Особеннос не убираемое хвостовое шасси. Самолет окрашен по стандартной схеме 1943 года, крашен в красный (Flat Red) цвет. По неподтвержденным данным на самолетах Як-3 из о белого цвета на окантовках ОЗ ВВС РККА, бортовых номерах и полосах на киле - навания могла использоваться серебристая краска.

al number is unknown, belonged to 1-st AS of the 66-th GuFAR from 4-th FAD of the VVS 1 region, May 1945. Pilot - lieutenant Nikolay Zaitsev, he made 78 flights, in 29 aerial fig- 5 group victories. Aircraft were painted according to standard for the 1943 scheme, sim- r confirmed sources says that in 66-th GuFAR on Yak-3 aircrafts used Aluminium enamel RPKKA insignias, board numbers and stripes on fin - fast recognition elements.



риый номер не установлен, из состава неуставленного ИАП ВВС РККА. Самолет има 1943 года, аналогично (1).

number is unknown, belonged to one of aerobatic teams of VVS RPKA, 1945-1946. Aircraft theme - all upper and lateral surfaces is Flat Red, bottom surfaces is light - presumably is or Flat Light Blue (laquer AMT-7). Spinner and rear part of rudder is Flat White. VVS RPKA



ый номер не установлен, пилот - младший лейтенант Николай Александрович 966-го ГвИАП, 4 ГвИАД ВВС РККА, май 1945 года взордом Ключосов (восточнее 78 вылетов, 29 воздушных боев, 4 личных и 5 групповых побед. Особеннос- рибраемое хвостовое шасси. Самолет окрашен по стандартной схеме 1943 года, и в красный (Flat Red) цвет. По неподтвержденным данным на самолетах Як-3 из го цвета на окантовках ОЗ ВВС РККА, бортовых номерах и полосах на киле- ния могла использоваться серебристая краска.

ber is unknown, belonged to 1-st AS of the 66-th GuFAR from 4-th FAD of the VVS 1 region, May 1945. Pilot - lieutenant Nikolay Zaitsev, he made 78 flights, in 29 aerial fig- ur victories. Aircraft were painted according to standard for the 1943 scheme, sim- r confirmed sources says that in 66-th GuFAR on Yak-3 aircrafts used Aluminium enamel Kinsignias, board numbers and stripes on fin - fast recognition elements.



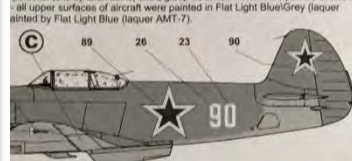
ый номер не установлен, из состава одной из пилотажных группы ВВС РККА, 1945 год. Самолет имеет нестандартную окраску верхних и боковых поверхностей (Flat Red). Нижние поверхности светлого - предположительно серебристого (аэролак (аэролак AMT-7) цвета. Кок винта и обводка по задней кромке руля поворота - в 4-х позициях: на нижних поверхностях крыльев и по бортам фюзеляжа. Доста- в группы входили самолеты с бортовыми номерами 1, 94, 72.

er is unknown, belonged to one of aerobatic teams of VVS RPKA, 1945-1946. Aircraft - all upper and lateral surfaces is Flat Red, bottom surfaces is light - presumably is or Flat Light Blue (laquer AMT-7). Spinner and rear part of rudder is Flat White. VVS RPKA (surfaces of wing and lateral surfaces of fuselage). There was at least three aircrafts in mbers 1, 94, 72. You can model its use standard board numbers line from decals.



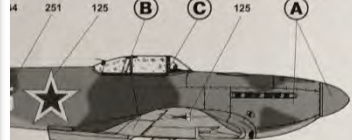
ь номер не установлен, из состава неуставленного ИАП ВВС РККА. Самолет има 1943 года, аналогично (1).

er is unknown, belonged to 3-rd AS of the 4-th Red Banner FAR from 185-th FAD 1st region, September 1943. Pilot - Viktor Kuntsev. During WWII he made 242 fi- personal (one by lanr strike) and 2 group victories. Aircraft were painted accord- all upper surfaces of aircraft were painted in Flat Light Blue/Grey (laquer ant by Flat Light Blue (laquer AMT-7).



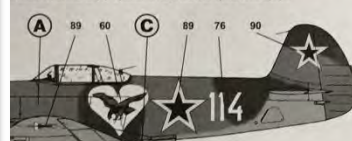
ь номер не установлен, из состава неуставленного ИАП из 236-ой ИАП ВВС 1-го района Красноярска, весна 1943 года. Самолет окрашен по стандартной схеме.

er is unknown, belonged to unknown FAR of the 236-th FAD USSR AF, Zernun airfield, rcraft were painted according to standard for the 1943 scheme, similar to (1).



ь номер не установлен, из состава 402-го Савастопольского ИАП, 265-ой ИАП, лурский фронт, весна 1945 года. Пилот - старший лейтенант В. М. Ермошин, 4 года летал в 77-м ГвИАП на Y-2, с июля 1944 года был переведен в 402-й ИАП, 07.03.1945 года сбил Bf 109. К окончанию войны имел одержал 9 личных побед, дельне 1943 года, аналогично (1). Кок винта окрашен в красный (Flat Red) цвет с шпилье элемент дисков (108).

er is unknown, belonged to the 402-th FAR from 265-th FAD, 3-rd FAC of the VVS 1945. Pilot - senior lieutenant Vladimir Ermokhin, from April 1943 to January 1944 1st Aviation Regiment (Po-2s aircraft), starting July 194 started at the 402-th FAR. Bf 109 shut down Bf 109. In May 1945 he had 9 personal victories. Aircraft were pain- 3 scheme, similar to (1). Spinner is Flat Red with spiral white stripe.



ь номер не установлен, из состава 402-го ИАП, 265-ой ИАП ВВС РККА, 1-й Белог- лорский фронт, Весна 1945 года. Пилот - старший лейтенант В. М. Ермошин, 4 года летал в 77-м ГвИАП на Y-2, с июля 1944 года был переведен в 402-й ИАП, 07.03.1945 года сбил Bf 109. К окончанию войны имел одержал 9 личных побед, дельне 1943 года, аналогично (1). Кок винта окрашен в красный (Flat Red) цвет.

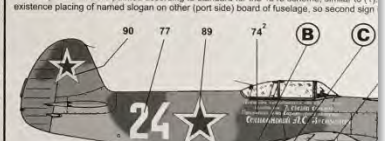
er is unknown, belonged to the 402-th FAR from 265-th FAD USSR Air Force, 1-st

ь номер не установлен, из состава 431-го ИАП, 311-й ИАП, Калининский фронт, 1944 г. Пилот - капитан Алексей Суравешкин Суравешкин 200 вылетов, 9 личных и 3 групповых победы (по другим данным 10 - 6 побед). Был поддан колхозницей Анной Сергеевной Селвановой, он является третьим сам- ной именной надписи на носке борта ранее предположительно, достоверных дан- Наличие именной надписи на носке борта ранее предположительно, достоверных дан-



ь номер не установлен, из состава 431-го ИАП, 311-й ИАП, Калининский фронт, 1944 г. Пилот - капитан Алексей Суравешкин Суравешкин 200 вылетов, 9 личных и 3 групповых победы (по другим данным 10 - 6 побед). Был поддан колхозницей Анной Сергеевной Селвановой, он является третьим сам- ной именной надписи на носке борта ранее предположительно, достоверных дан- Наличие именной надписи на носке борта ранее предположительно, достоверных дан-

Yak-3 VK-105PF2, serial number is unknown, belonged to the 431-th FAR, 315-th G Fleet, 1944. Pilot - captain Alexey Suraveshkin. He made more, than 200 flights and gained victories (from other sources 10 - 6 victories). Aircraft were constructed on means of colle- member Anna Selvanova, this Yak-3 was third aircraft, which were donated from Selvanov. Aircraft were painted according to standard for the 1943 scheme, similar to (1). existence placing of named slogan on other (port side) board of fuselage, so second sign

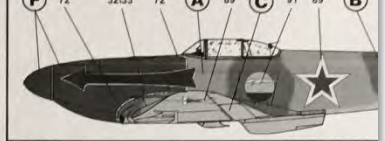


ь номер не установлен, пилот - Герой Советского Со- ледарийского Краснознаменного «Орланского» ИАП 4-й ГвИАД ВВС РККА, м- Денин, зима 1945 года, 1-й Прибалтийский фронт. Боевой итог пилота - 534 воздушных боя, 19 личных и 3 групповых победы. Самолет построенный на средст- ково сельсхоза Харьковской области, подарен пилоту осенью 1944 года. Самолет с ма 1943 года, аналогично (1). Кок винта окрашен в красный (Flat Red) цвет.

Yak-3 VK-105PF2, serial number is unknown, belonged to 1-st AS of the 64-th Guar- Fighter Aviation Regiment from 4-th FAD of the VVS RPKA, 1-st Baltic Front, winter 1945 Union, commander of the 1-st AS of 64-th GuFAR major Nikolay Danchik. He made 534 fi- ghts he gained 19 personal and 3 group victories. Aircraft were constructed on means of

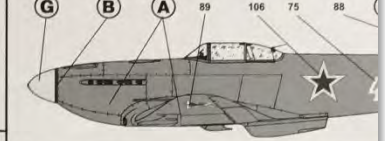
ь номер не установлен, из состава неуставленного ИАП ВВС РККА. Самолет има 1943 года, аналогично (1).

Yak-3 VK-105PF2, serial number is unknown, belonged to command wing of the 4- RPKA, Partard airfield, East Prussia, 1947. Pilot - major V. P. Baranov. Aircraft were pai- for the 1943 scheme, similar to (1). Front part of fuselage and spinner is Flat Red with p-



ь номер не установлен, из состава 153-го ГвИАП, май 1945, пилот - предположительно майор М. К. Токаренко. Самолет име- ком в серо-голубой цвет (аэролак AMT-11). ОЗ ВВС РККА в 4-х позициях: на крыле и по бортам фюзеляжа. Кок винта окрашен в белый (Flat White) цвет; зад- лнительно красного (Flat Red) цвета. Триммер руля - красный (Flat Red).

Yak-3 VK-105PF2, serial number is unknown, belonged to the 153-th GuFAR from 1- 1945. Pilot - presumably major M. Tokarenko. Aircraft has unstandard painting - overall F- AMT-11. VVS RPKA insignias in 4 position - on bottom surfaces of wing and lateral s- Flat White, rear part of spinner presumably Flat Red. Rudder trimmer is Overall F-



ь номер не установлен, из состава 153-го ГвИАП, май 1945, пилот - предположительно майор М. К. Токаренко. Самолет име- ком в серо-голубой цвет (аэролак AMT-11). ОЗ ВВС РККА в 4-х позициях: на крыле и по бортам фюзеляжа. Кок винта окрашен в белый (Flat White) цвет; зад- лнительно красного (Flat Red) цвета. Триммер руля - красный (Flat Red).

Yak-3 VK-105PF2, serial number is unknown, belonged to the 18-th GuFAR, 303-th lousian Front. East Prussia, spring 1945. Aircraft were painted according to standard for

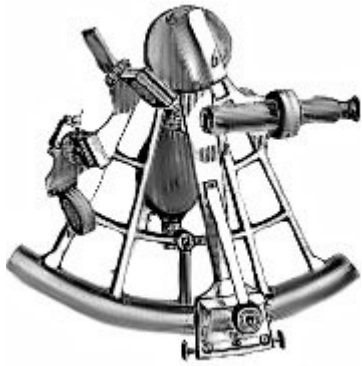


ь номер не установлен, пилот - старший лейте- на 1945 г. Самолет был оснащен нестандартной дополнительной трюсовой фюзеляжа от кабины к стабилизатору и окрашен по стандартной схеме 1943 года, с ли предположительно окрашен голубым цветом.

Yak-3 VK-105PF2, serial number is unknown, pilot - lieutenant colonel Ilya Chumbar of the 236-th FAD USSR AF, Karolinenfeld airfield, Germany territory, spring 1945. Accord- d for the 1943 scheme, similar to (1) and also had standard wire antenna on port s- presumably Flat Light Blue.

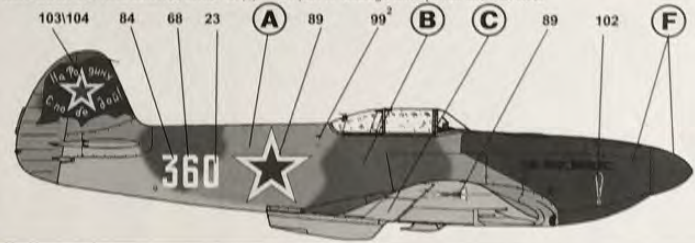
Feature Review

From Russia with Love



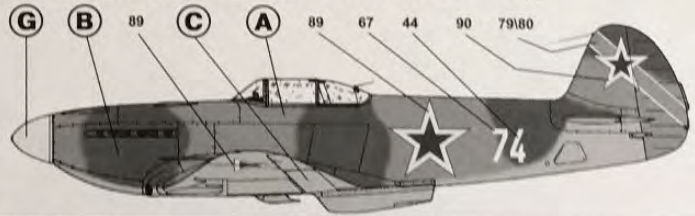
3 Як-3 ВК-105ПФ2, серийный номер не установлен, пилот - Герой Советского Союза, подполковник Антон Дмитриевич Якименко, командир 150-го ГИАП, из состава 13-й ИАД 3-й ИАК ВВС РККА, Австрия, весна 1945 года. Пилот, участник боев на Халхин-Голе, совершил 241 вылет, он одержал 3 личные и 4 групповые победы в Монголии и 15 личных побед в Великой Отечественной войне. Самолет окрашен по стандартной схеме 1943 года, аналогично (1). Кок винта и передняя часть фюзеляжа окрашены красным (Flat Red) цветом.

Yak-3 VK-105PF2, serial number is unknown, belonged to the 150-th GuFAR from 13-th FAD, 3-rd FAC of the VVS RKKA. Pilot - Hero of the Soviet Union, commander of the 150-th GuFAR, lieutenant colonel Anton Yakimenko, Austrian territory, spring 1945. Yakimenko took a part in Khalkin-Gol conflict versus Japan Imperial Army, during WW II he made 241 flights, in 29 aerial fights he gained 3 personal and 4 group victories. Aircraft were painted according to standard for the 1943 scheme, similar to (1). Front part of fuselage and spinner are Flat Red.



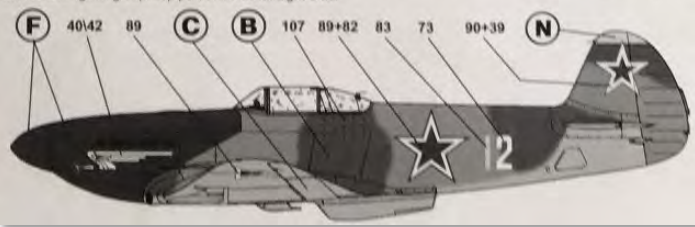
5 Як-3 ВК-105ПФ2, серийный номер не установлен, из состава 6-ой ГИАД ВВС РККА, Чехословакия, 1945 год. Самолет окрашен по стандартной схеме 1943 года, аналогично (1). Кок винта белый (Flat White).

Yak-3 VK-105PF2, serial number is unknown, belonged to the 6-th GuFAD of the VVS RKKA, Czechoslovakia territory, 1945. Aircraft were painted according to standard for the 1943 scheme, similar to (1).



7 Як-3 ВК-105ПФ2, серийный номер не установлен, пилот - Герой Советского Союза, лейтенант Савелий Васильевич Носов из состава 150-го ГИАП, 13-й ИАД 3-го ИАК ВВС РККА, территория Австрия, весна 1945 года. Пилот совершил 139 вылетов, в 33-х воздушных боях одержал 16 личных и 3 групповые победы. Самолет окрашен по стандартной схеме 1943 года, аналогично (1). Кок винта и передняя часть фюзеляжа окрашены красным (Flat Red) цветом - особенность самолетов из группы «Меч». Законцовка крыла - голубая (Flat Light Blue).

Yak-3 VK-105PF2, serial number is unknown, belonged to the 150-th FAR from the 13-th FAD, 3-rd FAC of the VVS RKKA, 1-st Belorussian Front, Austrian territory, spring 1945. Pilot - Hero of the Soviet Union, lieutenant Savelyi Nosov. During WW II pilot made 139 flights, he gained 16 personal and 3 group victories. Aircraft were painted according to standard for the 1943 scheme, similar to (1). Front part of fuselage and spinner is Flat Red - it was fast recognition sign of "Sword" ace fighter group. Top part of fin is Flat Light Blue.

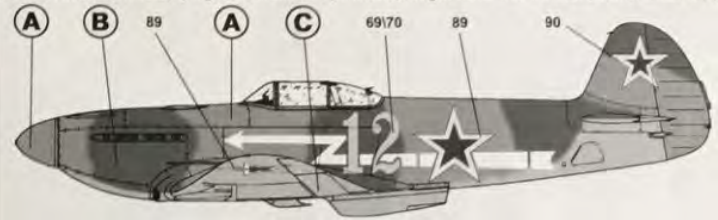


I do wish Begemot would produce future instructions in color. These decals appear outstanding and the chosen aircraft very appealing, but I would gladly pay the extra \$5 to \$10 for colored plates.

In sum, take a look at Ebay every now and then. You may find some gems from far away that you would otherwise never know about through western channels. Happy modeling! - ES

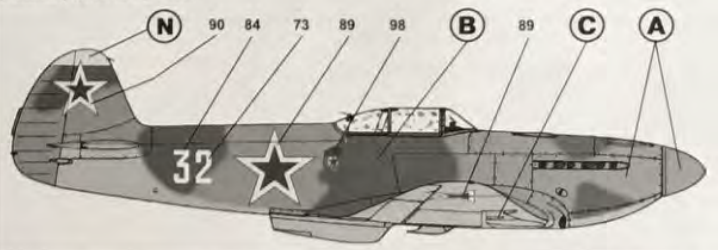
21 Як-3 ВК-105ПФ2, серийный номер не установлен, из состава 16-го ГИАП, 303-ей ИАД ВВС РККА, 3-ий Белорусский фронт, Восточная Пруссия, весна 1945 г. Самолет окрашен по стандартной схеме 1943 года, аналогично (1).

Yak-3 VK-105PF2, serial number is unknown, belonged to the 16-th GuFAR, 303-th IAD of the VVS RKKA, 3-rd Belorussian Front, East Prussia, spring 1945. Aircraft were painted according to standard for the 1943 scheme, similar to (1).



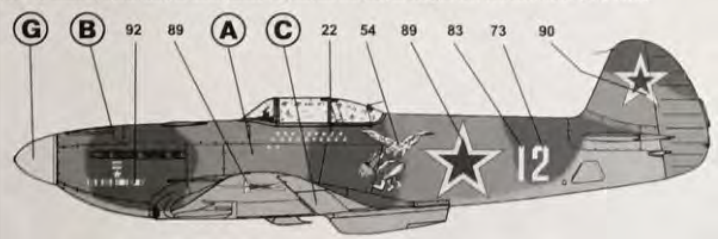
23 Як-3 ВК-105ПФ2, серийный номер не установлен, пилот - старший лейтенант Илья Михайлович Чумбарева из состава 116-го ИАП, 283-ой ИАД ВВС РККА, аэродром Каролиненхолл, территория Германии, весна 1945 г. Самолет был оснащен нестандартной дополнительной тростровой антенной на правой стороне фюзеляжа от кабины к стабилизатору и окрашен по стандартной схеме 1943 года, аналогично (1). Законцовка крыла предположительно окрашена голубым цветом.

Yak-3 VK-105PF2, serial number is unknown, pilot - lieutenant colonel Ilya Chumbarev, belonged to the 116-th FAR of the 238-th FAD USSR AF, Karolinenhall airfield, Germany territory, spring 1945. Aircraft were painted according to standard for the 1943 scheme, similar to (1) and also had unstandard wire antenna on port side of fuselage. Top part of fin presumably were Flat Light Blue.

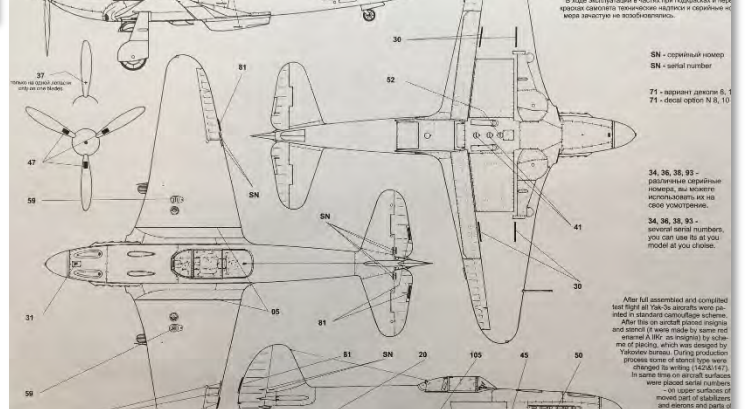


25 Як-3ВК-105ПФ2, серийный номер не установлен, из состава 267-го ИАП ВВС РККА, пилот - командир полка подполковник Сергей Сергеевич Широу. В конце 1944-го года самолет был передан в состав ВВС Югославии, (в данный момент 267-ой ИАП действовал на территории Югославии) базировался на аэродроме Люблина, пилот - Миленко Липовчак. Самолет окрашен по стандартной схеме 1943 года, аналогично (1). Кок винта - белый (Flat White) цвет. В составе ВВС Югославии ОЗ ВВС РККА были закрашены пятнами темно-серого цвета (аэролак АМТ-12), поверх которых были нанесены югославские ОЗ, все эмблемы были сохранены.

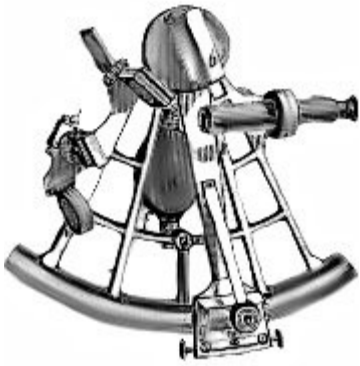
Yak-3 VK-105PF2, serial number is unknown, same aircraft as (37), belonged to the 267-th FAR of the VVS RKKA, pilot - commander of the 267-th FAR, Hero of the Soviet Union, lieutenant colonel Sergey Shirov. In the end of the 1944 aircraft were donated to the 113-th FR of the Yugoslavian Air Force (in this time 267-th FAR were based at Yugoslavian territory), operated at Lublyana airfield, pilot - Milenko Lipovchak. Aircraft were painted according to standard for the 1943 scheme, similar to (1), spinner is Flat White. After donation VVS RKKA insignias were painted over by Flat Dark Grey (AMT-12 enamel) spots, atop its were placed Yugoslavian insignia, all badges and victories marks were saved.



После нанесения камуфляжной окраски на самолет наносили эмблемы АП (в зависимости цвета фона эмблема носила различную окраску: белую, черную, серую). После нанесения эмблемы на эмблемы наносились в соответствии с номером на все стилизованные поверхности и элементы конструкции самолета, расположенные в зоне видимости на крыле и стабилизаторе (только эмблема на стабилизаторе наносилась на две поверхности и была более выделена в одну сторону). В ходе эксплуатации в части при падении и повреждении самолета эмблемы надписи и серийные номера занести на копировальную бумагу.



Feature Story



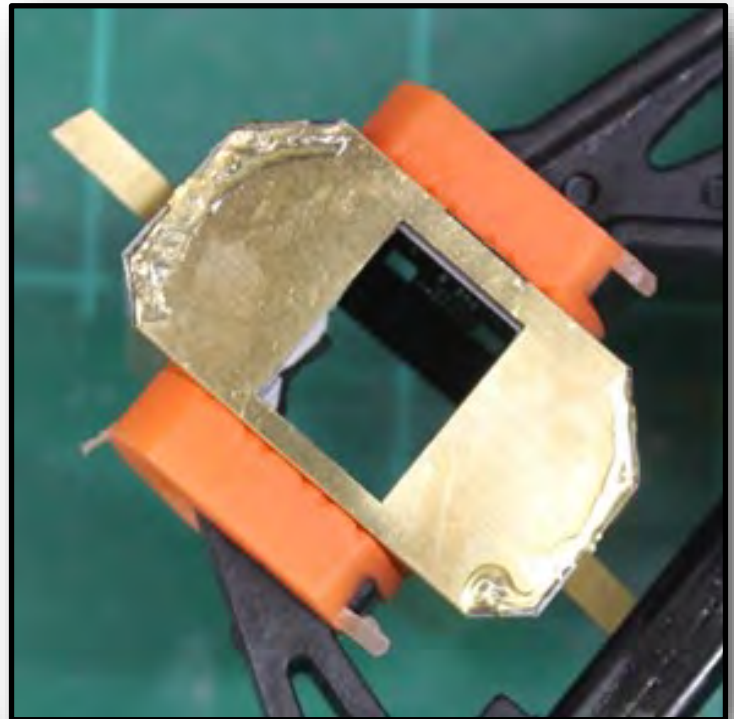
Building the Discovery, Pt 3 Bridging the Gap

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



In part 2 of this series, I started the command deck. I decided to forgo my scratch-built details, and used aftermarket 3D printed details. I completed with a simple black and white interior. The part count for the command deck was 9; total assembled part count to-date: 372.

I had previously begun folding the command deck (for the purpose of taking pictures), but had not closed the “clam shell.” I finish folding the single piece command deck and using thick CA and a clamp to hold it until the glue set. (Try to use the CA sparingly.) I found that folding the PE a little past the desired final angle beneficial. Note that soldering the PE was out of the question since internal details and paint had to be applied before folding.



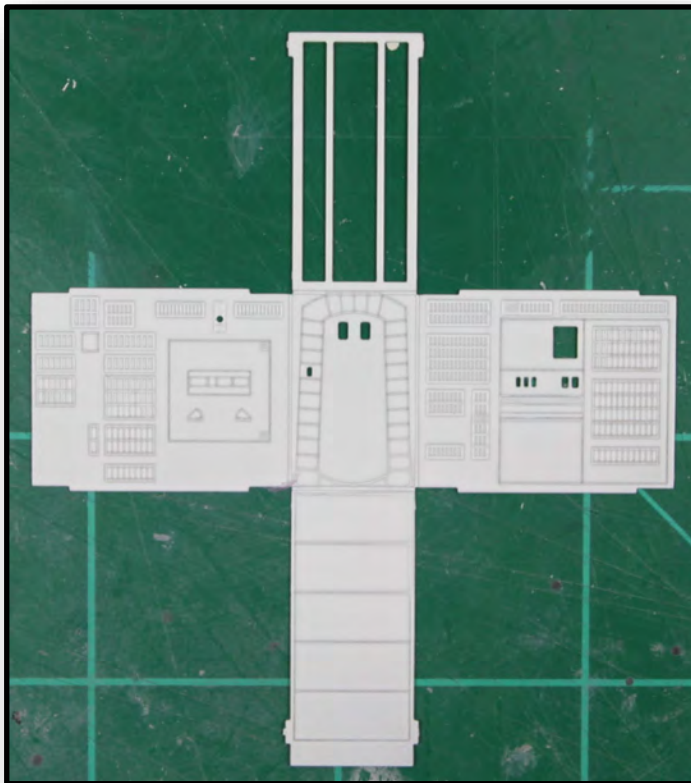
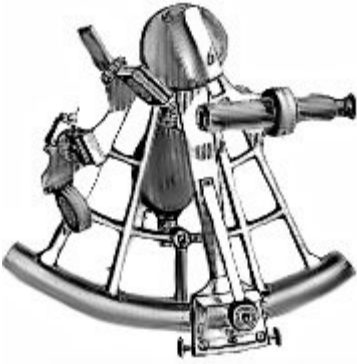
Behind the command deck is a corridor that provides access to the various areas of the front sphere; including the rotating crew quarters. Like the command deck, the corridor was a single piece of PE. Here, no internal details would be added. I lightly sanded the PE surface, applied a coat of primer and painted it white (Tamiya X-2.) After folding, I reinforced the seams with pieces of small right-angle styrene. I attached the corridor to the command deck and again reinforced the seams with right-angle.



The lighted panels and controls of the command deck are simulated by back lighting various shaped and sized openings etched completely thru the PE parts. The openings must be covered with some sort of transparent medium to add color. Back lighting is all but required to see any of the aftermarket detail thru the slit like window; and makes the command deck ‘pop.’ The PE also has fine engraved detail, but I resisted

Feature Story

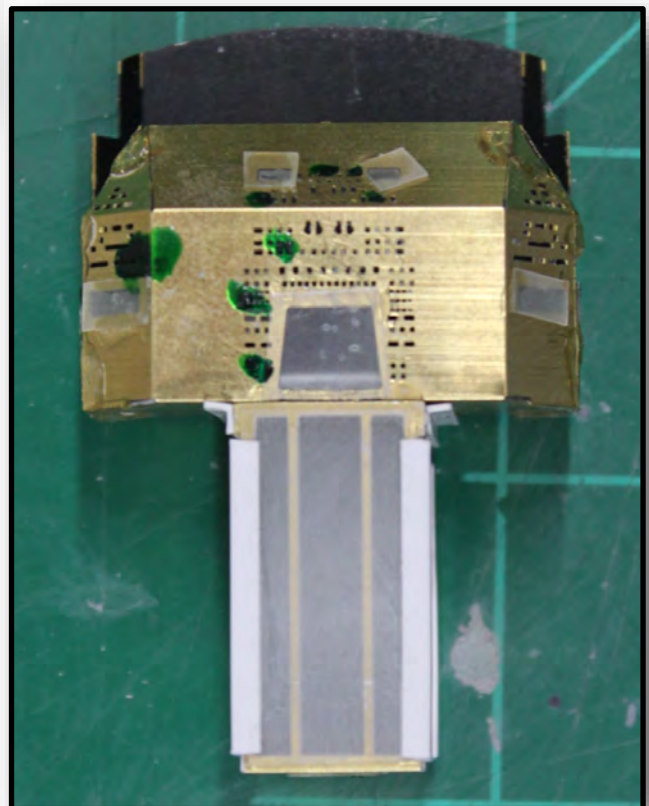
Building the Discovery, Pt 3 Bridging the Gap



Two steps forward, one step back.

After painting a few controls and panels I performed a light test and found that the paint was not consistently spanning the openings. When back lighted, I could see imperfections. Also a few of the frosted styrene pieces were not glued properly and were allowing light in around the edges.

I used a hobby knife to pry off all the clear styrene. And I chipped away any excess CA that would interfere with larger pieces of styrene that now would cover most of the surface of each facet of the command deck. I then sanded each facet to remove any remaining transparent paint. I then reapplied new frosted panels and repainted the various panels and controls with Tamiya transparent paints. The lighting test proved satisfactory this time.



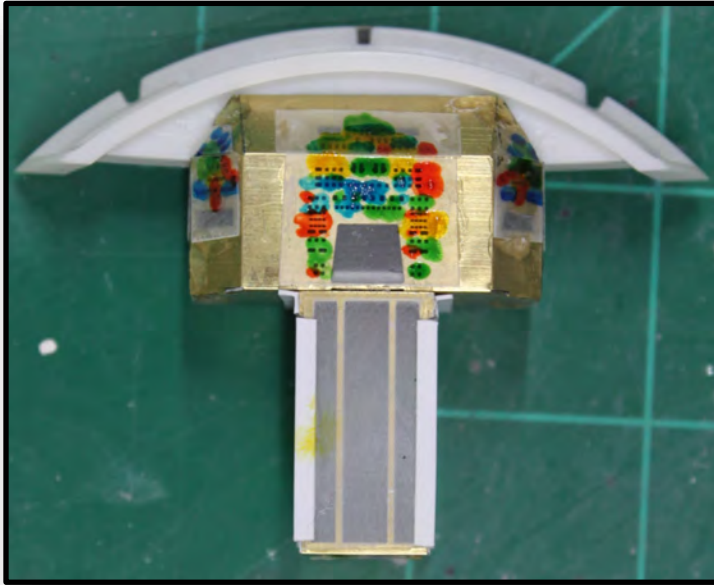
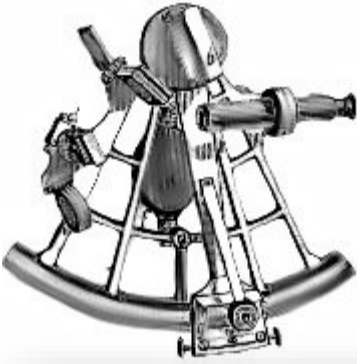
applying any wash because it also was struck me how pristine and sterile the spacecraft interiors looked in the move.

My first attempt was to simply paint the numerous smaller openings with Tamiya transparent colors, letting surface tension bridge the openings. I cut pieces of 0.010" clear styrene to cover the larger openings. I sanded both sides of the clear styrene to give a 'frosted' effect. I again applied Tamiya transparent colors.



Feature Story

Building the Discovery, Pt 3 Bridging the Gap



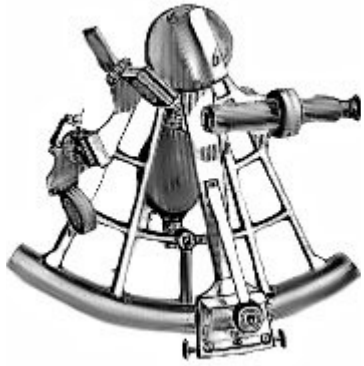
proaches require light blocking. But strip LEDs require a more reflective surface than black to bounce and reflect around the model's interior. This is accomplished by either applying white or silver over the black base coat.

However, the PE command deck requires mounting brackets attached to the interior of the sphere to secure it into place. I don't want to paint the interior of the sphere until I attach the mounting brackets. And I don't want to attach the command deck until I am ready to mount the pod bay. So onto the pod bay.

The part count for the corridor deck was 1; total assembled part count to-date: 373.

When lighting an interior, the model usually has to be "light blocked." This is accomplished by either building light boxes to contain the light locally or by painting the entire interior surface black. Originally, I planned to use individual LEDs for backlighting. After counting the number of the required LEDs I would need, I opted for a different option. I would leverage Strip LEDs to greatly simplify the wiring. Both ap-





Upcoming Events

IPMS Region 6

Next Meeting: Thursday, June 6th, 2019 at 7:00PM

Location: Northside Ford of San Antonio

June 8, 2019

SoonerCon 2019
Council Road Baptist Church
7903 NW 30th Bethany OK.

<http://www.ipmsmetrookc.com/soonercon-2019.html>



June 22, 2019

AutumnCon 2019
Clarion Inn & Suites
501 US Highway 190 Covington, LA.

<https://northshoremodelers.net/copy-of-home>



July 20, 2019

13th Annual HAMS Model Car Show & Contest
Cypress Creek Christian Community Center
6823 Cypresswood Dr. Spring, TX.

<https://www.ipms-hams.org/annual-contest/>



Aug 7– 10, 2019

IPMS National Convention
Chattanooga Convention Center
Chattanooga, TN.

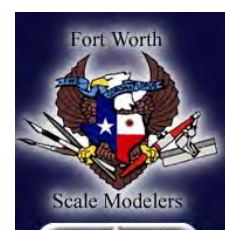
<http://www.ipmsnationals.com/>

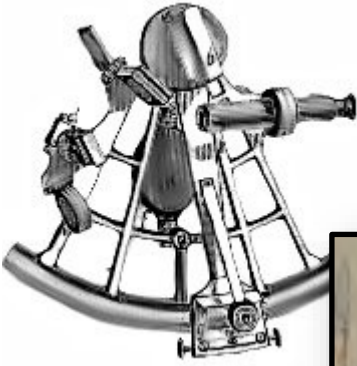


Sept 14, 2019

SuperCon 2019 Hosted by Ft. Worth Scale Modelers
Bob Duncan Community Center
2800 S. Center St. Vandergriff Park
Arlington, Texas

<http://fortworthscalemodelers.org/SuperCon.html>





About Alamo Squadron

Executive Board 2019-2020



President
Craig Gregory
IPMS #49320



Vice President:
Len Pilhofer
IPMS #49932



Treasurer:
Chris Settle

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

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



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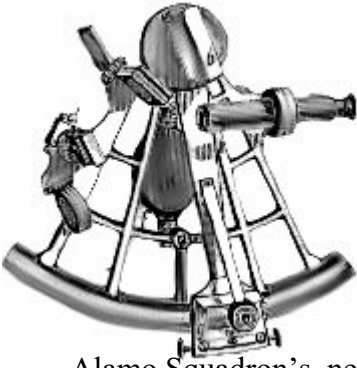


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Final Words ...



Alamo Squadron's newsletter, "The Navigator", is published monthly by IPMS/USA Alamo Squadron of San Antonio, Texas 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, Len Pilhofer: pilhofer@hotmail.com

<http://www.ipmsusa.org/>

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