

The Navigator

The Newsletter of Alamo Squadron

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



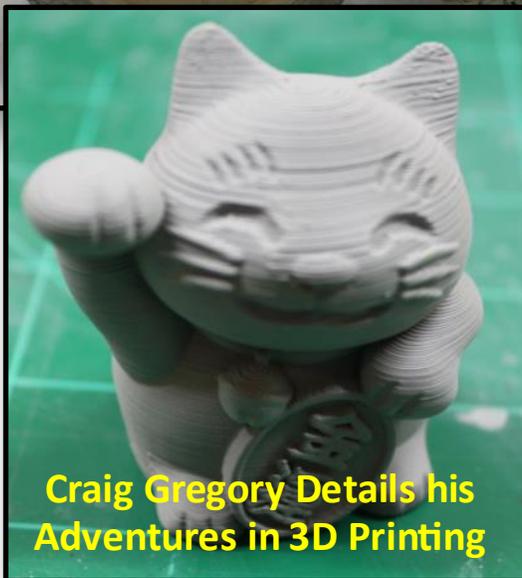
November 2017

IPMS/USA Chapter of the Year:

1998-1999 & 2004-2005

IPMS/USA Regional Chapter of the Year: 2016

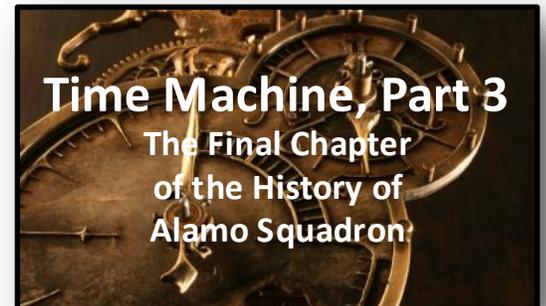
Pete Ortensie Tackles His ModelFiesta Find: The 1/9th Scale NSU Kettenkrad



Craig Gregory Details his
Adventures in 3D Printing

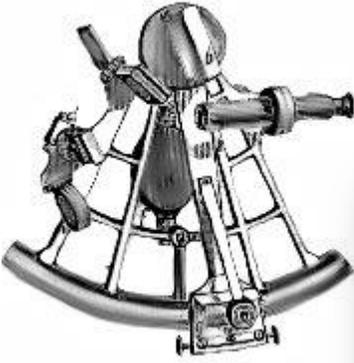


108 Days to
ModelFiesta 37!



Time Machine, Part 3
The Final Chapter
of the History of
Alamo Squadron

President's Column



By Len Pilhofer

IPMS #49932



President's Message, November 2017

Happy Birthday, Alamo Squadron. 40 years is quite a milestone for any social club. As with all organizations, whether they be professional or social, it all comes down to the people. Alamo Squadron has been fortunate in the people that have made up its ranks over the years...and the people that have made up its ranks can look back on a proud heritage of pushing the envelope of model building. One of the primary reasons I joined Alamo Squadron was the way in which ModelFiesta is operated and how, from an outsider's view, the show is one of the best in the country. This made me want to be part of something bigger than myself as well as give me a conduit to help others grow their modeling skills, abilities, and confidence.

Taking a look back through the years at 1977 it really is good chunk of time. To put things in perspective, here's a recap of "important stuff" of 1977:

- Apple Computer, Inc incorporates and releases the Apple II personal computer this same year
- Star Wars Episode IV released in theaters

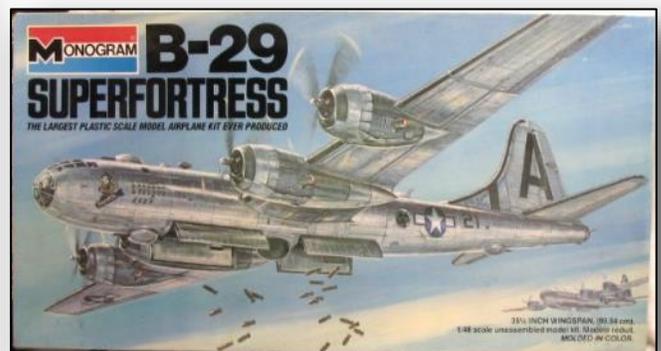


- Super Bowl XI: Oakland Raiders beat Minnesota Vikings, 32-14 in Pasadena, CA

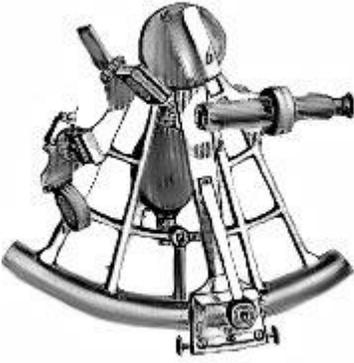
- Chevy's 1977 Impala/Caprice take the lead in car sales in the U.S. while Ford's F-Series is the best selling truck



- Jimmy Carter inaugurated as the 39th President of the United States
- Radio Shack officially begins creating the TRS-80 computer
- Regular Concorde passenger service between NY & Europe begins
- Rod Stewart's "Tonight's the Night" topped the music charts
- Monogram releases its 1/48 scale B-29...boo yea!



Happy Birthday, Alamo Squadron...and thanks to the great people that make up your ranks we are all looking forward to another 40 wonderful years!



Club Announcements

Bachelor Build Nights

The focus of these gatherings is to build models as well as comradery with a secondary goal of watching, discussing, and learning different techniques. There will be no official club business at these meetings; only modelers sitting with their kit, building it, and talking about any topic you desire. Each build night will run from 5-9 PM.

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

9 Nov @ Craig's	30 Nov @ Len's
14 Dec @ Craig's	28 Dec @ Len's

April 2018
May 2018

Open
Theme TBD

Monthly Program Schedule

The primary goal of Alamo Squadron is Education through the advancement of scale modeling skills. One of the ways we march toward this goal is to hold monthly programs during our meetings that review a modeling technique for the members of the club. Upcoming meeting programs for the next several months are:

January	Masking with Vinyl Film
February	Aircraft Rigging
March	Decaling
April	Dioramas
May	Basic Gluing and Seam Filling

Paint Rack Build Session

On Saturday, November 11th, Len Pilhofer and Craig Gregory will be building wooden paint racks for mounting on the walls of our home modeling studios. These racks are built to suit the size of the paint/chemical bottles that are owned by each particular modeler. The supplies are simple and can be purchased at any of the big box home improvement stores. An article describing this process can be found in the June 2016 issue of the Navigator. If interested in joining in and building your own rack, contact Craig Gregory at craig.jonathan.gregory@gmail.com.

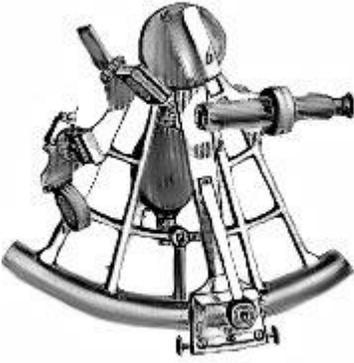


Monthly Contest Schedule

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

November 2017	That 70s Model
December 2017	Christmas Party
January 2018	Model of the Year
February 2018	Marines
March 2018	Open





Club Announcements

Capitol Classic 2017

Several members of Alamo Squadron attended the Austin Scale Modelers Society's annual contest: The Capitol Classic, 2017. This year ASMS moved their show and contest to the Travis County Exposition Center and all agreed that it was a resounding success. All of the Alamo Squadron members that attended had a great time as well as bringing home both new modeling goodies and several awards. Here is a quick run down of the winners and their wins:

Rob Booth

1st Place: 1/72nd Bf-109 G6
2nd Place: 1/72nd Spitfire
3rd Place: Me-210V1
3rd Place: 1/72nd F-4G Wild Weasel
3rd Place: 1/72nd MQ-1 Predator

Jack Bailey

1st Place: Terra Mover

Dick Montgomery

Best Wingnut Wings Build

Mike Holsen

2nd Place: 1/35th Hummel

Dana Mathes

Best Collection
1st Place: 1/35th Hypothetical SPG
1st Place: Triathlon
3rd Place: 1/35th Cromwell

Paul Blackmon

3rd Place: '68 Firebird

John Kress

2nd Place: '68 Mustang

Paul Berrena

Theme Award: "Old Dog, New Tricks":
American LeFrance Transporter
1st Place: American LeFrance Transporter
1st Place: Mercedes CLK GGR
1st Place: Citroen 19 Pick-Up
1st Place: Mercedes 540K Engine

Len Pilhofer

1st Place: Gundam Jegan

Henry Nunez

Best Figure: Japanese Sgt Maj
1st Place: Japanese Sgt Maj
1st Place: German Officer
2nd Place: Panzer Grenadier

Marc Smith

2nd Place: Submarine Under Attack



Club Announcements

October Club Contest Results

First Place: Mark Verdi
AA-64D Apache

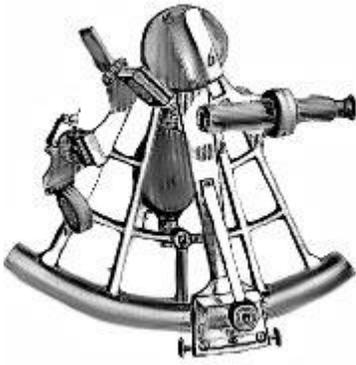


Second Place: Dana Mathes
Panther 6 Tank



Third Place: Rob Booth
Hellcat Mk II





Time Machine, Part Three

By Dick Montgomery

IPMS #14003



The 40th anniversary of Alamo Squadron is approaching. Bob Angel and Dick Montgomery shares part of the history of Alamo Squadron. (How did Alamo Squadron come about? Read the story below.)

Part Three: The Conclusion to a Short History of Alamo Squadron

Bob Angel continues from Parts 1 and 2 of this history: In 1986 Alamo Squadron hosted the IPMS/USA Region VI convention, held at (name of hotel?). At this time we were using a numerical judging system, where a model was awarded from 1 to 10 points in five different areas of consideration, for a possible maximum score of 50 points. This was time-consuming, & at least three different judges went through this process for every model. (I can recall only one model that ever received a full 50 points, an Airfix 1/72 Fiat G.50 built by Mike Derderian, who really turned this “sow’s ear” into a “silk purse”. Actually the same guy in whose living room Alamo Squadron first met.

Dick M adds: The hotel was a new Holiday Inn located on the north side of I-10 and just outside of Loop 410, at the intersection of these two major thoroughfares. The convention was booked at this site even before construction of the facility had been completed. There were 6 (if memory serves) individual meeting halls in which the contest models were displayed, a few small “Boardroom” type areas where Ray Rangel set up his State of the Art TRS80 (or similar) computer, and a Banquet Room in which the Banquet and Awards Ceremony was held. The facility is now a Marriot property. The event was managed by Mike Derderian, and Bob Rodriguez, with Ray Rangel serving as the computer guru.

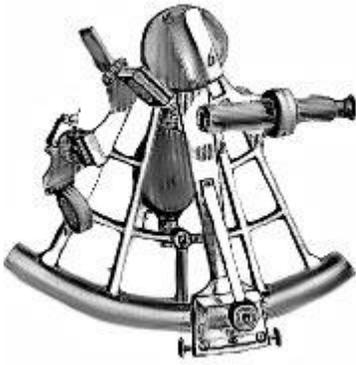
Bob continues: But I digress. The plus side of this system was that it gave very accurate, objective & im-

partial results, but unfortunately was very work-intensive. Also, for the first time a computer (a “Trash-80”, no less!) was used to tabulate results. The judging, which ran late, added to by computer glitches, caused many contestants to grow impatient as time slipped away, & the awards banquet was started with no awards in sight.

Dick M adds: If you are of a certain age, you remember that Trash-80’s did not have internal memories. One had to insert a 5 ¼ floppie into a drive and “save” to the floppie.

Bob continues: Meanwhile, behind the scenes, club members frantically tabulated results with pencils & paper. Bob Bethea of Austin rose to the occasion and began an impromptu comedy routine, even as several unhappy out-of-towners slipped out the door, resulting in several trophies ended up having to be mailed to the winners. All in all, it all did not go exactly as planned, and even a minor rift was caused with the Austin club. However, it served as a valuable learning experience, and lessons were indeed learned. In 2001 we again hosted the regional, a two-day event combined with Model Fiesta, and this went very smoothly and was a great success.

Dick M adds: Kudos to Mike D and Bob R for leading this effort. Unfortunately, no records exist regarding the number of entries and entrants, nor is there a contest flyer showing the categories that were offered. By 2001, the club had relocated ModelFiesta to Live Oak Civic Center located in Universal City. The site was very convenient for out-of towners being located at the intersection of I-35 and Loop 410 on the north side of the city. Lee Forbes was the person who found



Time Machine, Part Three

LOCC and the club first moved to that location for ModelFiesta 15 in 1996. The club used Live Oak from 1996 to ModelFiesta 31 in 2012, when the city closed the facility and tore down the structure. The site is now home to various outlet stores and fast food institutions. The club relocated to its current site, the San Antonio Event Center near Marbach and Loop 410.

Bob continues: In the 1987-88 time period Tom Nelson was the club president, and organized a 10th Anniversary banquet. This was held at the Alamo Café on San Pedro Ave., as our meeting site for the November Meeting in 1987. It came as a complete surprise when I was awarded a plaque commemorating my contributions to Alamo Squadron. Although I was singled out for this unexpected & greatly-appreciated honor, I was only one of several who got the club launched & organized. Others who certainly made major contributions & whose names have been long off the rosters include Ros Creed, Mike Derderian, Ray Rangel, Phil Frid-dell, Tom Ward & Lee Bracken, none currently active in the club, just to name a few. Others, still active, include Dick Montgomery, Lee Forbes & Bob Carr.

Dick M adds: Ros Creed relocated many years ago and the club, unfortunately, lost contact with him. Mike, Phil, and Lee Bracken are still in the greater San Antonio area. I've run into Phil once at Hill Country Hobby some 3 or 4 years ago, and also saw Lee Bracken at that same hobby shop on more than one occasion. Mike D. is a frequent flyer at ModelFiesta, as is Bob Angel.

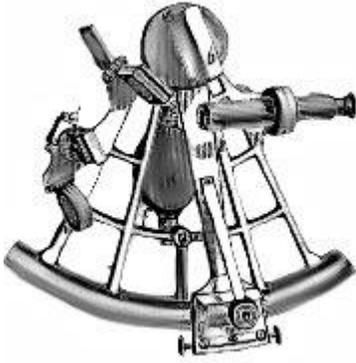
Bob concludes with: For Model Fiesta 1988 (an Olympic year), Tom Nelson authorized "gold", "silver" & "bronze" medals on red, white & blue ribbons as awards instead of traditional trophies.

Dick M adds: The co-chairmen for ModelFiesta 8 were John Collins and Reuben Barrera. The event was held at the Deluxe Inn on Vance Jackson and I-10, inside of Loop 410. Reuben later passed away and was honored with a Memorial Trophy for "Best Rotary Wing" subject at following ModelFiestas. John later re-located (outside of Texas) and it is little known that John is the artist who created the Alamo Squadron logo which features an "SBD Dauntless"-type aircraft carrying a hobby knife under its belly.

Changing Directions:

The club has prospered and grown over the years but not without some incidents which causes some disruptions. In previous "History of Alamo Squadron" articles, we saw that Alamo Squadron sprang from the ashes of a club that had run its course and had dissolved. We saw that the founders, or at least most of them, had been members of this ancestor from which Alamo Squadron came. We saw that the club began to host an annual model contest which was branded as "ModelFiesta. And in the last installment, we saw that while the club was growing and experiencing success, there was an incident which clearly threated the existence of the club. Even though the years from the mid-80's until the present day were not without some drama, Alamo Squadron continued along its successful trajectory with recognition for its success being bestowed upon the club and its members by IPMS/USA.

This, the third and final chapter of this brief History of Alamo Squadron, will look at the "drama" previously mentioned, as well as an analysis of the lessons learned and how that "education" affected the current direction in which the club is going.



Time Machine, Part Three

There have been three incidents which have impacted the club, requiring responses which cleared the way for continued growth and success. In each case, the causes were a combination of the vision of the club held by individuals, leadership failing to step forward with a workable and equitable solution, or simple and plain bad judgment. You'll not find anyone "named", or called out here. That's not the purpose of this chapter of the history of the club. The purpose is to briefly lay out the problems and then show how positive solutions were put into place, those solutions still being used as guiding principles and practices today.

1: The Movement to Rebrand (rename) Alamo Squadron.

In the 1980's the club was meeting at the Pyramid Tower at San Pedro and Loop 410, then known as the SASA building. Within the membership there was a small cadre of members who began to vocalize their opposition to the name, "Alamo Squadron". The members of this cadre objected to the name because, according to their spokesman, it gave the impression that Alamo Squadron was an "aircraft" focused organization. Although never articulated, but very much a contributing factor in this discussion, was that those raising this issue felt disrespected and devalued by the "aircraft enthusiasts". Several meetings went by with some discussion taking place at each meeting, but with no clear resolution to the debate being reached. In the end, as memory serves, a vote was taken and the majority opinion was that there would be no change in the name of the club. It was stated that the club had a history with the name, Alamo Squadron, that the name provided a geographic and "cultural" identity, and that the term "squadron" did not, in and of itself, label the club as an "aircraft club". At the end of the meeting at

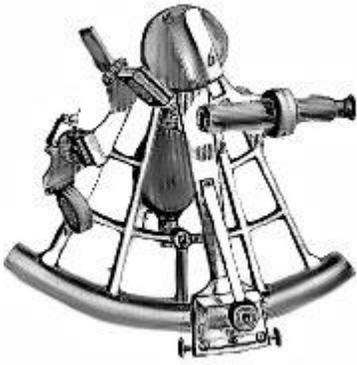
which the vote was held, a number of members departed and as it happened, they would not return.

In some cases, there were those members who were, very much "All-Aircraft/All the Time" modelers who never built anything but aircraft, and continue that remains their focus in modeling to this day. There were some discourteous exchanges between those who favored a name change and those who were sometimes referred to as "Fly-Boys", and it is certain that tensions were increased by this unfortunate vocabulary.

Resulting from this incident, the club lost a number of excellent armor modelers and a few members who just didn't care for the drama. The name, "Alamo Squadron" survived and the idea of changing the name of the club has not arisen again. At the root of the issue, though, the underlying problem was not the historical aspect of rebranding the club with a different title, but rather the basic problem was that a group of members felt disenfranchised and disrespected. Clearly there were some rather large egos that were pitched against one another and from where I stood to watch the tug-of-war, neither side really wanted to step back and listen to the other side in a meaningful dialog. One of the key results is that some future leaders within the club came to see that the focus of the club should not be on any particular genre of modeling, but rather on modeling skills and techniques, with more on that theme toward the end of this article. In short, **Respect Shall Be Given To All.**

2: Selection of a meeting site:

We've all heard the mantra, "Location, Location, Location" and that is, on first glance, the nature of the second of the three issues that impacted the club. The meeting site being used prior to the "Troubles" was



Time Machine, Part Three

certainly large enough for the meetings. The meeting site was “free”, although the club leadership would make a donation to the administration of that site annually.

It happened thusly.....At the April meeting the club President, with no previous discussion having taken place, stated that a new meeting site was needed. A member quickly spoke up that another site was available and the club could relocate for the May meeting. When a club member asked why it was necessary to relocate, the response was that the facility smelled of tobacco smoke and that a number of members had complained. It was true that there were a handful of members who smoked and it was true that certain areas of the facility, which allowed smoking, did have a noticeable “ambiance”. But what was also clear was that the space in which our meetings were being held was not affected all that much. But, as one of the smokers noted, the smokers would all go to the parking lot, have a smoke, and then return to the meeting room. There was no smoking in the meeting room. It appeared to some that a decision had already been made to relocate. There was no attempt to seek input from the membership, and indeed, the May meeting was held at the newly designated site. This was, in essence, the main issue. It was a case in which there was disrespect for certain members and a lack of willingness to discuss the matter in a civil manner. It was clear that the root problem being a personality dispute.

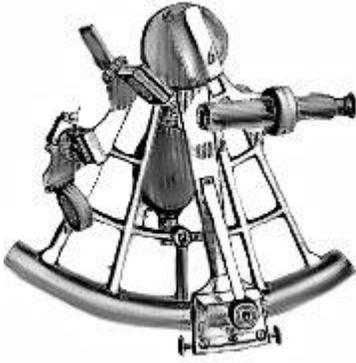
Even though the June and July meetings were held at the new location there was a growing debate as to the actual reason for the relocation. A vote was called for that would determine whether the move would be permanent, but during a brief discussion it was pointed out that it would be appropriate to delay such a vote. There were not enough members present at the meet-

ing to make it a binding decision, and it was also pointed out that those members who had felt disrespected and ostracized by this “Trouble” were not present to cast a vote. Further, such a vote would best serve the membership if the membership were aware that a binding vote would be taken.

A suggestion was made that the August meeting be held, once again, at the previously vacated location. That would be more inviting to the “smokers” group than to hold a discussion regarding the vote at the new facility, a facility they had yet to visit. At this meeting, it was announced to the membership that the vote would take place via text message, email, or phone call, and not during the meeting. Votes were to be collected and tallied by a member appointed to the task, rather than a vote managed by the E-Board. This step was approved because it was seen as a neutral approach to the question at hand, giving no influence or perceived advantage to either side of the issue. The election “official” would store the votes for a period of two years in case a question arose in regard to the voting result. In point of fact, it was I who served as the Election Official.

The vote was conducted between the Aug and September meetings, with the September meeting being held at the new site. The result was rather close, with the new site winning out by a small number of votes. In fact, the result could have gone the other way as there were more “abstentions” than the margin of victory for the new site.

While a neutral path forward to solve the issue was suggested and implemented, and while the vote was considered by all to be valid and fair, the club, nonetheless, took a hit. A number of well-respected and



Time Machine, Part Three

talented modelers walked away from the club. Again, the lesson was **Respect Shall Be Given To All**.

3. It's Like Money in the Bank

In the past few years, procedures for handling money have been put into place that, if followed, safeguard the club's treasury. Each year an audit is conducted by a neutral party, a person who did not have access to the money, and still does not have such access. The results of the audit are shared with the membership. Another action that has become "standard operating procedure" is that at each meeting, the Treasurer, or another officer, reports the current balance in the club's checking account. This simple statement of "the balance" does not, in and of itself mean too much, but there is no doubt that any member could ask for a review of the treasury at any time and be given access to the required information. **A high level of oversight has resulted in a high level of trust.**

The club has, as its primary purpose, to help its members enjoy modeling.

- Enjoyment comes from building models, collecting models, talking about models, and sharing our successes and failures with other modelers.
- The club meetings now feature the "Works in Progress" segment in which members share their current "build" project by displaying the work in whatever stage it is currently in.
- The Model Summit Program encourages members to build and to share their work.
- The high point of the meeting is the "Demo" of a modeling skill. Watching an acknowledged expert demonstrate a technique is an excellent way to learn a new skill.

- ModelFiesta is an excellent learning experience, especially when one serves as a judge, or attends the model-focused seminars which are a high point of the event.

It does not matter what you build, whether it be armor, aircraft, space, ships.....nor does it matter if your building material is plastic, paper, or resin. It does not matter whether you are a World Class modeler (and we are privileged to have a number of truly World Class modelers among us.) or a neophyte. It does not matter if you complete one project a year or many projects a year.

Authors:

Bob Angel is a founding member and Life Member of Alamo Squadron and a leader in the club for many years. Bob is a talented modeler and is a Life Member of the club. His active participation in Alamo Squadron began with the formation of the club through about 2001. He continues to attend ModelFiesta, sometimes as a vendor and perhaps as a "collector".

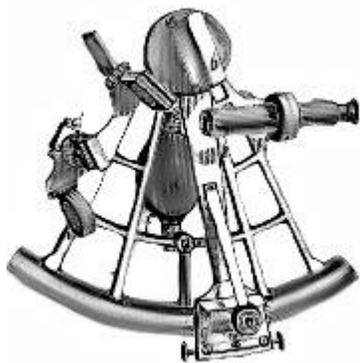
Dick Montgomery is a founding member and Life Member, having been a member of the club that preceded Alamo Squadron and gave rise to it, and one of the "followers" who were there when the cornerstone of Alamo Squadron was put into place. Dick, like Bob, moved to other interests in 2001, and while remaining active in Alamo Squadron, served as IPMS Region Six Coordinator, continuing to attend club meetings and club activities while serving at the national level in IPMS/USA in various offices and staff positions.

Cover Story

My Build From Hell

Model, Story & Photos by Peter Ortensie

IPMS #45996



I originally purchased this 1/9 scale NSU Kettenrad at a recent Model Fiesta. I had really no intention of even buying the kit. Especially since it wasn't even in its original box. In fact it was in two separate boxes. But I thought I could really add a lot of detail considering it's size. So I half-assedly examined the 2 boxes, and noticed some parts separated from their trees. I just assumed that these were merely parts that had fallen off, and the vendor had put them in a plastic bag for safe keeping. I paid for the kit, and went on with my day.



The next day I decided to delve into the kit. And to my unwelcome surprise I noticed that it wasn't just some parts that were separated, but ALL of them. I now realized why it was so cheap. EVERY SINGLE part was separated from the trees. Not only that, but the parts were placed in random plastic baggies. And not in any particular order. For example:

parts for step 1 in a certain baggy, and parts for step 2 in another. They were just randomly thrown in various sized plastic baggies.

At this point I couldn't decide if I wanted to trash it or build it. I decided on building it. First thing I did was take a parts inventory. First by researching online the exact number of parts that the kit came with. And second by referencing the instruction manual. After a few days, a few hours, and several chunks of hair pulled out later, I found all the parts to be there. My next step



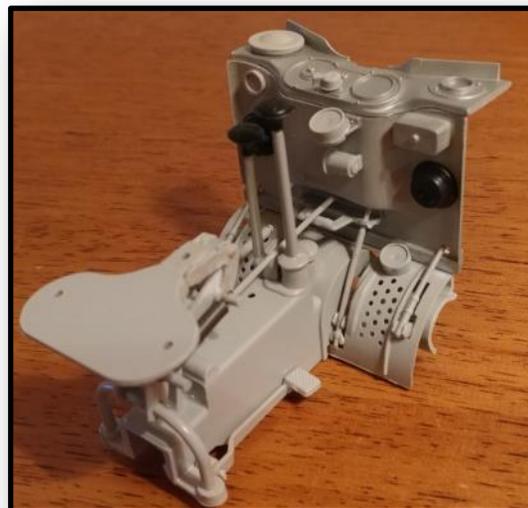
was to identify the parts, and determine where they went. Once again a few days, and more

hair went by. Once I ID'd the parts, I separated them according to step. And placed each step in its own individual plastic baggy.

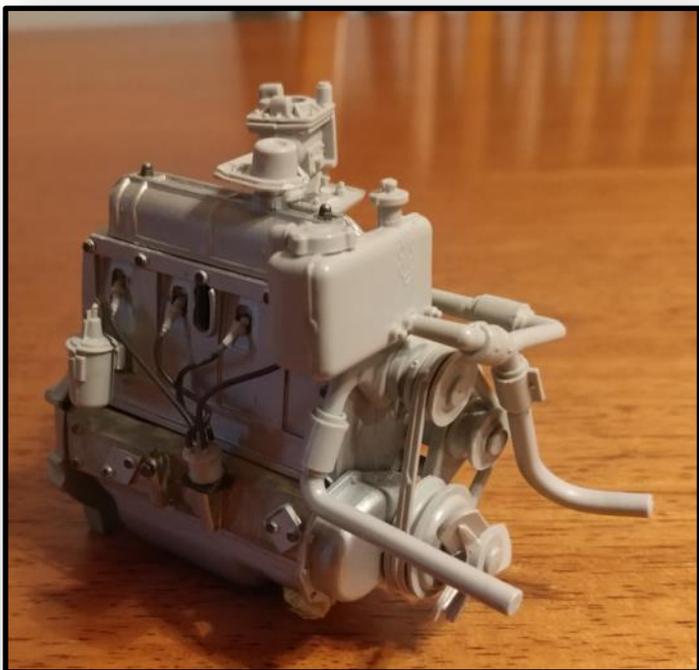
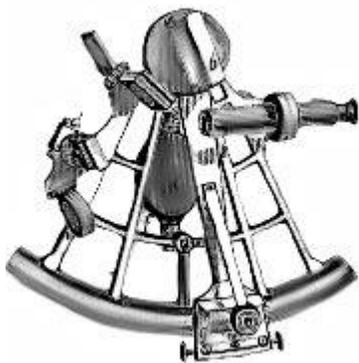
After several months of being set aside, I finally decided to get started on the build. And that's when part 2 of this build from hell started rearing its ugly head. Usually when I build a kit, I like to skip around on the instructions. This build was no different. I prefer to

build sub-assemblies first, and detail them accordingly. I usually start with the most tedious/time consuming sections first. And seeing how the tracks were individually

linked, I started on them first. They all went together fine. I had no issues until the links started snapping at

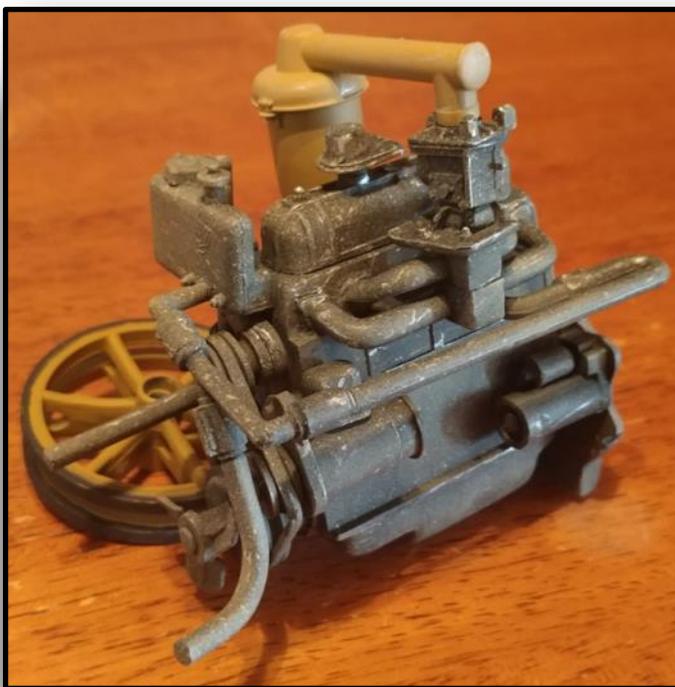


Cover Story

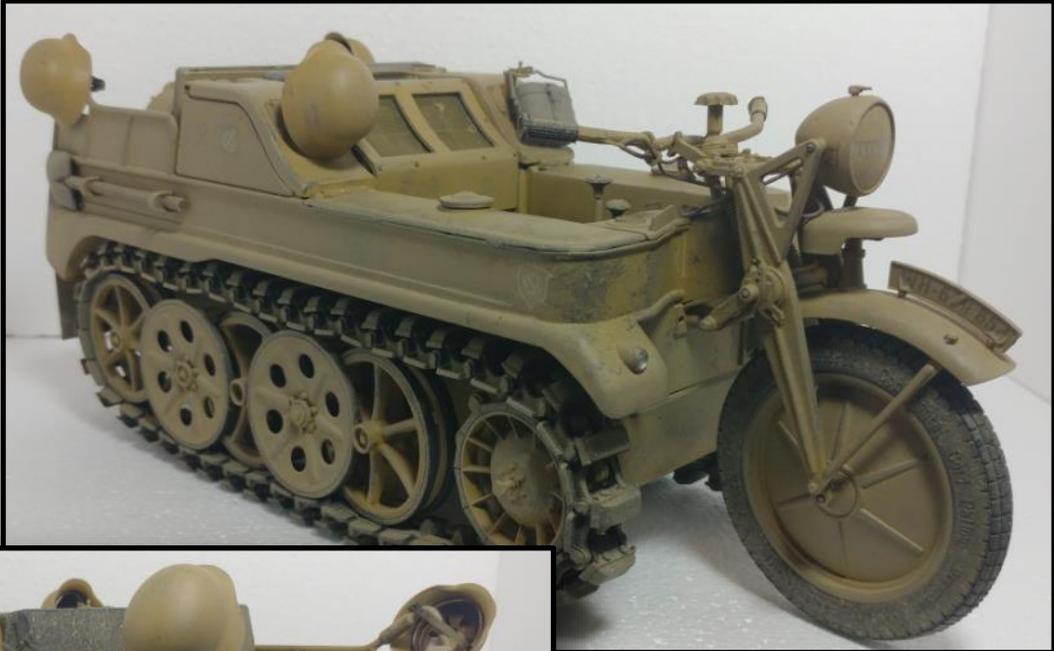
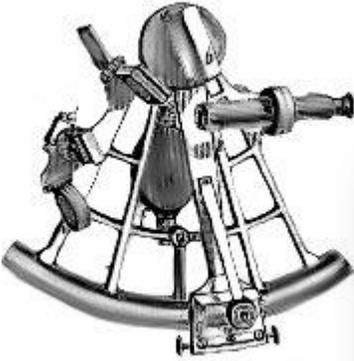


Once I got that out of the way I decided on a color scheme for the build. I decided to do an Afrika Corp version. Seeing how it was pretty much one solid color. After painting each sub-assembly Afrika Mustard, I dry brushed Panzer Grey along the edges and other sections to simulate chipped paint. Since I don't own an airbrush, I spray bombed the dust by "misting" a flat light tan color on the parts. At this point of the build, I thought all the gremlins went on vacation. But apparently they got back early. Because parts and joints that I had superglued weeks prior suddenly decided to become unglued. Which meant carefully regluing them, without effecting the overall finish. To make an unnecessarily long story short I finally finished the Kettenkrad. I built it directly out of the box. I thought about adding a ton of details, and wiring. But after all the little mishaps along the way, I decided against it. Thanks for putting up with the length of my story. And I hope you enjoyed my nightmare, as much as I enjoyed sharing it with you.

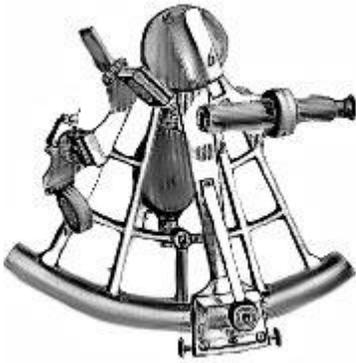
the pivoting points. I had to drill out the broken pivot linkage with a pen vise. Then sacrifice the drill bits I used as new pivot links.



Cover Story



Feature Story



A Step into the Unknown: 3D Printing

Build and photos by Craig Gregory
IPMS# 49320

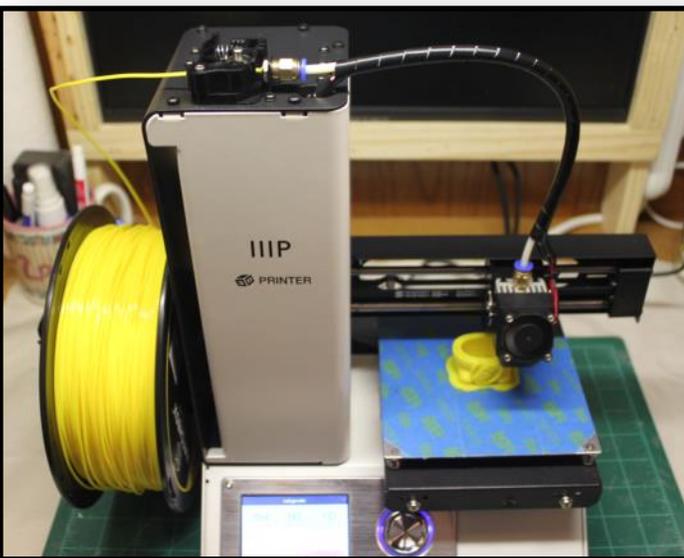


There have been so many innovations in our hobby. Several months ago I bought an entry-level 3D printer; a Monoprice MP Select Mini. I knew the printing resolution would not produce the greatest finely detailed parts, but I had a few ideas where a 3D printer would enhance my model building. More important, I was intrigued by technology. The \$225 investment was within my budget. I only had to skimp on my model kit buying for a few months.

The printer was protected by double-boxed and molded styrofoam packaging. It came completely assembled; another important consideration. Steps to get started were to unpack the printer, remove any protecting tape and packaging, load the printing material into the extruder, level the printing bed, insert the SD card



First an object has to be imagined, designed and drawn. Most of today's emerging technologies are open sourced; products developed in the public domain and free for use. Therefore; there are usually many (and free) software packages available; some of good and some of bad quality. I looked at both SketchUp and TinkerCad (both free) and am currently using TinkerCad because of its ease of use. Both can produce industry standard STL format files which are used by the second piece of software; the slicer. Most 3D printers start at the base of the object, print that "layer" and then raises the print head to the next layer. Slicer software takes an object and "slices" into layers for a specific printer specification. Monoprice recommends the free slicer software Cura. OK, the software question was answered.

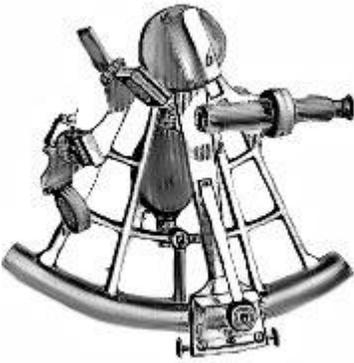


and turn on the printer. The supplied SD card contained a few example print files; I choose the Golden Luck Cat and selected print. Before I ordered my printer, I did the following research; YouTube was a big help. My first concern was any needed software and its cost, the cost of printer "ink" and finally the practical uses of a 3D printer for me.

Many 3D printers use a plastic filament as "ink". The MP Mini uses spools of PLA 1.75 mm filament. It comes in many colors and is sold



Feature Story



by weight. A 1 kg spool cost around \$20. I didn't know how long a spool of filament would last, but reports from YouTube indicated that I wouldn't need to buy vast amount of "ink" for every project. The filament is feed into a print head, the extruder, where it is melted at 195 C. A thin bead of melted plastic is laid down on the current layer as the print head is moved around the X and Y axis; after the current layer is laid down the print head is move up one step along the Z axis.

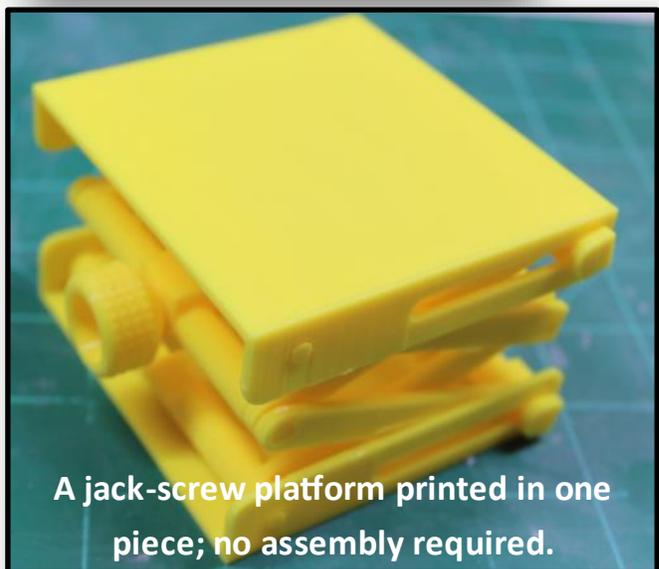
What would I use the 3D printer for? I have 2 Arifix Saturn V models in 1/144 and the engine bells on the first stage are atrocious. I hoped I would be able to print replacements for these parts. I sometimes need various jigs to hold parts in the proper orientation while the glue dries. I made a jig to hold the nacelles of a 1/1000 USS Enterprise, I could use the printer to create more accurate jigs for my other Enterprises. I found the Thingiverse web site; on it are thousands of objects create by other and posted for anyone's use. From watching YouTube videos, I found many modifications I could print to upgrade my 3D printer. Fang (my wife) is way smarter than me. "Dear, I can by a 3D printer because it can print parts for itself"; it's just not a good use case. And she would have pointed it out to me very quickly.

My experiences so far? I love it. I expected that the quality would not be adequate for fine detailed parts used directly to build a model. The Golden Luck Cat shows a great deal of Z-Banding; the horizontal lines. However, the actual engine bells on the F-1 engines have a lot of horizontal detail and Z-Banding replicates this feature nicely. I have also been able to figure out TinkerCad to design and print a paint-chip holder.

A few of my prints:



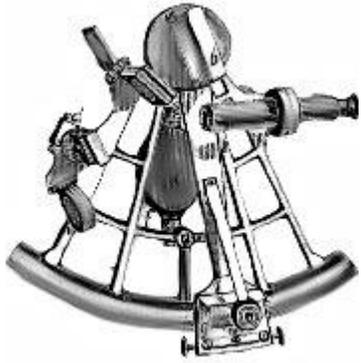
Paint-Chip Holder



A jack-screw platform printed in one piece; no assembly required.



F-1 Engine Bells



Upcoming Events

IPMS Region 6

Next Meeting: Thursday, November 2nd, 2017 at 7:00PM

Location: Northside Ford of San Antonio

**November 12, 2017
Bassett Place Veteran's Day Display
Bassett Place
6101 Gateway West M-36
El Paso, TX 79925**

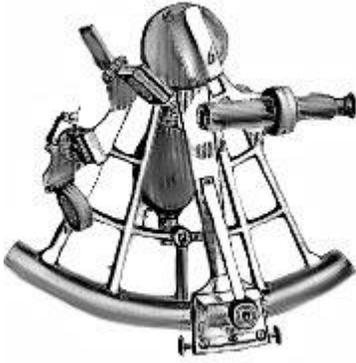


**January 28, 2018
CALMEX 32
Lake Charles Civic Center
900 Lakeshore Drive
Lake Charles, LA 70601
<http://www.ipmsswamp.com/calmex.html>**



**February 17, 2018
ModelFiesta 37
San Antonio Event Center
8111 Meadowleaf Drive
San Antonio, TX 78227
<http://alamosquadron.com/modelfiesta.html>**





About Alamo Squadron

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

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



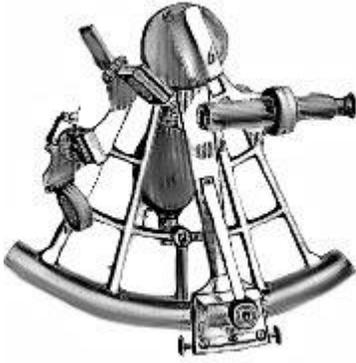
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Final Words ...



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

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

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