

The Navigator

The Newsletter of Alamo Squadron

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

May 2019



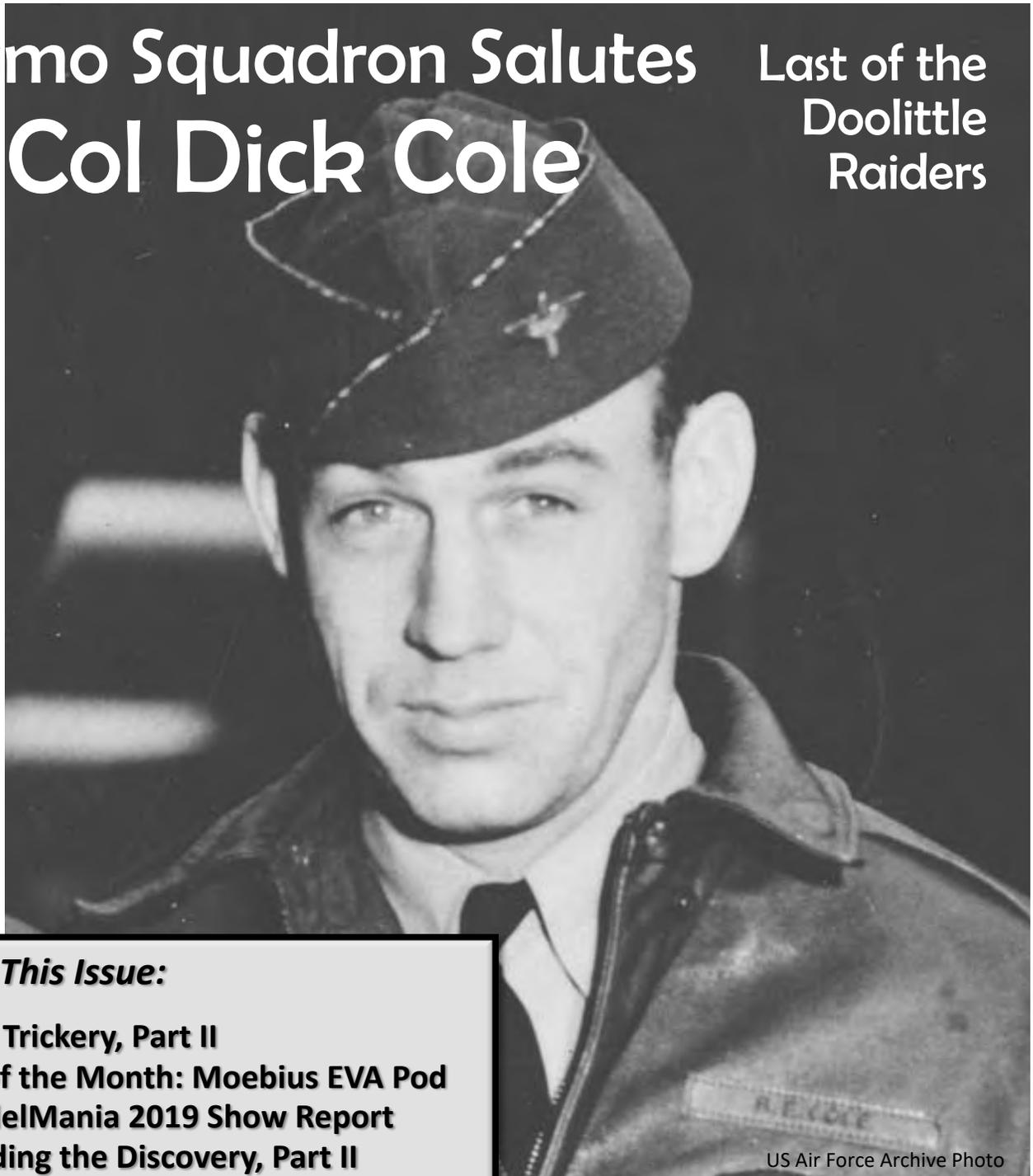
IPMS/USA Chapter of the Year: 1999 & 2005

IPMS/USA Regional Chapter of the Year: 2016

IPMS/USA Regional Newsletter of the Year 2017

Alamo Squadron Salutes Lt Col Dick Cole

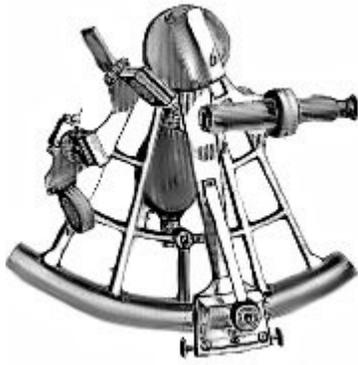
Last of the Doolittle Raiders



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- ModelMania 2019 Show Report
- Building the Discovery, Part II

US Air Force Archive Photo



President's Letter

by Craig Gregory

IPMS# 49320



President's Letter: May 2019

We thank Herb Stratton, Jose Valdenegro and Dana Mathes; our out-going club officers. Thank you for guiding IPMS Alamo Squadron thru another positive year. I did a lot of thinking and soul searching before running for president; as all my fellow E-Board members did when considering their respective runs for office. It takes effort and forethought to be a club officer. Be sure to express your gratitude to our out-going officers.

The purpose of any club is to enhance the enjoyment of its members towards their chosen field of interest. We (Alamo Squadron) are interested in plastic modeling. And members attending our monthly meetings should leave each meeting re-energized and/or inspired towards the current or next project. Staples of our meetings have been the Work-in-Progress, month contest and technique demonstration. We will be bringing back the Kit-of-the-Month and adding the occasional guest speaker. Our vice-president will be soliciting participants for the Kit-of-the-Month, technique demonstrations and themes for our monthly contests.

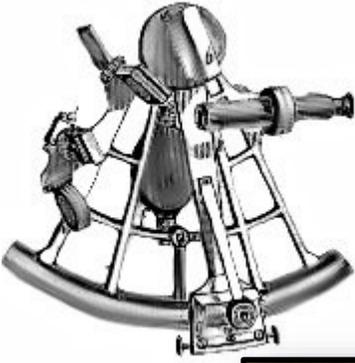
I have initiated a process within the E-Board of formulating a 1-year plan for Alamo Squadron. I have sought out a few club members as advisors to this process. Are you interested in participating? I tentatively identified these focus points:

- **Grow Club Membership** – The continuation of a quality club like Alamo Squadron depends on new ideas and new people. How do we attract quality members; especially youth?
- **Expand Club Activities** – Under excellent management the club's assets have grown

and the financial stability of the club and ModelFiesta is currently assured. Can we invest a portion of our bank balance to sponsor club activities and/or reward those members that participate and help with ModelFiesta; for example?

- **Strategize Multi-Media Public Relations Campaign** – Our newsletter (The Navigator) and our Facebook page (Alamo Squadron IPMS) are the world's eyes on us. Which multi-media platforms can we use and leverage to meet our membership goals; for example?
- **Grow ModelFiesta** – In the last 3 years ModelFiesta has stabilized thanks to excellent management. How do we grow attendance; public, modelers and vendors?
- **Pre-Preparation for NATS 2020** – After being part of the ModelFiesta Planning Committee for the last 3 years, I am confident that Alamo Squadron can host Nationals. What do we need to do to prepare?

As you can see, my focus is on growth and expansion. As with any system, if a stimulus is not applied, the system will eventually reach a steady state, then decline and finally end. I am not saying we must grow, but if we do nothing we will eventually be nothing. The 1-year plan is simple a plan to achieve the purpose of any club: to enhance the enjoyment of its members towards their chosen field of interest.



Club Announcements

April Monthly Contest “It’s Broken”

First Place: T-34/85
By Charles Stone

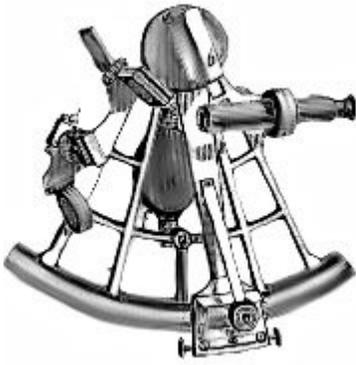


Second Place: Kansas Farm Truck
By Dana Mathes



Third Place: Ju-87 Stuka
By Dick Montgomery





Kit-of-the-Month

Moebius EVA Pod

Presented by Craig Gregory

IPMS# 49320



I tried to resist, but after several weeks of temptation I broke down and bought a copy of the EVA Pod from Hill Country Hobbies. Hey, I like Sci-Fi. I also used the 20% coupon I earned from the Model Building Summit Award.

This is a huge kit; literally the size of a basketball. The model is constructed as an internal crew compartment surrounded by an external shell; giving several cavernous areas to stuff electronics inside to animate the various consoles, buttons and lights.

In fact several folks on the Internet are adapting small LCD monitors (.75 inch square) as console for the model; they are actually replaying MPEGs of screen shots on the 'real' consoles from the move (2001: A Space Odyssey.) At least one plans to sell their

'consoles' as an aftermarket item. I told a modeling buddy about my great idea I had to use monochrome LCD micro-displays and show static graphics thru colored acetate. I looked on the Internet the next day, and bam; someone had beat me to it and upped the technical level.

I am looking forward to building the pod.

Moebius 2001: A Space Odyssey EVA Pod

Kit: 2001-4

Scale: 1/8

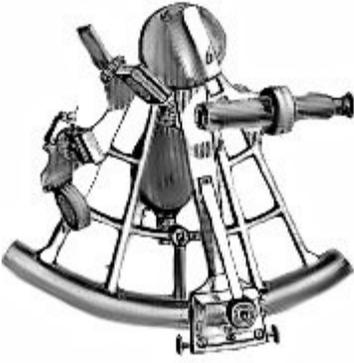
Mfg: Moebius

MSRP: \$189.99



Feature Story

ModelMania 2019 Show Report



Alamo Squadron wishes to send our biggest thanks and congratulations to our good friends in IPMS Houston for yet another well put-together and executed show. Initial reports out of Houston state they were well over 600 entries for this year's show and that is a record for them. We are very happy to hear that our hobby is not just alive and well in Texas, but it is definitely growing. Alamo Squadron had a continued great showing with over a dozen of our members making the trek east and nine of our members taking home hardware. A huge congrats to Charles Stone for winning Best Aircraft with his Saab Viggen!

Member's Name	Category	Awards	Entry Description
Craig Gregory	602 Star Wars/Trek	2nd Place	Milenium Falcon
	603 Sci Fi Other	1st Place	Eagle Transporter
Mike Holson	204 Rotary/Tilt	2nd Place	UH-34
	210-B Jet 1/48th	2rd Place	F-4E Phantom II
	312 Softskins	3rd Place	LRDG Command Car
Dana Mathes	192 Curbside	1st Place	Kansas Farm Truck
	307 Armor WWII	2nd Place	Schneider CA Tank
	308 Modern Armor	3rd Place	Challenger 2 Tank
	703 Triathlon	2nd Place	Dozer/M110A2/ Montauk
Dick Montgomery	202 Real Spacecraft	3rd Place	Juno 1/ w Explorer 1
	206 Origins-'35	2nd Place	Pfalz D.XII
	209 Multi Prop 48th	3rd Place	V-173 Flying Pancake
Henry Nunez	501 Fig 54mm-Smaller	3rd Place	Platoon Leader
	501 Fig 54mm-Smaller	2nd Place	Roman Centurion
	502 Fig 55-199mm	1st Place	Rommel
	502 Fig5-199mm	2nd Place	Confederate Inf. Officer
	503 Fig 20mm-Larger	1st Place	US Inf 2nd Armored Div
	503 120mm-Larger	3rd Place	Fallschirmjager
	505 Busts	2nd Place	U-Boat KapitanLeutnant
	806 Vignette	2nd Place	Defenders of Caen
Keith Rule	101 Box Stock Auto	1st Place	'53 Ford Crestliner
	104 Comp.Strt Line	1st Place	'66 Chevy Nova Super St
	106 Street '49-Present	2ndPlace	'66 Shelby GT500
	106 Street '49-Present	3rdPlace	'69 Dodge Super Bee
	106 Street '49-Present	1st Place	'65 Chevelle 396 Z-16
	107 Street Stock	3rd Place	'52 Hudson Hornet
	110 Light Truck	2nd Place	'65 Chevy Stepside
	111 Com/Emergency	2nd Place	Int.Lonestar Tractor
	206 Origins to '35	1st Place	Sopwith Camel
	Gerardo Escobedo	805 Dioramas	3rd Place
Charles Stone	201 Aircraft Box Stock	1st Place	Etendard
	210a Jet 4th 1 Eng	1st Place	Viggen
	Best in Class	Best Aircraft	Viggen
Eric Syverson	306 Track '36-'46 Allied	1st Place	T-34/85
	205a 32nd & Larger Prop	1st Place	Mig-3



Best Aircraft: Saab Viggen by Charles Stone



Origins to '35, 1st Place: Sopwith Camel by Keith Rule

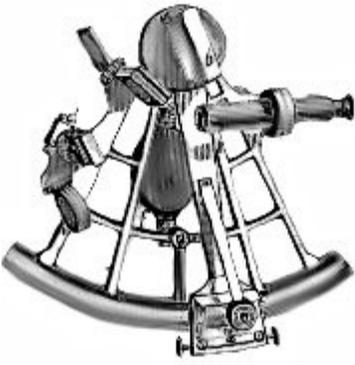


1/32 Prop, 1st Place: MiG-3 by Eric Syverson



Feature Story

ModelMania 2019 Show Report



Armor, Origins to 1935, 2nd Place:
Schneider CA by Dana Mathes



1/48 Multi-Prop, 3rd Place:
Flying Pancake by Dick Montgomery



SciFi—Star Wars/
Trek, 2nd Place
Millennium Falcon by
Craig Gregory



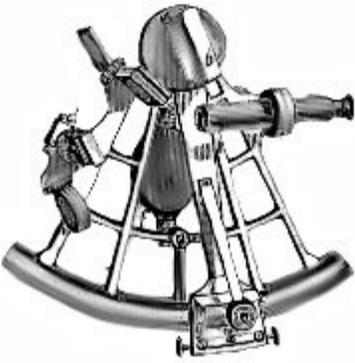
Figures—59-
199mm, 1st
Place:
Rommel
By Henry Nunez



Auto Box Stock, 1st Place
Ford Crestliner by Keith Rule

Feature Story

ModelMania 2019 Show Report



1/48 Multi-Engine Jet, 2nd Place:
F-4E By Mike Holsen



Figures—Busts
2nd Place:
U-Boat Captain
By Henry Nunez



Commercial/Emergency Vehicles, 2nd Place
Intl Lonestar Tractor by Keith Rule



Automotive Curbside, 1st Place
Kansas Farm Truck by Dana Mathes

Old Faithful
Kansas 2015

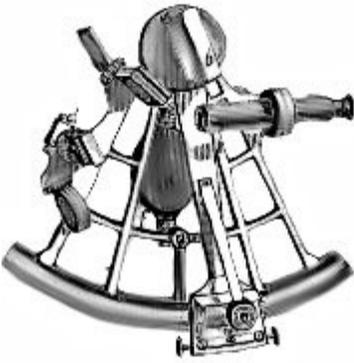


Dioramas, 3rd Place
Gundamcoat!
By Jerry Escobedo



Automotive Street: 1949-Present, 3rd Place
Dodge Super Bee by Keith Rule

Cover Story



Remembering Lt. Col. Dick Cole

My Memories of The Last Doolittle Raider
By Lee Forbes, IPMS# 2297



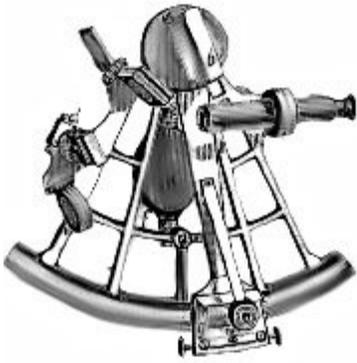
By now most, if not all of you, know from the local and national news media, the sole surviving Doolittle Raider, Lt Colonel Richard E. (Dick) Cole, USAF (Retired) died on Monday, April 9, 2019, at age 103, at the San Antonio Military Medical Center at Ft Sam Houston. I can say that I had the high honor and privilege of knowing this amazing man as a personal friend for nearly 20 years in a variety of capacities. Initially it was through his participation along with other local area American Fighter Aces who were invited as honored guests at our ModelFiestas going back to when we held our Shows at the Live Oak Civic Center thru our present Show location. During that time there were 11 local area American Fighter Aces from WWII and the Korean War who regularly attended our ModelFiestas, along with Dick Cole. Since I arranged for their invites, reserved parking spaces, complimentary meals and beverages, and a prime location in the Show Contest Area, I got to know each of them very well. The two who drew the most attention and admiration were Dick Cole, Doolittle Raider and Jimmy Doolittle's co-pilot, and American Volunteer Group Ace, David Lee "Tex" Hill. At that time, this event was a major draw for attendees at ModelFiesta, in addition to our growing reputation as one of the best Shows in IPMS Region 6 and beyond. I was amazed at the number of admirers that lined up to shake hands with and chat with Dick Cole and "Tex" Hill and to be photographed with them. Of course the other Aces weren't exactly being by passed by, it's just that everybody knew more about the stories associated with Dick Cole and "Tex" Hill. In fact, prior to most of our ModelFiestas back in the day, I regularly received lots of e-mails from people planning to attend ModelFiesta inquiring who the Aces were that would be there and If Dick Cole

would be there again! Not only was Dick Cole a big draw at the ModelFiestas he attended, but he made a couple of cash contributions to the Club "just to help out" while I was Treasurer and he sponsored all of the Aircraft Categories and Best Aircraft for at least one ModelFiesta that I recall. When Dick Cole was 98 years old, I drove him and my wife to Grapevine, Texas to participate in the Squadron Shop's annual Eagle Qwest Model Contest where I interviewed him before a group of 200 or more participants. He was never comfortable giving a "stand up" speech, but preferred a question and answer format. And what a talk he could give "sitting down! He had an amazing memory for details, people, dates, etc. And he had this capacity as recently as last July and November in other events in which I interviewed him.



Lee Forbes and Lt Col Cole judge a model of the USS Hornet....the very ship that Lt Col Cole flew from enroute to Tokyo on 18 April, 1942

Concurrently, I knew Dick Cole through another organization that we were both members of, The Friends of the American Fighter Aces Association. In this capacity I scheduled Quarterly Luncheons/Meetings for



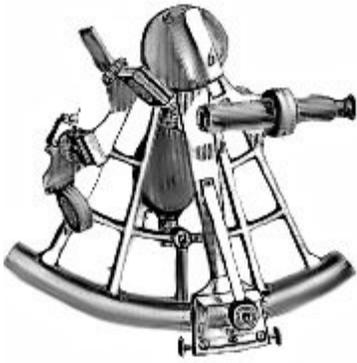
Cover Story

Remembering Lt. Col. Dick Cole

this group, arranged for the guest speakers, moderated the gatherings, introduced the head table and other attendees, and kept the agenda on schedule. Dick Cole was designated an Honorary Fighter Ace, or Honoree, for being the Guest Speaker at one of the Reunions held in San Antonio in the early 2000s. In 2012, I was also designated an Honorary Fighter Ace at that year's Reunion held in San Diego, CA. As such, Dick Cole attended as many of our Quarterly gatherings as he could despite his frequent celebrity travels around the Country appearing at countless air shows, book signings, museum dedications, etc. His daughter, Cindy Chal, acted as his publicist and scheduler for these personal appearances and always accompanied him to these events. One day Cindy asked if I could prepare a resume for her Dad, because he didn't have one at that time despite his fame as Jimmy Doolittle's co-pilot on Crew Number 1. Of course I was delighted to put one together for her and her Dad used it until his death. As time marched on we lost most of our local Fighter Aces, and Dick Cole became the big attraction at our Luncheons/Meetings. At this time, we only have one Ace who lives in Austin, Texas. He's the sole surviving WWII USMC Ace and he's in failing health and can rarely attend our gatherings. About five years ago I started inviting some of the senior leadership from JBSA-Randolph ranging from the Commander of Air Education and Training Command to the Training Squadron Commanders who in turn often brought guests of junior officers and their wives to our events. Dick Cole was often in attendance and they always wanted to pose with him and I made sure in my meeting management to be sure that I got Dick Cole to share many of his favorite war stories and famous "one liners." If you'll bear with me, I'd like to share a few of them with you: When asked how he felt to be one of the first Americans to fly over Tokyo.



He replied, "I wasn't first! It was the navigator in the nose." Another one was how he explained the secret to his longevity. His answer was "Keep moving like the sheriff was after you." I often asked how he was selected to be Jimmy Doolittle's co-pilot, and found his answer to be surprising, "It was by chance, because all of the crews were selected while we were in training in Florida and an ANG Major was to be Colonel Doolittle's co-pilot. While at sea and a couple of days before the mission, the ANG Major became seriously ill and required surgery. I was selected as his co-pilot from "spare status" at the last minute." When he was asked what he thought was the most significant memory he had about the Raid, he answered, "It was when my parachute opened after I bailed out!" But the very best of his recollections, is the story of how he met his future wife. After he returned to the States following his tour with the 1st Air Commando Group in Burma, he was assigned to the Douglas Aircraft Plant in Tulsa, Oklahoma as an Acceptance Pilot to test new airplanes. The story goes like this, "One morning I was to take a B-24 Bomber up to test some new radar equipment to see if it would hold pressurization. I arrived early that morning ahead of the rest of the crew. I was doing my 'walk around' when a pretty young lady rode up on her bicycle and told me



Cover Story

Remembering Lt. Col. Dick Cole

that she was taking flying lessons across the field and had 28 flying hours. She asked me if she could fly on that big airplane. I told her that was against regulations and she left. When the rest of the crew arrived we took off. At around 10,000 feet this young lady walks up to the flight deck and asked what we were doing. Of course we had to abort the mission. When on the ground, the civilian co-pilot, who was kind of a ladies man, told her that she was in a lot of trouble and that we had to report this to authorities. He asked for her name and telephone number and wrote it on the back of a match book. After she left, he gave it to me and said, "If you don't call her, I will" or words to that effect. It took me a week or so to get up the nerve to call her, and we started dating. Two weeks later we were married!" He never lost his sense of humor. Recently his daughter Cindy Chal, told me that a day or so before her Dad died, that he asked her how much longer he was going to be in the hospital. She told him it would be few more days. His reply was, "Will I get per diem for being here?"

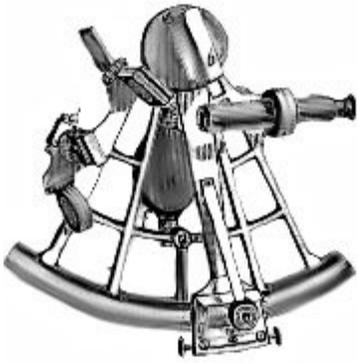
Another great story about Dick Cole concerns my other connection to him as an Associate Member of the local Red River Valley Fighter Pilots Association (AKA River Rats) Ralph Parr Pack here in San Antonio. One of my good River Rat friends lives in Shreveport, Louisiana, and his son-in-law owns a Twisted Root Burger Company franchise and he wanted to do something special for its grand opening. Since the restaurant's theme was military aviation due to its proximity to Barksdale AFB, asked me who I'd suggest to be a "military celebrity" to be the guest of honor. I immediately thought of Dick Cole and asked him if he'd be interested in accepting the invite. Of course the answer was a resounding, yes. At age 100, I drove Dick Cole and his daughter, Cindy Chal, to Shreveport for the event and we stayed at Barksdale

AFB DV Quarters. We arrived on a Thursday and the Grand Opening occurred Friday and Saturday. When we arrived Friday around noon, we couldn't get unpacked before the crowd of Dick Cole admirers lined up to shake his hand, thank him for his service, pose with him for pictures of all kinds, get his autograph, and buy his books, B-25 prints, etc. Some of the many photos taken were with B-52 crews, families, and countless individuals. Two B-52 crew members who were deploying the very next day had him autograph their flight helmets. The base photographer documented much of the goings on. Later that afternoon we were invited to the 340th B-52 Weapons Systems Training Squadron at Barksdale AFB for their "Happy Hour" that begins every Friday afternoon promptly at 1540. He was welcomed by the Squadron Commander and squadron members asked lots of questions about the Doolittle Raid and everyone really enjoyed his being there. In fact, one young B-52 pilot excused himself and returned shortly thereafter with



Bomber pilot of 1942 meets bomber pilots of 2016

his two week old son to be photographed with the famed Doolittle Raider! That evening, The Commander of the Air Force Global Strike Command headquartered at Barksdale AFB and his official party arrived around 1800 to celebrate a "hamburger din-



Cover Story

Remembering Lt. Col. Dick Cole

ner” with Dick Cole complete with appropriate beverages. And they didn’t leave until around 2200. I think they really enjoyed the evening, I know Dick Cole did. The next day was a repeat of the day before when we arrived around the same time. Only this time there were lines of people patiently waiting inside and out to pay homage to their Hero, including a retired Commander of the 8th Air Force, who traveled from Washington, DC that weekend to have some personal time with Dick Cole. That evening Dick Cole, Cindy Chal, and I were treated to a wonderful meal hosted by my friend and his wife, at their private club. We left the next morning, and after an uneventful drive back to San Antonio, we declared the Grand Opening of the Twisted Root Burger Company a total success. Throughout the fast paced weekend Dick Cole never showed one bit of tiring, in fact, I think he was energized by all the activity!

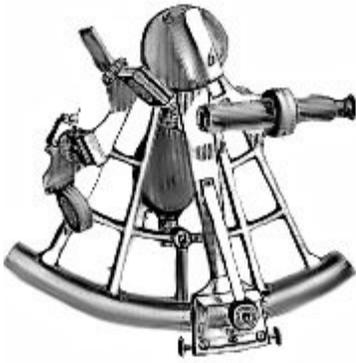
I could go on with more stories, but if you are interested in learning more about this amazing man and



legendary American WWII Hero, let me suggest two books you might want to investigate. The first one is his memoirs, *Dick Cole’s War: Doolittle Raider, Hump Pilot & Air Commando* by Dennis R. Okerstrom and the other is : *PROJECT 9, The Birth Of The Air Commandos in World War II*, also by Dennis R. Okerstrom.



Feature Story



Building the Discovery, Pt 2 Command & Control.

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



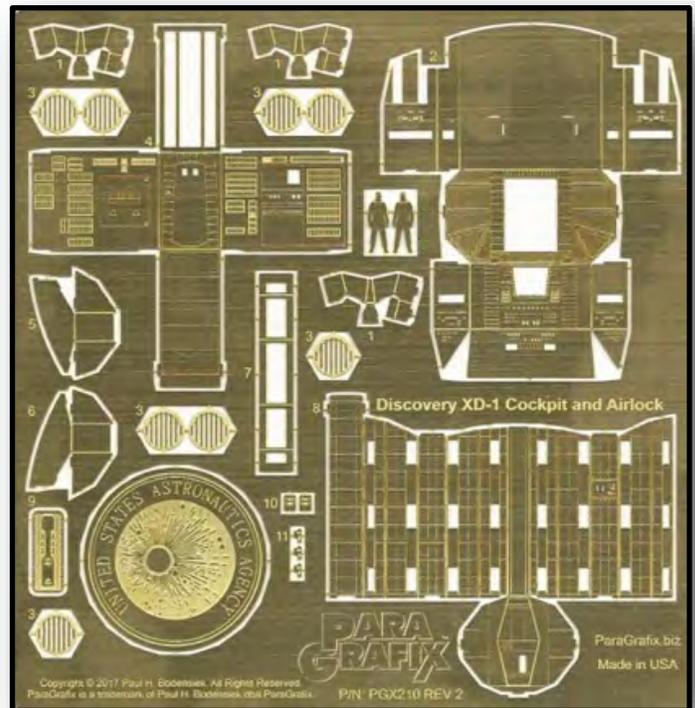
In part 1 of the series, I identified, classified, counted and assemble the modules for the spine of the Discovery. I started with the spine because I figured although repetitive; it was easy to earn some much needed modeling Zen. (Some what like the armor folks while they are assembling their multi-link treads, I think.) I ended by giving everything a light coat of gray primer. The part count for the spine was 363; total assembled part count to-date: 363.

Since I am attacking this build as a series of sub-assemblies, I decided to start on a detailed and lighted the flight deck. The flight deck is located in the upper half of the command sphere (if there is an up in space) behind a large horizontal window. The command sphere is the large round thingy at the front of the ship. The flight deck will is not as complicated as the pod bay, and a good place to sort out my photo etch and lighting techniques before attempting the pod bay. Most of my inspiration and ideas for this build comes from the video-blogger Ken Spriggs. You can find him on YouTube here:

<https://www.youtube.com/channel/UCDsEMMDCf6PQq2VS2PSXWYg>.

I will use (or many of the parts from) the Cockpit & Airlock and Pod Bay photo etch sets offered by ParaGrafix. Note that the Airlock interferes with the Pod Bay set and they cannot be used together. Remember that this is a model of a fictitious ship and the sum of sets and special effects used when shooting the movie do not necessarily add up.

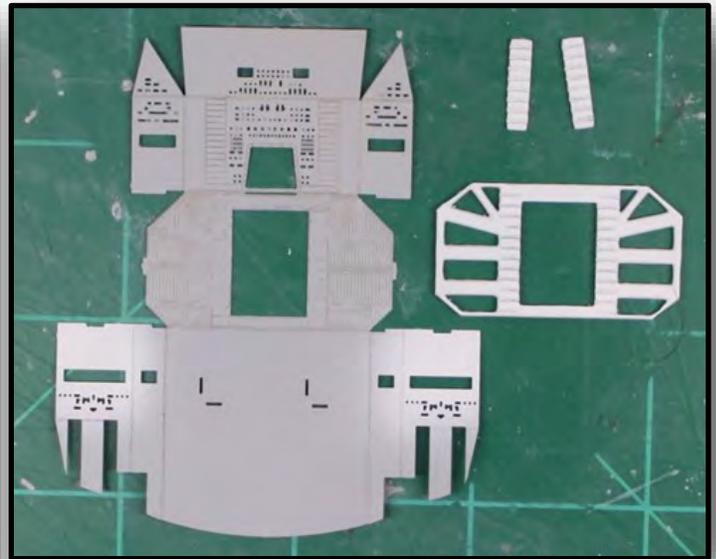
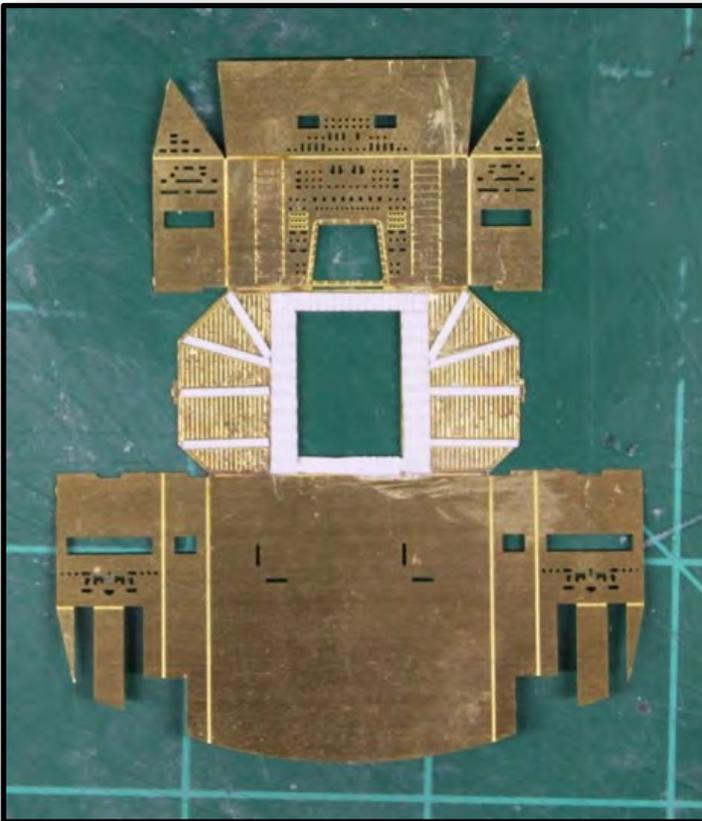
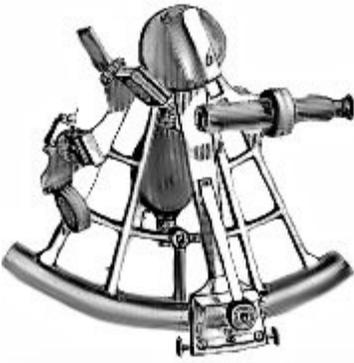
Inspired by the videos from Ken Spriggs I used thin sheet, half-round and square styrene shapes from Evergreen to add 3D details to the back wall of the flight deck. These are very small pieces of plastic I was try-



ing to shape and manipulate. The door is framed with 2 sizes of half-round stock. It took me several tries to develop a technique and find the proper tools. In the end I would cut a strip of very thin styrene sheet to the proper width (length not important at this time) to frame a door edge. I then glued lengths of half-round stock across the framing strip and at right angles to the strip. The secret was to find the correct method/tool to trim the half-rounds even with the under laying strip. The answer was The Chopper II by Northwest Short Line. This is quite an amazing tool for scratch builders that I reviewed in a previous volume of The Navigator. Additional square stock radiated from the door frame to finish the 3D details. The plan was to paint the back wall of the flight deck white; the rest black. And then inlay sections cut from the decal sheet bought from HDA ModelWorx specifically made for the ParaGrafix PE set. (That was the plan.)

Feature Story

Building the Discovery, Pt 2 Command & Control.



Overall I was pleased with the 3D enhancements. But then I looked a little deeper into the 3D-printed detail sets I bought from Carl Darby. Carl offers 3 detailing sets for the Discovery. Set 3 includes a single-integrated piece for the back wall, 2 ceiling details and 2 chairs. Carl is one of the administrators of the Facebook page *Building the 2001/2010 Discovery model building Tips N Tricks*. You may contact him thru Facebook.

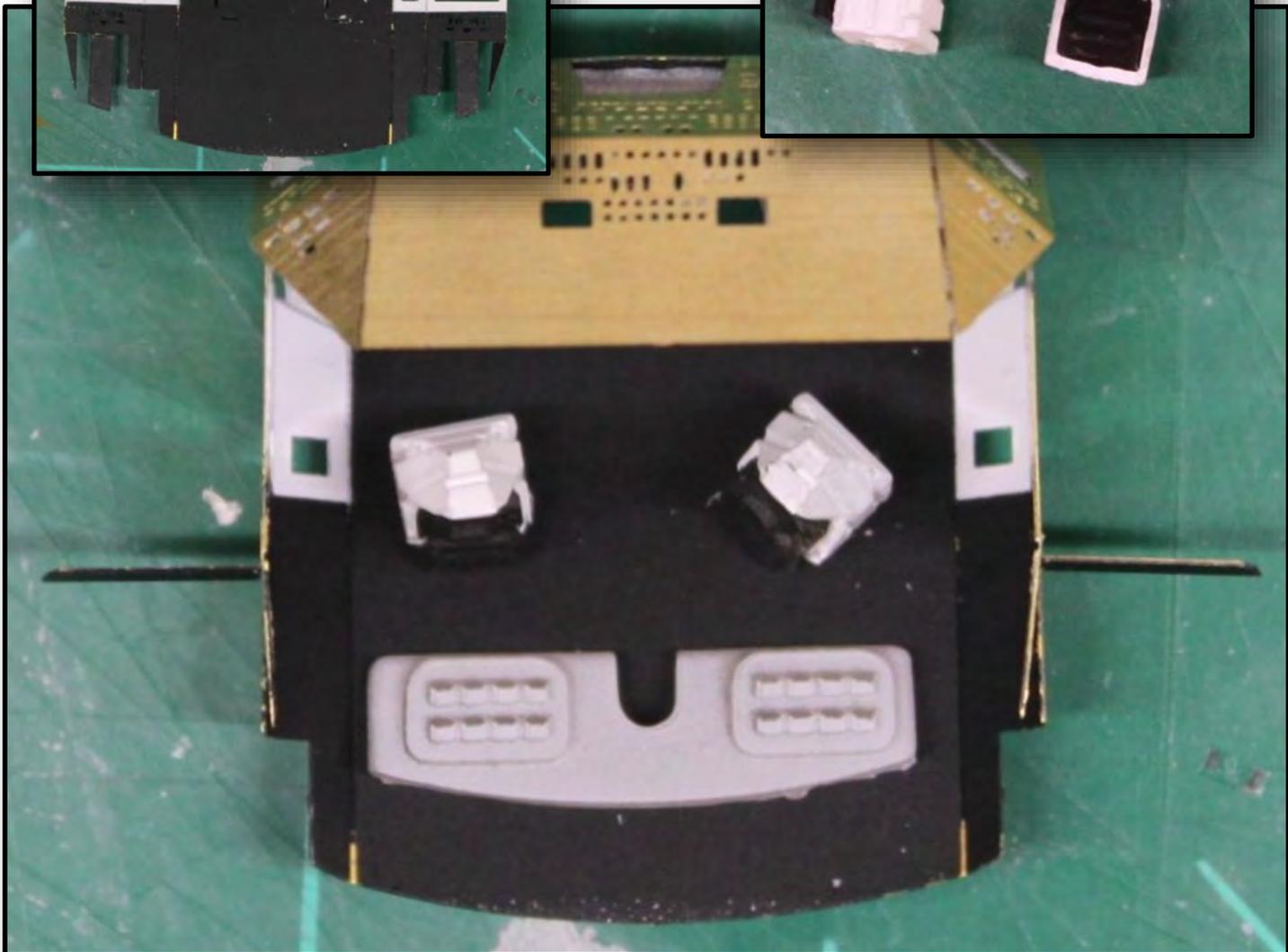
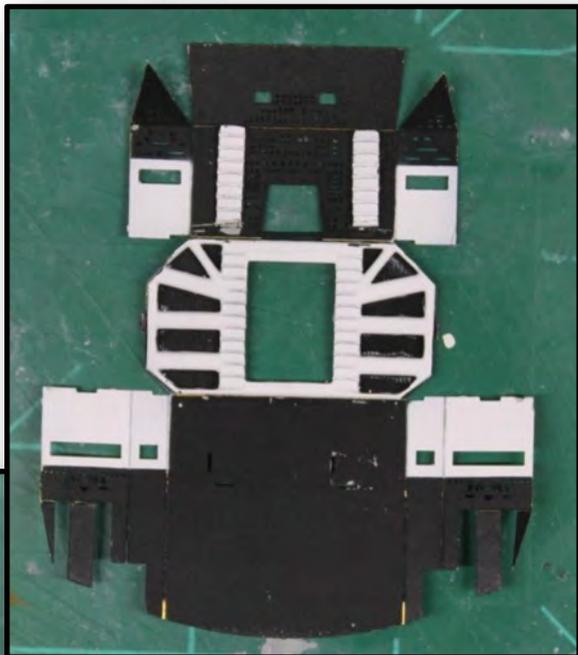
I began by soaking the flight deck in acetone (nail polish remover) and removing the styrene pieces I had added. I lightly sanded the PE, applied a coat of gray primer to the PE and detail parts, and painted the detail parts flat white (Tamiya X-2).

I remember solving geometric-shape problems on the standardized tests I did in grade school. One would start with an unfolded shape and choose the correct shape after it was folded. Like Algebra, I wondered when this would be useful. Now I know: I had to paint the PE so that when it was folded, the walls and ceiling by the door would be white. I painted the areas to be white (Tamiya X-2) and after dry masked it off. I painted the PE flat black, removed the masking and after the paint dried attached the detail pieces. I compared the PE to the 3D printed seats and choose the 3d printed version. They had more surface details, were bulkier and didn't get lost on the command deck.

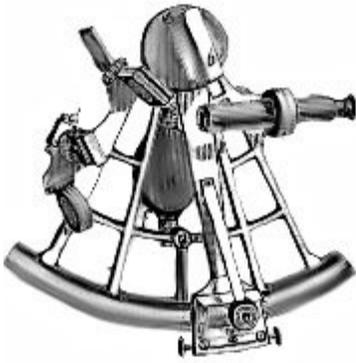
Even though I completed started over and change my game plan from scratch-build surface detail to after-market 3D printed detail, I had fun. Next I will tackle back lighting the command deck. The PE contains many very small holes representing the numerous buttons, displays and lights. The plan is to pant the holes with Tamiya clear paints and backlight them with white LEDs. (That is the plan.) The part count for the command deck was 9; total assembled part count to-date: 372.

Feature Story

Building the Discovery, Pt 2
Command & Control.



Feature Story



MiG Trickery, Part 2

Tricks I Learned while Building a MiG-3

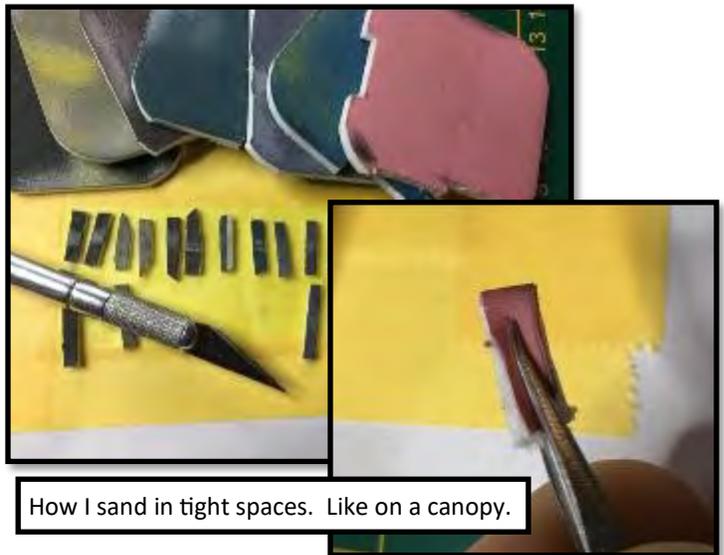
Story and photos by Eric Syverson IPMS# 50324



IV. Canopy Tricks

The kit's canopy pieces provided several new challenges for me. Prior to this build I had never had to sand canopy pieces or use future to help hide problems. The front and rear canopy pieces on this kit however had visible hairline cracks and scratches. A second kit that I purchased had the same issues (thankfully you can pick this kit up for about \$30) but it did provide me extra pieces on which to experiment. Additionally, the only available canopy masks for the kit are made by Montex, and I quickly discovered the ones for this particular kit are ill-fitting and leave a nasty residue. Yes, I had more tricks I needed to learn. The great news is that these problems are not too difficult to overcome.

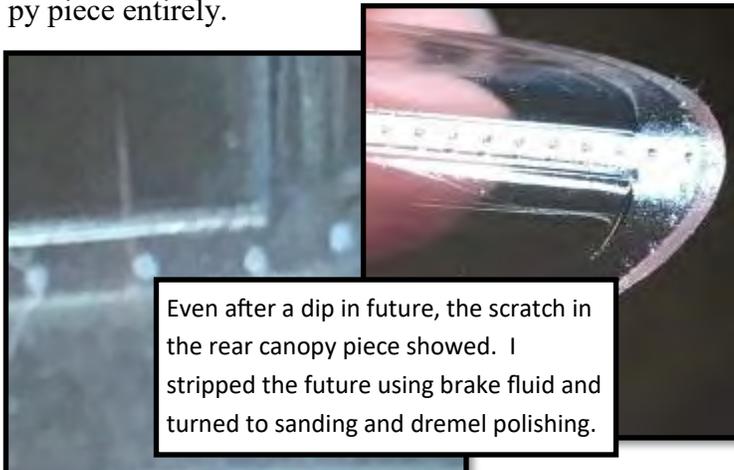
The best and quickest method I found for removing crack lines is by using a jewelers buffing wheel on a dremel at low speed with Tamiya polishing compound on the wheel. I used the dremel only after first sanding the areas of the cracks with progressively finer sanding pads to a very fine 12000. I still needed to dunk the front canopy piece into future to make the crack there fully disappear. Sanding followed by dremel polishing removed the scratch in the rear canopy piece entirely.



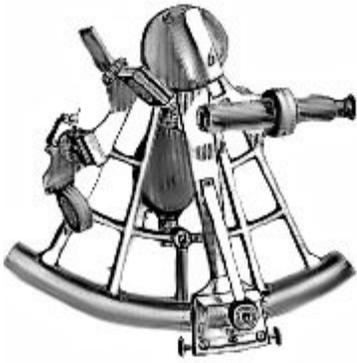
How I sand in tight spaces. Like on a canopy.



Removing cracks: Sand to 12000 first, then polish with Tamiya polishing compounds using a jewelers buffing wheel on a dremel, low speed. I dunk in future only if still necessary.



Even after a dip in future, the scratch in the rear canopy piece showed. I stripped the future using brake fluid and turned to sanding and dremel polishing.



Feature Story

MiG Trickery, Part 2

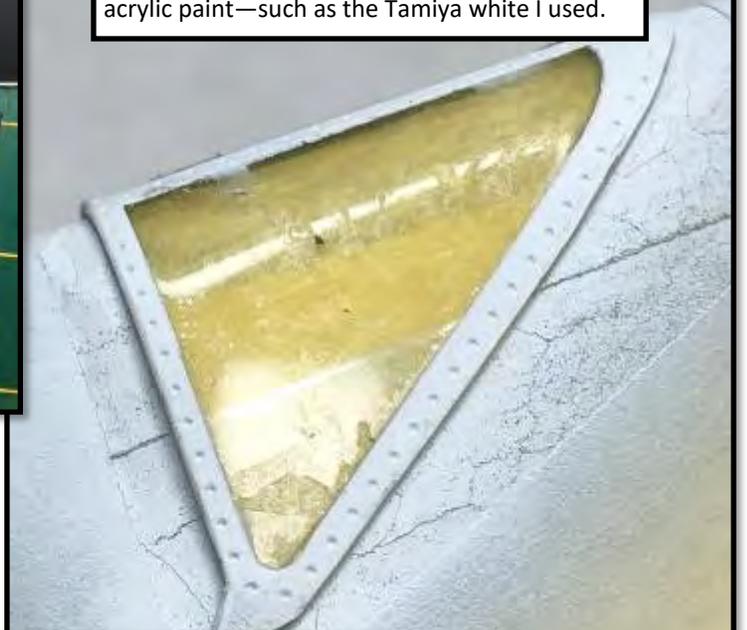
If you have canopy masks that do not fit well, you can cut each mask into thirds or quarters, and use the pieces to fully mask the corners of the particular pane being masked. You can then cut Tamiya masking tape to cover the gaps along the straights and middle of the pane, or vis a vis.



Cutting an ill-fitting mask into thirds to cover the corners. Cover the straights with Tamiya tape.

If you use acrylic paints to paint canopy frames, you can use WD-40 on a q-tip to remove stubborn mask residue without affecting your paint. WD-40, to my knowledge, only affects oil and enamel based paints. And acrylic paint, even Tamiya acrylic paint, can be safely scraped away from clear parts using the nicely chiseled tip of a round toothpick—so you can remove any paint that ends up in a clear pane without marring the clear plastic. You can also safely weather acrylic painted canopy frames using tube oils thinned with turpenoid after masks have been removed. Just use a fine brush and do your best to stay on the framing. Any errors can be wiped away as long as the turpenoid is still wet, as turpenoid does not mar clear plastic. Enamel thinner will.

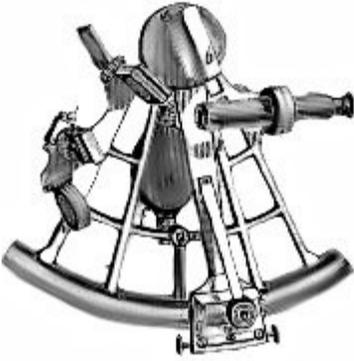
Residue from the Montex masks. Easily removed with WD-40 on a q-tip. WD-40 does not affect acrylic paint—such as the Tamiya white I used.



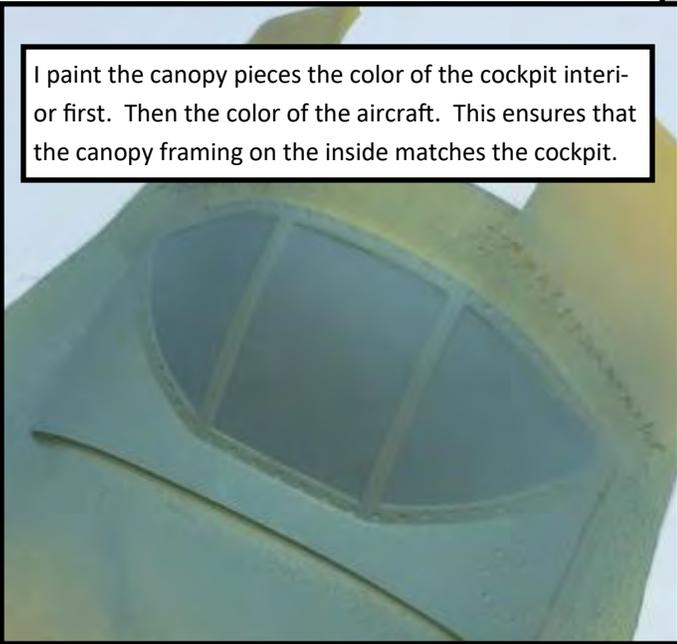
The front canopy piece I masked with bare metal foil for the first time. It also left a residue but WD-40 removed that residue too!

Feature Story

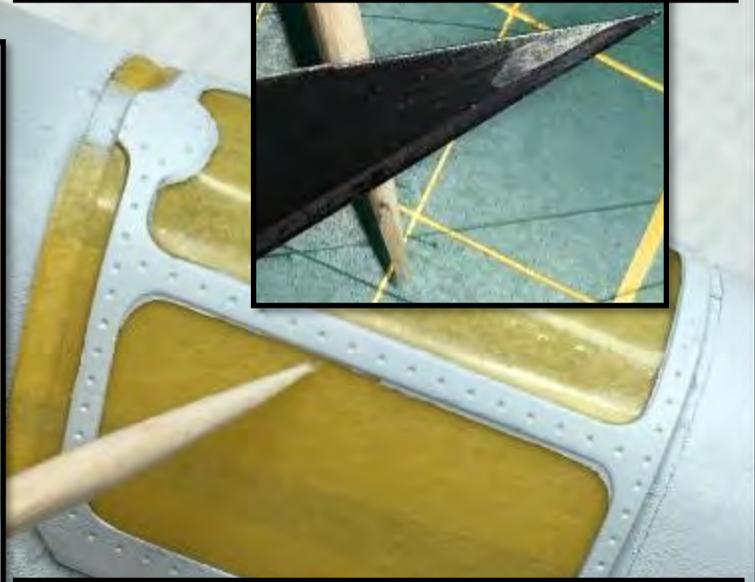
MiG Tricky, Part 2



I paint the canopy pieces the color of the cockpit interior first. Then the color of the aircraft. This ensures that the canopy framing on the inside matches the cockpit.



I use a blade to create a flat chisel at the tip of a round toothpick. Acrylic paint, even Tamiya acrylic such as the white I used, can be cleanly scraped away without marring the clear plastic.



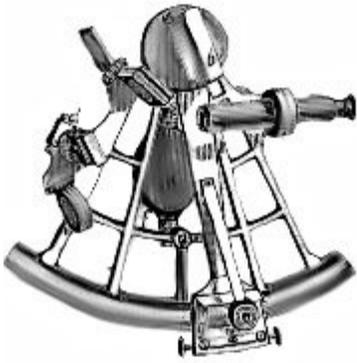
To match the fuselage I was able to dirty up the frame on this piece after the masks were removed without marring the clear windows. I did this by thinning tube oils with turpenoid and applying with a fine brush. Turpenoid does not harm clear plastic.

V. Alignment Tricks

The MiG build also required me to learn tricks to assist me in achieving the fairly complex alignment of its landing gear. When I test fit the main struts into the gear wells both fit quit snug. But one was straight and the other slightly cambered inward. This led me to check some drawings which showed the struts straight. But in operational pictures of MiG-3s I found slight inward camber, especially under load—and most interestingly—wheels that had significant inward camber—much more camber than the struts. Because I had already sanded the kit tires flat to simulate load, I was going to have to figure out a way to adjust the angle of the flat on the bottom of the tires such that they would be flush to the ground but show appropriate wheel camber relative to strut camber. Sound fun? Well it got more fun when I realized one strut was rotated inward, and sat longer—effectively lifting one wingtip higher.

I corrected the rotation by sanding down some of the strut's seating peg, allowing me to rotate the strut so its wheel would end up straight. I sanded a little more to allow for camber. I then corrected the length by sanding down the strut join mount inside the gear well. I used 5 minute epoxy to provide set time to mount the main struts at the correct inward camber. Things were looking good. But how was I going adjust the flat on the tires to get the wheels to even greater camber than the struts, but have the flats flush to the ground?

Over the next few days I pondered the magnitude of my dilemma. I even explained it to my wife and kids, and they just looked at me funny. I think it was Jesus who said, "A modeler is not accepted in his own home." Anyway, while I was driving from one work location to another I had an epiphany. I realized I

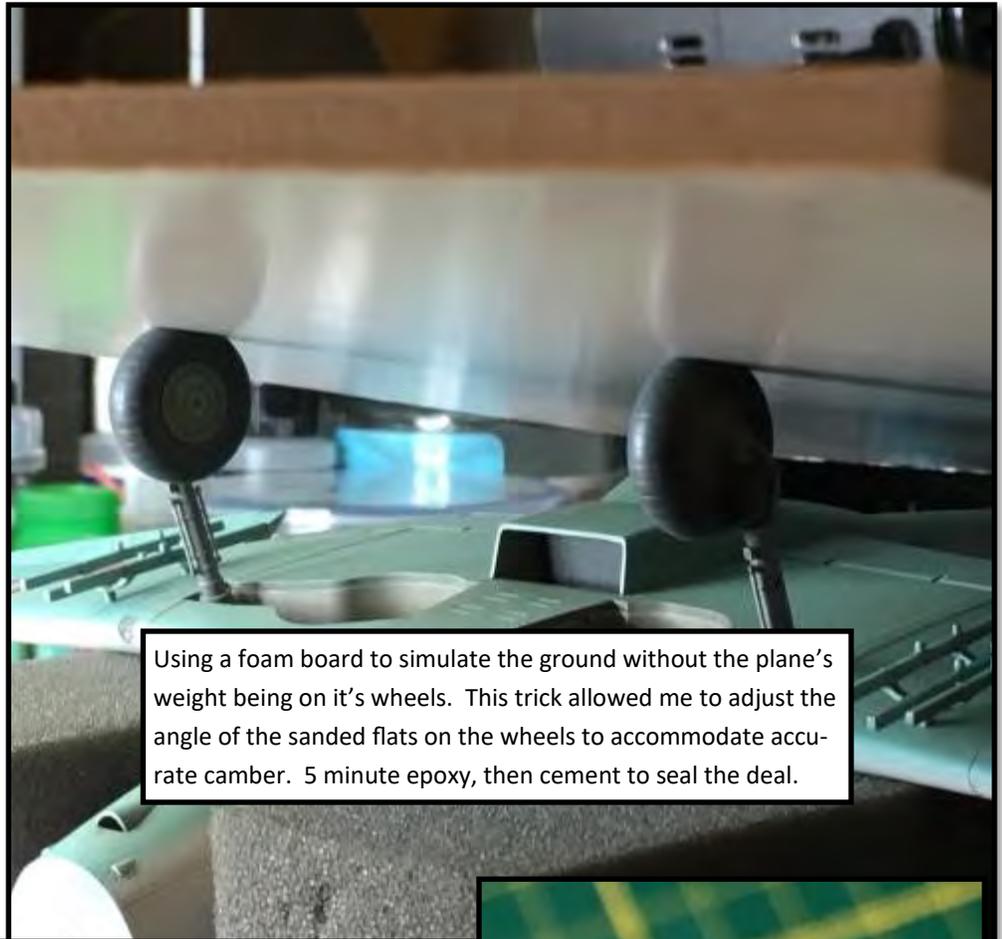


Feature Story

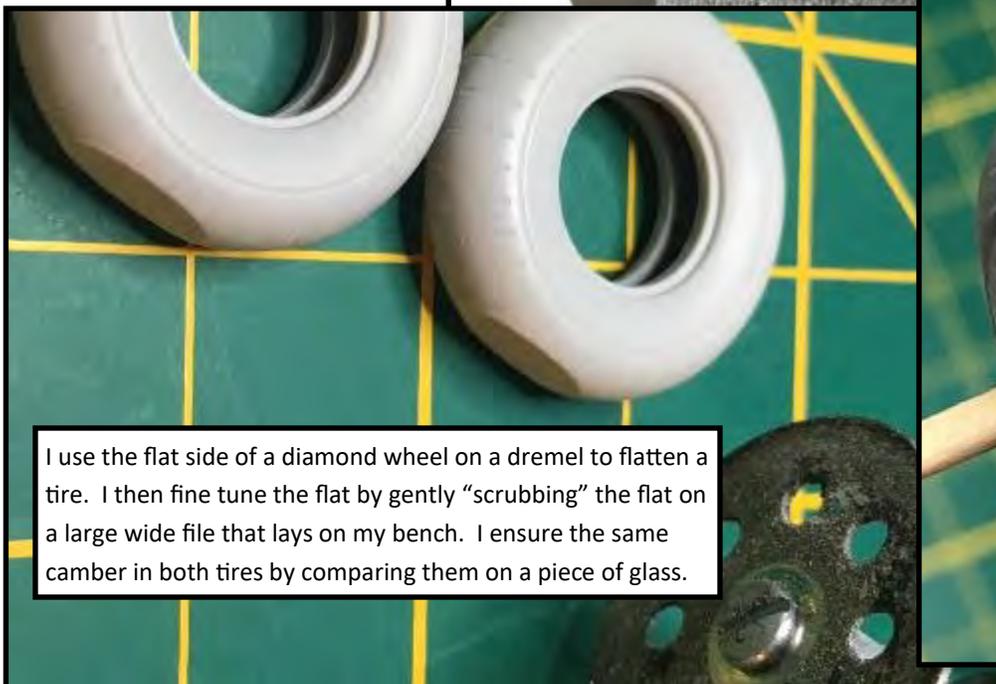
MiG Trickery, Part 2

would have to figure out a way to simulate the plane being on its wheels, without the plane actually being on its wheels. Or to put it another way: Instead of putting the plane on a surface, I would put a surface on the plane!

I went to Hobby Lobby and found a flat, rigid, super lightweight foam board called Ghostline by Pacon Corporation. And it cost me \$3 using the 40% off coupon. That evening, when everyone was asleep, I crept into my cave and hunkered down at my workbench like the mad trickster I had become. And you know what? It worked. And it was great trickery.

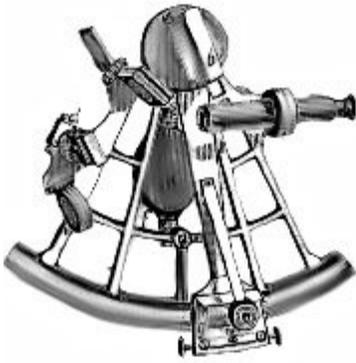


Using a foam board to simulate the ground without the plane's weight being on it's wheels. This trick allowed me to adjust the angle of the sanded flats on the wheels to accommodate accurate camber. 5 minute epoxy, then cement to seal the deal.



I use the flat side of a diamond wheel on a dremel to flatten a tire. I then fine tune the flat by gently "scrubbing" the flat on a large wide file that lays on my bench. I ensure the same camber in both tires by comparing them on a piece of glass.





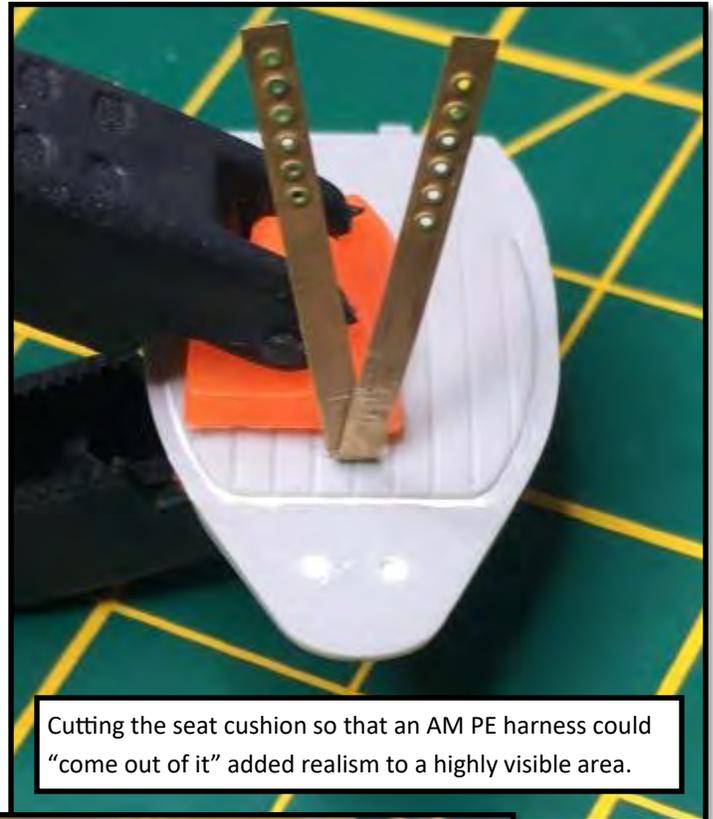
Feature Story

MiG Tricky, Part 2

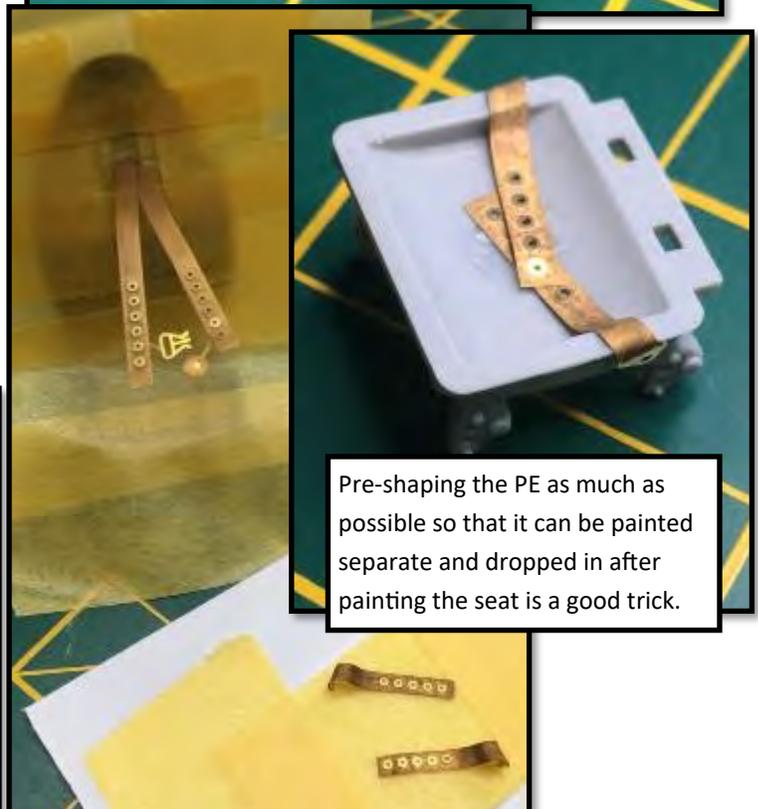
VI. Aftermarket (AM) Tricks

If you're new to the hobby or newly returned, or if you've hesitated to add aftermarket (AM) options to your builds, I would encourage you to try AM resin, photo etch (PE), or paint masks. Pick and choose items that will be noticeable and enhance the realism, mindful of the amount of effort and money involved in adding the improvements. AM is great trickery, but it can also become a chore.

When I started work on the MiG-3 I was determined to make it a box stock build, and I was pretty confident I could happily do so. I read general commentary on the kit by looking at "ready for inspection" posts on Large Scale Planes, and there were no real criticisms. I try to avoid detailed build reviews because I like to approach a build without too much bias. I like to come up with my own solutions, then check them against others if I really start to struggle. So when I started the MiG I really thought I wouldn't feel the need to add AM items. But as I progressed through the build I found some things that I personally just had to upgrade with AM. Not much. But I think the areas I addressed really added to the build with just a little extra work. Well, with the exception of the gear doors. Those took some time.



Cutting the seat cushion so that an AM PE harness could "come out of it" added realism to a highly visible area.

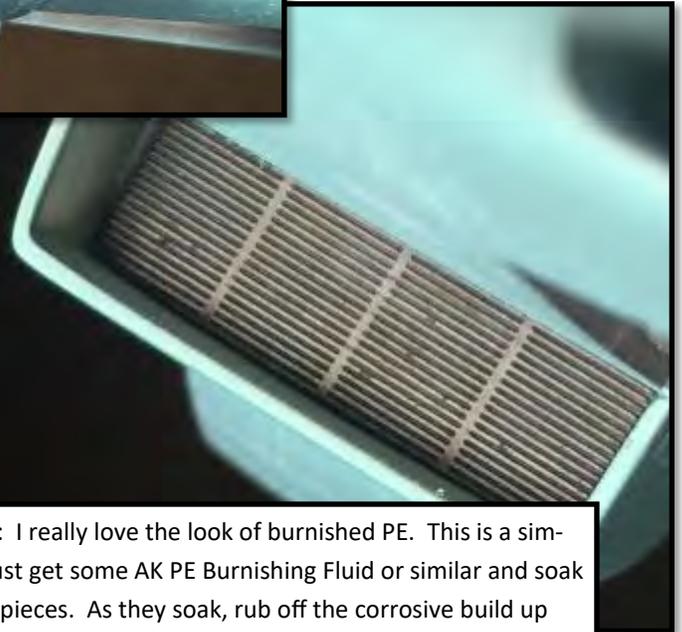
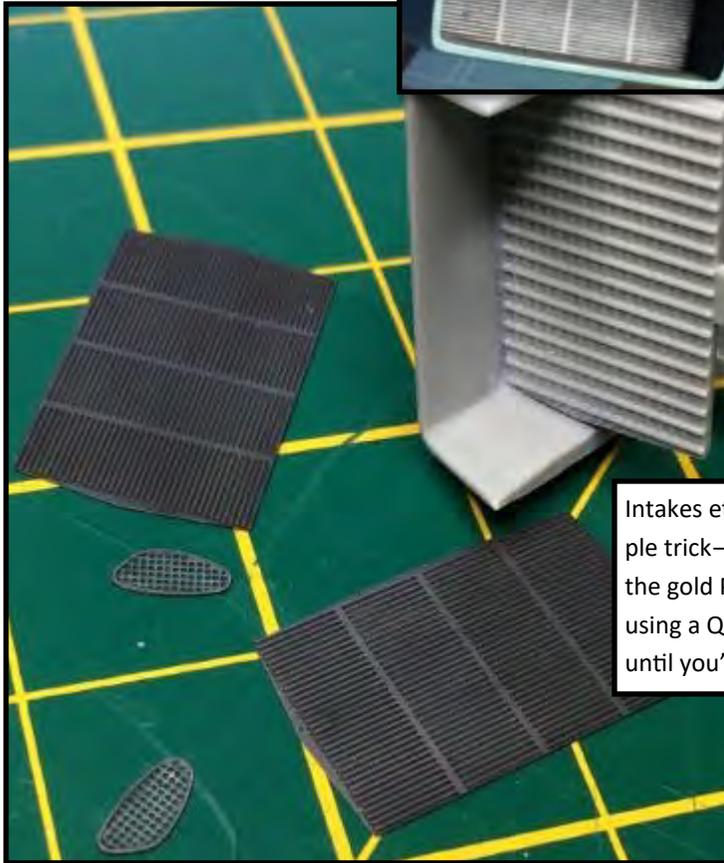
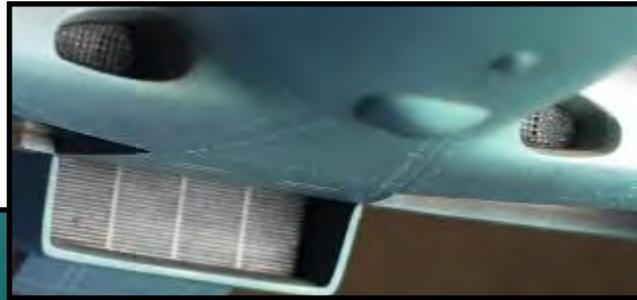
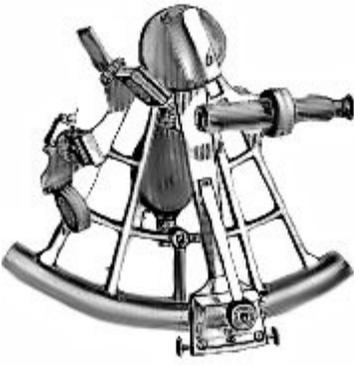


Pre-shaping the PE as much as possible so that it can be painted separate and dropped in after painting the seat is a good trick.



Feature Story

MiG Tricky, Part 2



Intakes etc.: I really love the look of burnished PE. This is a simple trick—just get some AK PE Burnishing Fluid or similar and soak the gold PE pieces. As they soak, rub off the corrosive build up using a Q-tip every few minutes over the span of 10 or 15 minutes until you're happy with the effect. No painting required!

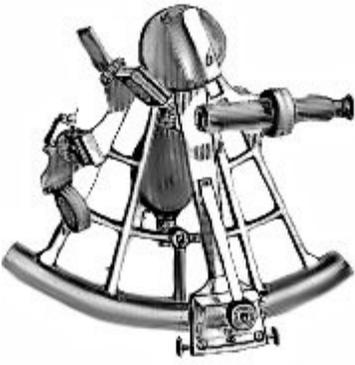
So the PE improvements I made to the MiG involved adding the following: Seat harness, air intakes, inner gear door detail, ordinance fans, and cutting my own brass tube to replace the kit gun barrels. There was substantial additional PE on the Eduard frets that I didn't use. I chose only to apply the PE that would most easily show major improvements. Again, I wanted to enjoy the changes I was making, and I wanted the changes to be most evident.



PE ordinance fans can be a big improvement. I use future to attach them onto round toothpicks and twist the tiny blades with fine tweezers. Paint them and use a tiny dab of 5 minute epoxy to mount.

Feature Story

MiG Tricky, Part 2

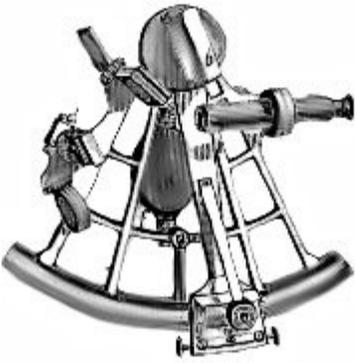


The inner gear doors had very poor detail riddled with ejector pin marks. I scraped off the detail and filled the marks to provide me a clean slate for PE detail. One of the great things about burnishing fluid is it does not affect glues, so I was able to burnish the PE after gluing. Burnishing PE is a good way to prime it for paint.

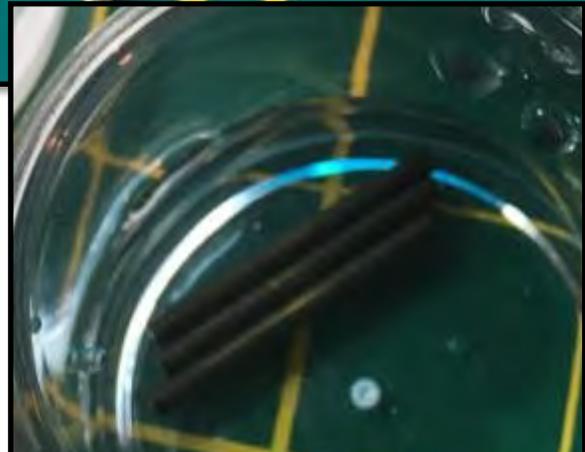
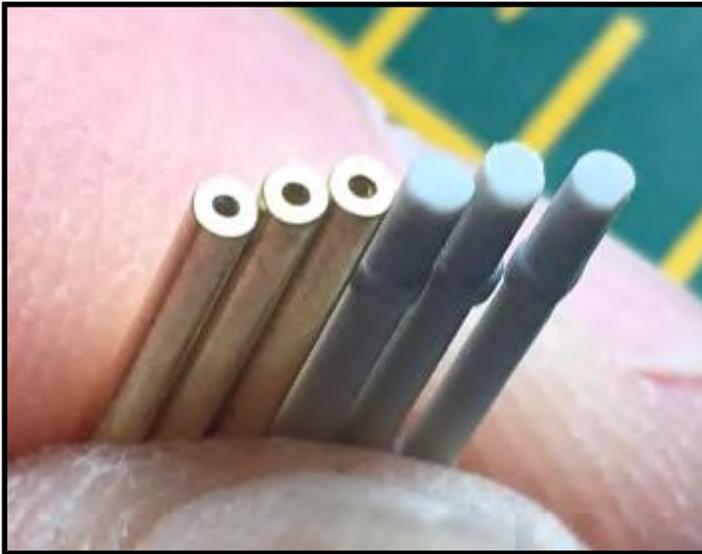
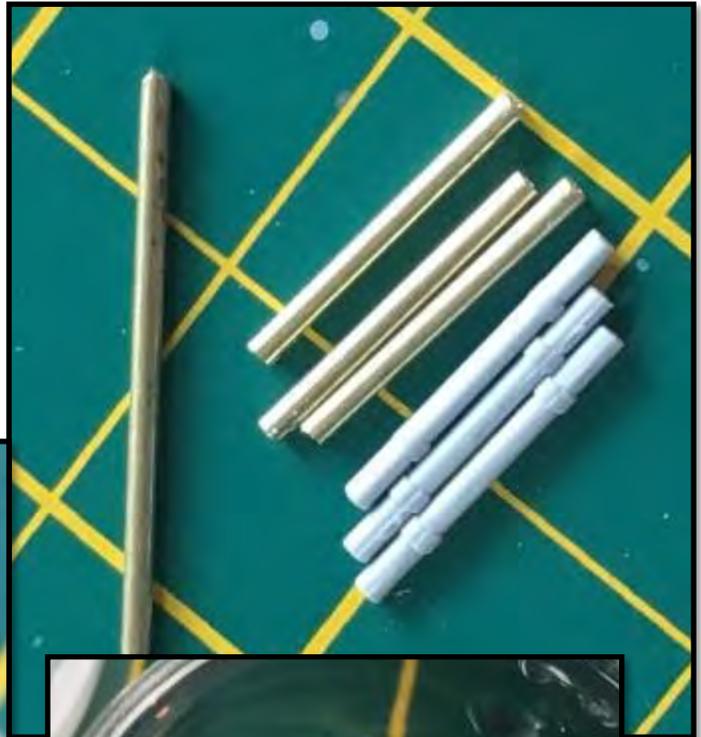


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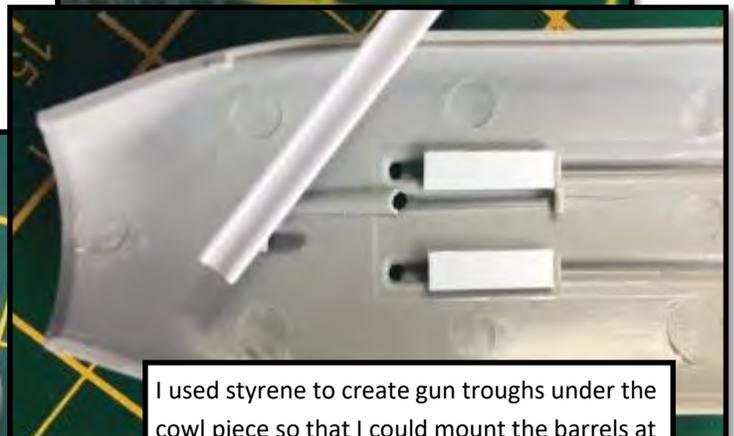
MiG Tricky, Part 2



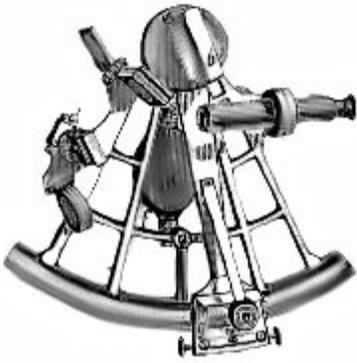
I didn't hesitate to replace the kit's guns. As with the other upgrades I opted for, this one also was in a visible area where kit detail was lacking. So I grabbed some brass tubing and cut three barrels. I used my diamond dremel wheel to grind the ends flat, then opened them up a bit with a drill bit. The final step was a light sanding on the ends and edges.



Like PE, brass tubing can be burnished nicely using the same fluid previously mentioned. I like the resulting look so much that I do not paint them after burnishing- maybe just a light dusting of dry brushed silver at their tips before install.



I used styrene to create gun troughs under the cowl piece so that I could mount the barrels at the very end of the build- More tricky!



Feature Story

MiG Tricky, Part 2



Resin prop blades and spinner by Fusion Models. The kit blades were very thick, and paint revealed a nasty sink mark on the back of each. The resin blades were very thin with no sink marks. The resin spinner had subtle rivets and a little better shape.

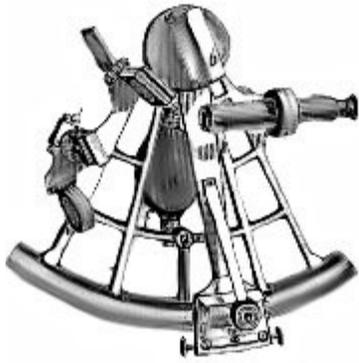


These resin exhausts by Quickboost were a big improvement— again in a highly visible area.

In addition to using PE and brass as tricks to add detail to your build, there may be resin options as well. I probably would have used resin wheels for the MiG but to my knowledge none have been made for it in 1/32. I did find some fantastic prop blades and exhausts however, and each were significant improvements.



No resin wheels are made for the MiG-3 in 1/32, so I spent considerable time making the two halves of these tires appear as one. I used my flexifile to make the seam disappear. I used a corner edge of a triangular file to carry the tread across the glue seam.



Feature Story

MiG Tricky, Part 2



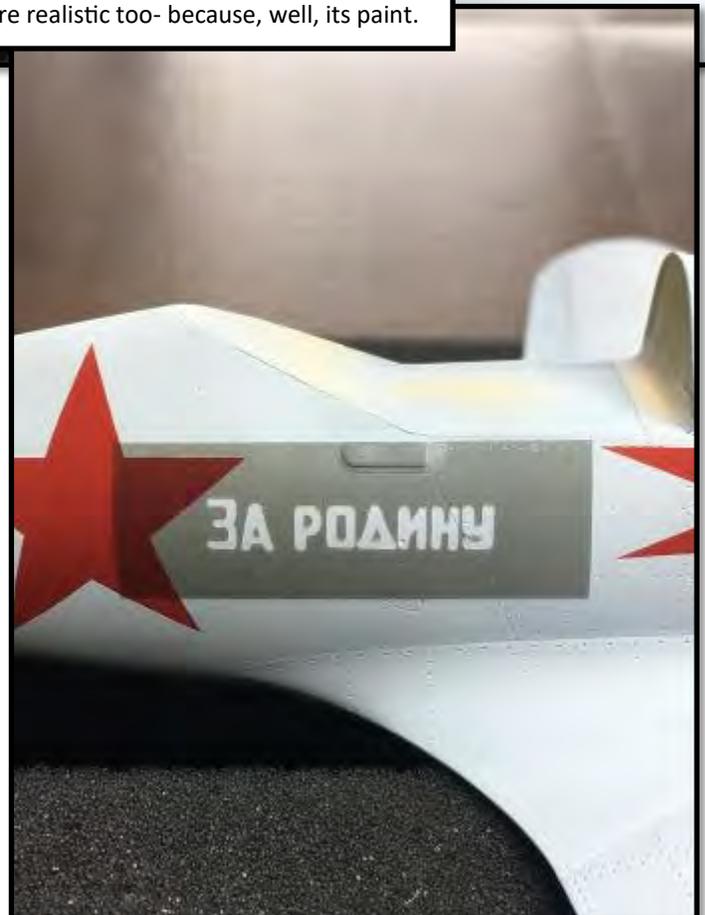
AM masks such as these from Montex allow you to paint markings instead of using decals. This is great trickery because you don't have to worry about decal silvering—and paint looks more realistic too—because, well, its paint.

Summary

If you've taken the time to read this lengthy article I want to thank you! The MiG was a great adventure for me and I enjoyed sharing it with you. Most of what I presented I actually learned during the build, and we covered a lot of ground—Paint tricks, tricks to fix plastic, tricks for improving lights, canopy tricks, alignment tricks, and aftermarket tricks. I hope that the information will be of particular help to those new and progressing in our fine hobby or just returning. I hope that as a result you will be a better trickster!

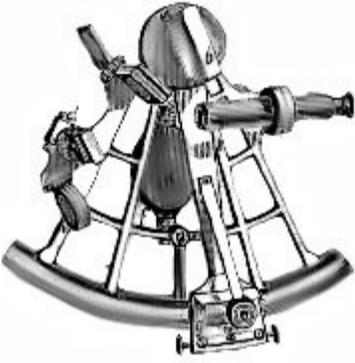
I also want to thank my text build wingmen for their help and encouragement. Without them many of the pictures for this article would not exist, and the build would not have turned out as well. Gary Smith out of Houston, in particular, helped me bring the MiG through several dogfights. Thanks Gman.

ES



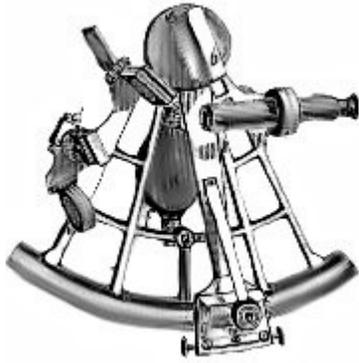
Feature Story

MiG Tricky, Part 2



The trickery I applied to the MiG-3 gained it a 2nd place finish at Model Fiesta 38 in category 230b 1/32 and Larger—Non US Markings.





Upcoming Events

IPMS Region 6

Next Meeting: Thursday, May 2nd, 2019 at 7:00PM

Location: Northside Ford of San Antonio

April 27, 2019

ModelMania 2019

Stafford Convention Center

10505 Cash Road, Stafford, TX

<http://www.ipms-houston.org/>



June 1, 2019

Scalefest 2019/Region VI Convention

Grapevine Convention Center

1209 South Main Street, Grapevine, Tx

<http://www.ipmsnct.net/Scalefest.htm>



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/>

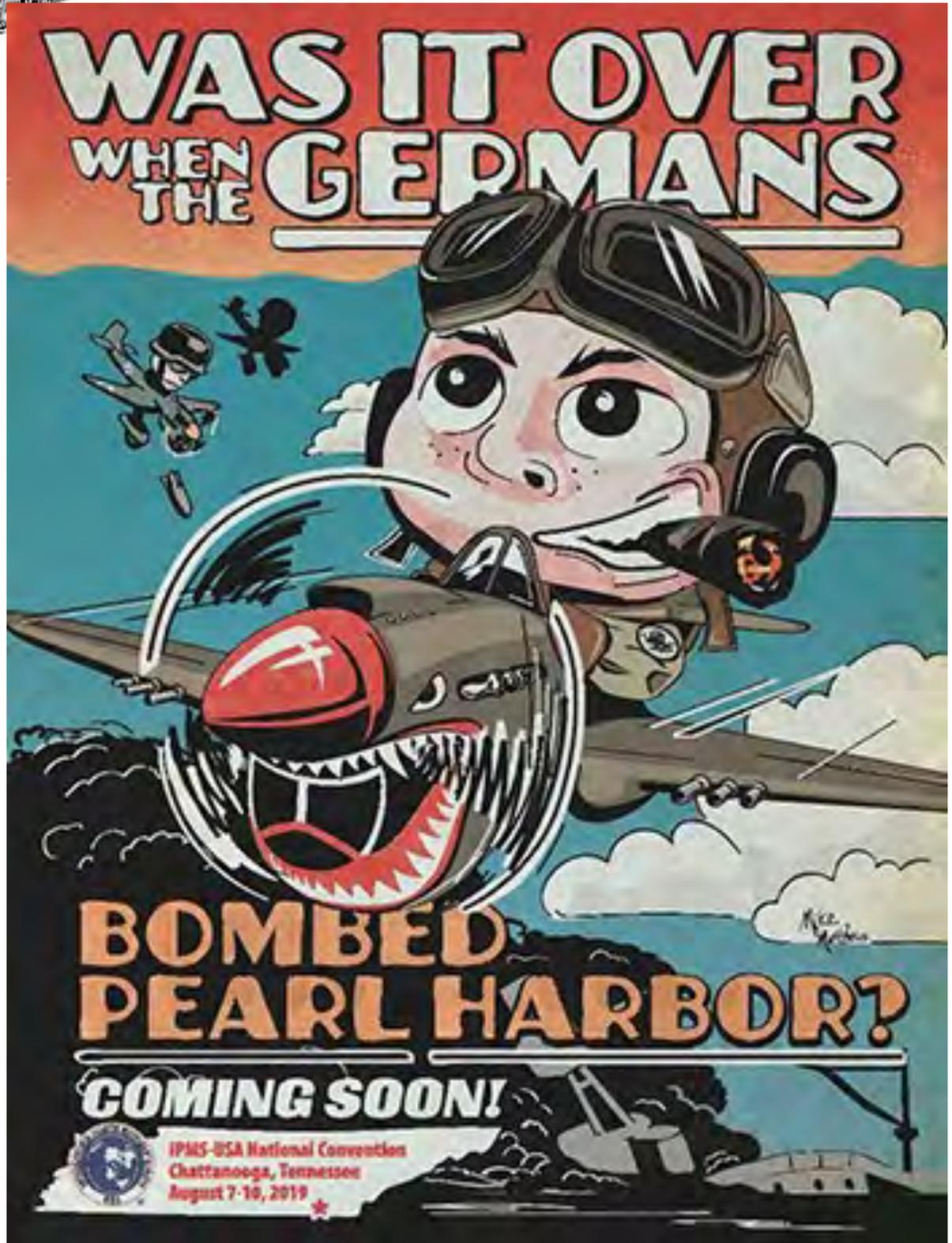


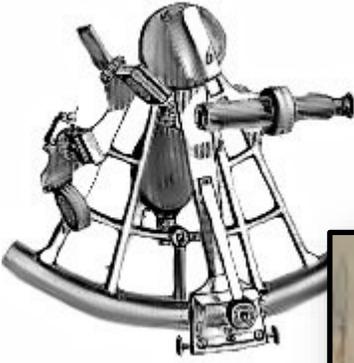


Save The Date!

IPMS/USA National Convention 2019: 7-10 Aug 2019

Chattanooga, Tennessee





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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



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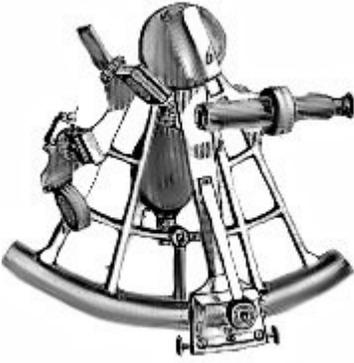


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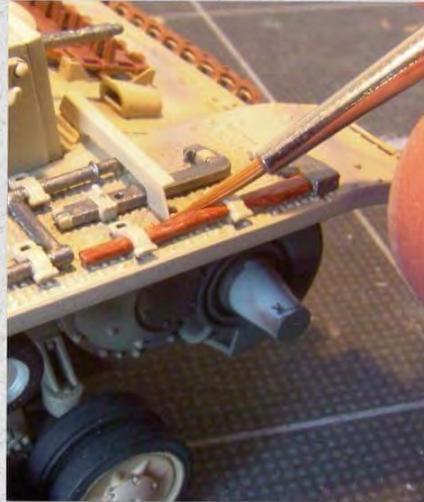
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Final Words ...



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my models.**



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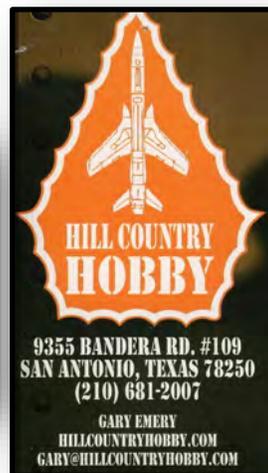
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