

# The Navigator

The Newsletter of Alamo Squadron

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



April 2018

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

IPMS/USA Regional Chapter of the Year: 2016

## Rob Booth Builds and Reviews the H-21 “Flying Banana” With All The Extra Goodies



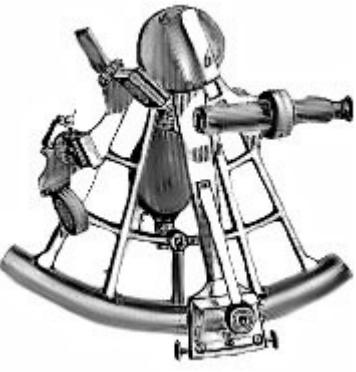
Lee Forbes Shows Us The  
Way to Perfect Decals



Dick Montgomery Continues His  
Look Back at the “Old Days” Of  
Modeling in San Antonio

THE SAMS MODELIST  
VOLUME 1, NUMBER 6 25¢





# President's Column

By Len Pilhofer

IPMS #49932



## President's Message - April 2018

As we head full on into Spring 2018 this equates to a lot nicer weather out there—unless you're in south Texas like us and then it means hotter weather out there. Although so far we've had it pretty good this last month or two. It also means that we'll be spending more time outside and not inside on our benches. My usual spring routine is getting out there and giving some love to my lawn. But, as I'm working on my lawn my mind always wanders back to my bench and all the projects I have waiting for me and I eagerly anticipate getting back up there.

Spring for Alamo Squadron is also about new starts. This month we will hold club elections as we do every spring for the choosing of new leadership. As many of you heard me state at March's meeting I do not plan to run for the office of President or any other Alamo Squadron Executive Board position for the next couple of years. I am still very interested in helping the club along its path of growth - and all of you will see me stay very busy with club business - but I need to focus on our upcoming IPMS Nationals bid. To best do that I need to divest myself of any club leadership business. This way, any decisions the club makes regarding a potential Nats in our back yard, these decisions will be neutral and not influenced by me except as regular club member with the same voice as any other member. I do hope that the club continues its enthusiastic support of the 2020 IPMS Nats bid but I have every indication that it will.

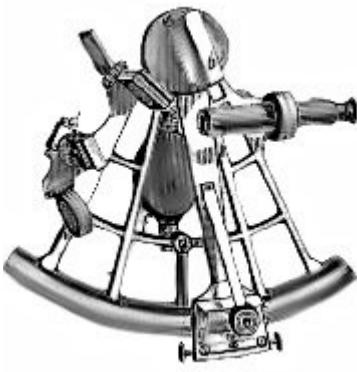
As you all witnessed at last month's meeting I nominated current Vice President, Herb Scranton III to be our next President. While there were other nominations, those nominees respectfully declined due to family and business commitments. So far, as of to-

day's publication date, there have been no other nominees brought forth to the Executive Board. I will make one more call for nominees to run at the beginning of April's meeting and if none come forward, we will, as a club, certify Herb's position as President through a show of hands. Also next month we will certify the only nominee we have received thus far for Vice President, and that is Jose Valdenegro. Like Herb, Jose has my full endorsement and is an extremely capable individual and also a very strong enthusiast of our hobby. And last but definitely not least, Dana Mathes will continue his service as Alamo Squadron Treasurer.

As I look back at the 2017/18 year I am very proud of our club with everything we have accomplished. We are still coming down from the most successful ModelFiesta ever in the history of the club and I am excited to get ready for next year's show - ModelFiesta 38. We will start planning for this later this summer.

We also had a very successful year of learning through a variety of programs. We held an Adult Build Course earlier in 2017 as well as a learning program at just about every club meeting in the last 12 months. We held regular "Bachelor Build Nights" a couple of times each month where learning was the focus of the evenings. This publication, The Navigator, was another rich source of learning for the club as well, with numerous how-to articles contributed by several club members.

In closing, I am not writing a farewell message since you will all see me at every meeting and I will continue to stay very active with the club. I do hope that after we have the most successful IPMS/USA National Convention in 2020 (fingers crossed we win the bid!) I will continue my service to Alamo Squadron.



# Club Announcements

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## IPMS National Convention 2018: Build It, Bring It, Show It!    Bachelor Build Nights

April 1st means we are exactly 4 months away from the 2018 IPMS/USA National Convention, this year hosted by our good friends in Phoenix. There has been discussion about this Nats at previous meetings as logistical plans are being made by several members to attend this year's big show. If you are interested in attending please get with Len and he can help you work your plans for a successful visit. Be sure to check out the site: [www.ipmsusานationals2018.org](http://www.ipmsusานationals2018.org) to take care of several items: reserve your hotel room, purchase your banquet tickets, and register for the convention. Remember, in order to participate in the contest - with unlimited model entries free with registration - you have to be a *current* IPMS/USA member.

## Club Elections

April is the month for annual club elections. We will be electing a President, Vice President, and Treasurer. All 3 incumbents are not limited by term limits (yet) but anyone wishing to run may do. They may self nominate or be nominated by a fellow club member. Be sure to review the rules governing elections in the club Constitution and Bylaws posted to the Alamo Squadron website.

## Kit of the Month

During the January meeting the new "Kit of the Month" program was rolled out. Each month a member will bring one of their recent acquisitions and open it to let others peek inside the box. With a few brief comments and few questions answered, we will get to know what's in the box and if we will rush home to order a copy. When you are ready to present, contact and coordinate with Craig Gregory; 541-377-188, [craig.jonathan.gregory@gmail.com](mailto:craig.jonathan.gregory@gmail.com).

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 2018 are as follows:

## Monthly Contest Schedule

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

Apr	Open
May	Star Wars
June	Open
July	Open
August	The Color White
September	Open
October	Open
November	Out of Your Element

## Web Page Bios

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

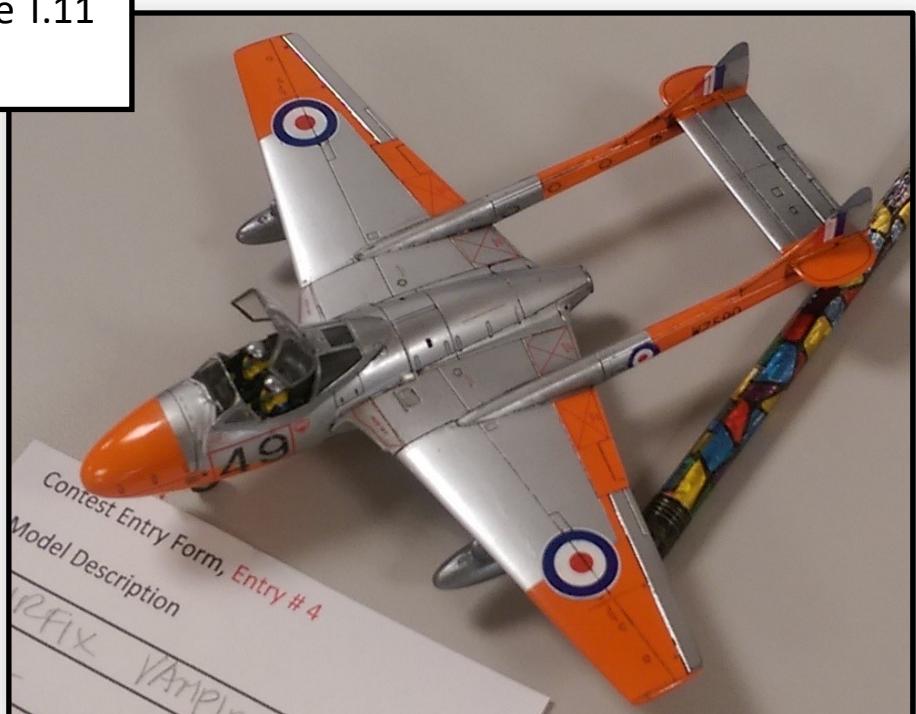
# Club Announcements

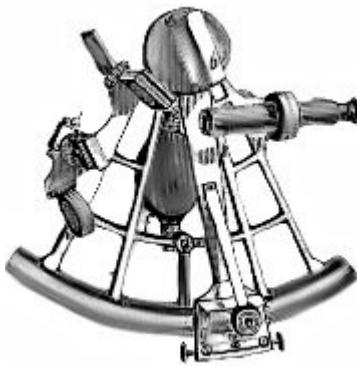
## March Club Contest Results

First Place:  
Italeri 1/35 M110A2  
Dana Mathes



Second Place:  
Airfix 1/72 Vampire T.11  
Rob Booth





# Kit of the Month

Presented by  
Herb Scranton

IPMS #48314



The Ford Bronco was introduced by Ford in 1966. It competed with the Jeep CJ and International Scout. Ford teamed up with Bill Stroppe racing and won the Baja 500 and the Mexican 1000 in 1971. From 1971 to 1975 Bill Stroppe racing modified about 650 Broncos for Ford. The Broncos included a V-8, Auto trans, cut out rear fenders with wheel flairs, Quad Shocks front and rear, reinforced bumpers, Gates off road tires on chrome rims, and a Bill Stroppe padded steering wheel. All of the Broncos were painted red, white, blue, with a blacked out hood and had red and white interiors with a true roll bar. All of these Broncos were badged as "BAJA BRONCO by Bill Stroppe" and sent to Ford dealers.

Revell came out with a beautifully rendered Ford Bronco two years ago. This is the follow on kit to that model. When you open the box you will see that all of the sprues are individually bagged. The Body is nicely molded with the correct rear wheel flairs. The top and windshield frame is molded separately. The clear sprue is thin and distortion free, the window frames are molded into the front side windows. The small chrome sprue is shiny. The front grill is chromed but will need to be toned down as the Bronco grill was argent silver. The tires are accurate renditions of the Gates off road tires used. The tread is spot on but there are no side markings. With the exception of the clear and chrome sprues everything is molded in white plastic. The instructions are 16 pages and appear to be well done. I did notice one mistake; this Bronco is molded with a standard transmission and has a clutch pedal and all to the Baja Broncos were automatics. The decals are nicely done with engine compartment, dash, and all the external badging. There are decals for

the seats and door panels but they should not be used as the seats and door panels were plain white.

All in all this is a nicely done model of the Ford Baja Bronco. I look forward to building it and adding it to my truck collection.



Subject: Baja Bronco

Manufacturer: Revell

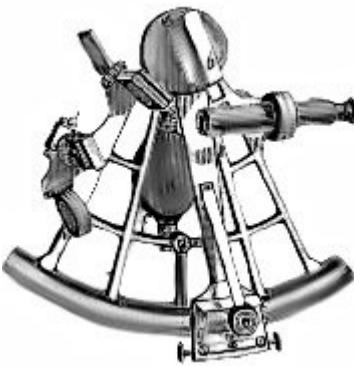
Product / Stock #: 85-4436

Scale: 1/25

List Price: \$29.95

Web Site: <https://www.revell.com/model-kits/trucks/85-4436.html#.WsES9ojwaUk>

# Cover Story



## Building the Banana

Model, Photos, and Story by Rob Booth

IPMS# 37548



*The following is a product review written by Rob Booth for IPMS/USA.*

*Many thanks to IPMS/USA for its use here.*

**M**y father, a retired career pilot and Colonel in the USAF, passes along a magazine he receives each month as a member of the Air Force Association. Several years ago, an article in one issue titled "Life on the Pine Tree Line" captivated me. The article details daily activities at a remote DEW-line radar site on Resolution Island in far North Newfoundland back in the 50s and 60s. In particular, photos of an H-21 Shawnee or "Flying Banana" as it is more commonly referred to in Artic Red conspicuity markings, caught my eye. Other aircraft and vehicles documented in the photos included a C-123, a TWA "Connie", various cargo trucks and vehicles, and a small WWII utility vehicle known as a "Weasel". Visions of a winter diorama scene began to take shape.



The real H-21 in service with the AF's Alaskan Air Command

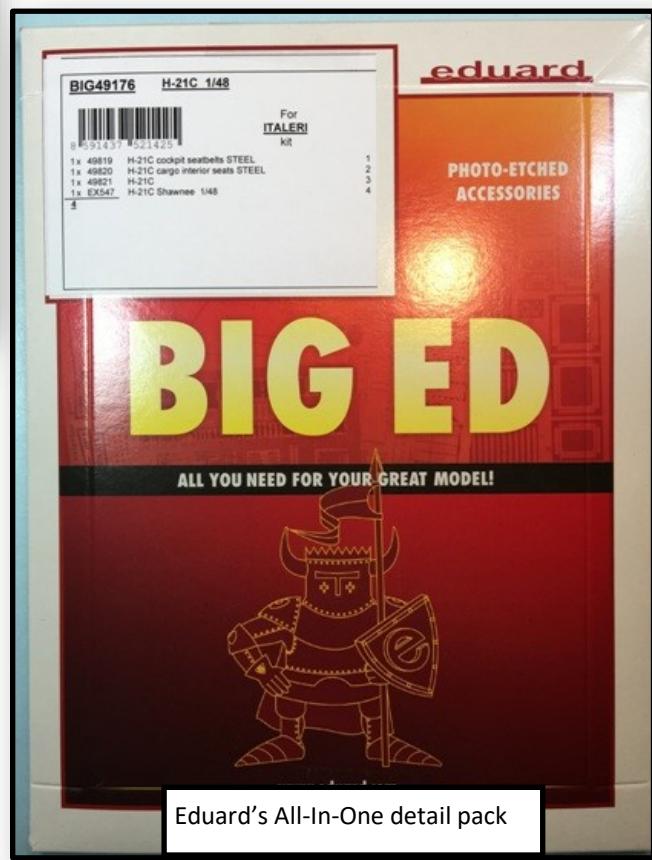
Fast forward several years, and after researching availability of the necessary vehicles in each scale, I acquired the both the Italeri and Special Hobby 1/48 H-21 kits, along with a couple of Weasels from CMK to go with the Tamiya US 2-1/2 Ton 6X6 Cargo Truck. When the opportunity to review this Eduard Big Ed set came up, my decision on which H-21 kit to use was made.

I have completed a few kits using photo etch details, and freely admit that I am not yet a master of that particular medium. My huge fumble fingers and the tiny bits of metal have a difficult time playing well together. However, well-done photoetch details such as these are an opportunity to provide beautiful and realistic added detailing that is hard to achieve even for

the best of detail painters. So, even with my ham-fisted PE skills, the results are worthwhile in my game.

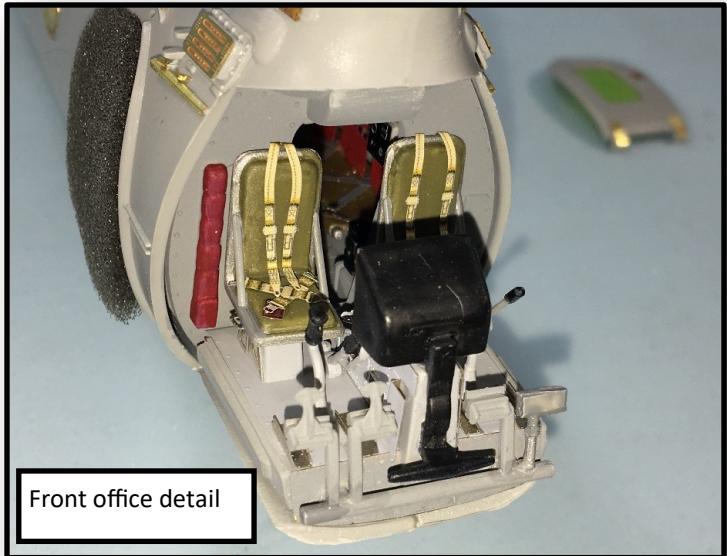
Upon opening the distinctive Big Ed heavy cardboard packaging envelope, one is treated to four packages of Eduard's PE details in plastic pouches, and one sheet of pre-cut masks for the three wheels, bug-eyed canopy and other clear parts in a separate plastic pouch. Included in each are Eduard's clear, easy to follow pictorial instruction sheets. The included PE sets are #49819 - H-21C cockpit seatbelts, #49820 - H-21C cargo interior webbed seat backs, and #49821, the H-21C cockpit and exterior detailing set. The mask set is EX547.

Assembly is straight forward (as much as it can be for PE parts). Most of the cockpit and seatbelt assembly was cut and paste, as expected. As with most such



# Cover Story

## Building the Banana



sets, some minor bending of the seatbelts is necessary, and will test your patience and dexterity to achieve a proper drape and lay across the seat. A few parts required use of my bending jig to make the requisite avionics boxes and things. The center console will require several test fits to get the subtle angles correct before finding that there is precious little contact surface for glue. But careful fitting and patience pay off with a beautiful cockpit representation that cannot be achieved with the just plastic kit parts. It is all very visible in the finished product through the huge glass nose of this bird.

Installation of the webbed seat backs in the cargo area was also a challenge for me. There is not much in the way of surface area for the bottom of the photo etch seat backs to attach to the kit seats. I ended up using

long enough to stay. I also elected to paint the back-side of the stainless steel parts with "Insignia Red" to match the interior face of the seat backs, as they are plainly visible through the cabin side windows. In the end, what you can see through the small doors, when they are opened is nice, and a realistic interpretation of the rugged interior seating in the H-21.

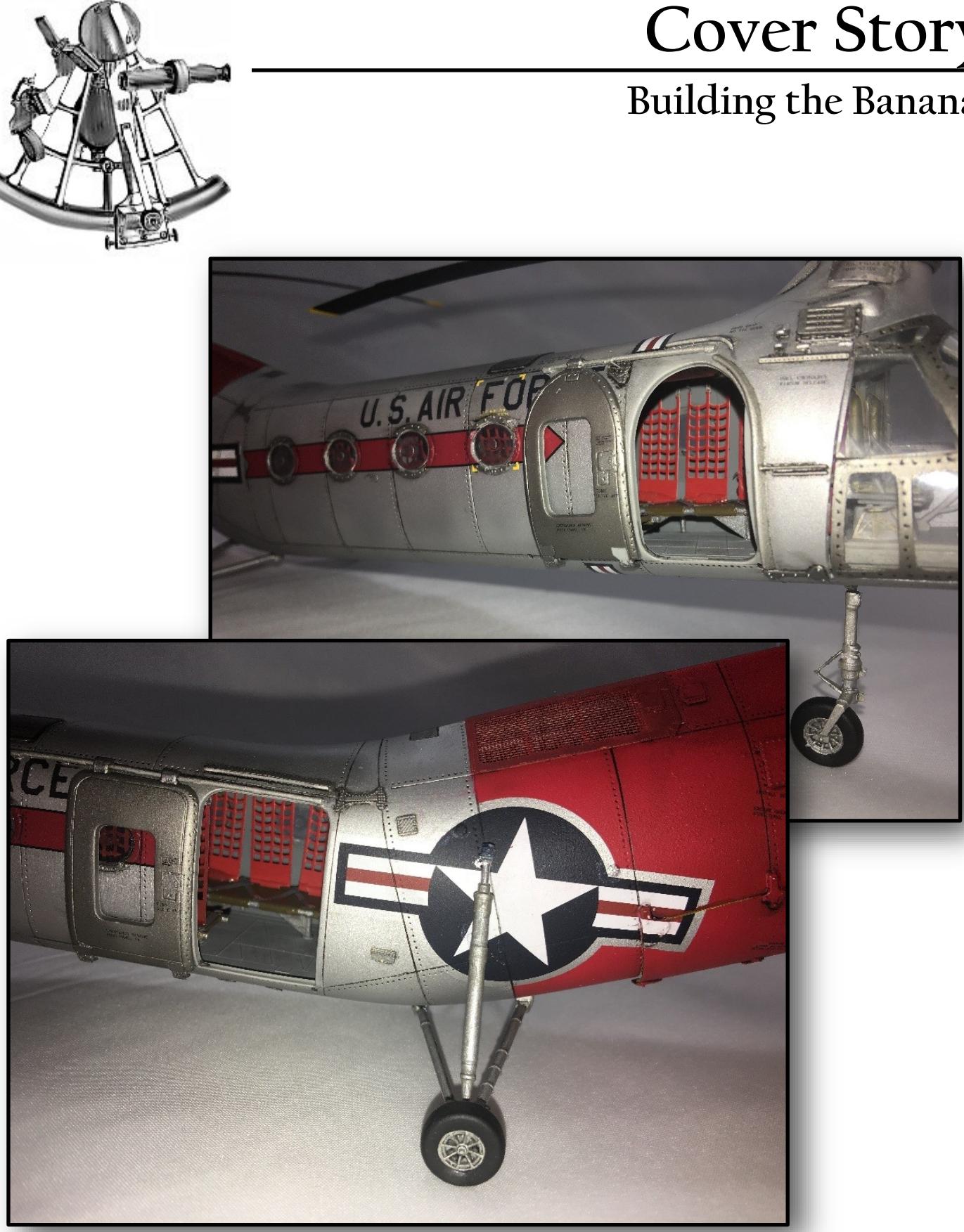
The exterior PE parts mostly represent various access hatches and covers scattered along the airframe, along with the engine area ventilation screens. Also included are replacement details for some exterior structural stress-point plates and attachment plates for the engine access covers. These particular parts are a significant improvement over the heavy kit detailing in those areas. My installation abilities for these details needs some practice. I have yet to master the skills needed to apply CA or whatever the adhesive of choice might be to attach these tiny bits to a smooth plastic surface, in the correct exact spot the first time, and have them stay stuck. The larger pieces are somewhat easier, simply because you can get a grip on them. Even the little gooey-ended plastic part holders stymie my efforts at placing the tiniest vents and caps. In the final analysis, though, after painting and weathering, all of these little details "pop" to the eye, and add to the realism effect that your look for from these things.

In conclusion, this is "Big Ed" set from Eduard is an excellent opportunity to enhance the Italeri H-21 "Flying Banana" at an affordable price. The PE parts and mask set allow the modeler to better finish and upgrade the existing kit parts. I may purchase another set to apply to my Special Hobby edition of the H-21, as most of the PE frets will adapt to that kit as well.

Very, very highly recommended. Order from the Eduard website (you are a Bunny Fighter Club member by now, aren't you?) or your favorite hobby shop today. Thanks to the IPMS Reviewer Corps and Eduard for the opportunity to review these items.

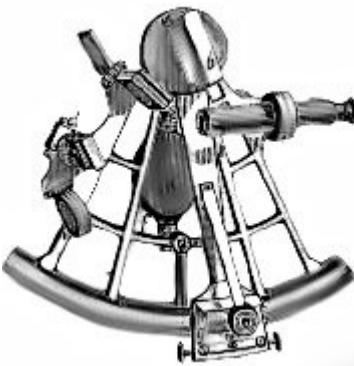


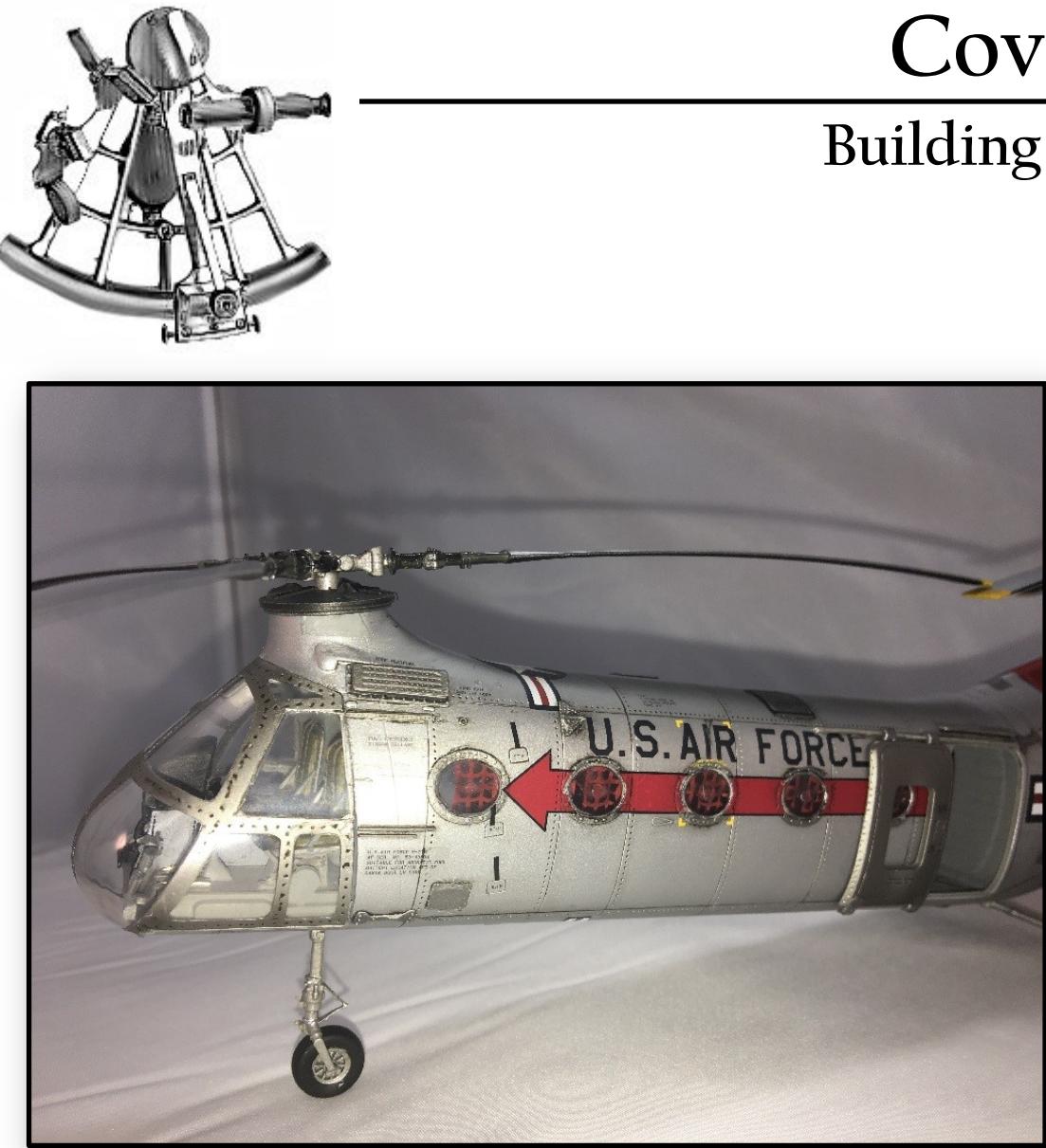
epoxy to get sufficient "sticky" to keep things in place



# Cover Story

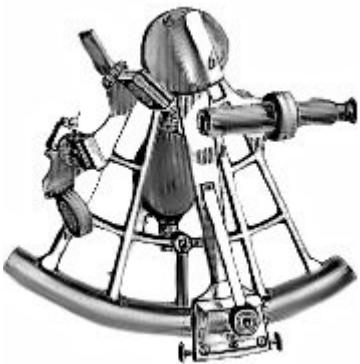
## Building the Banana

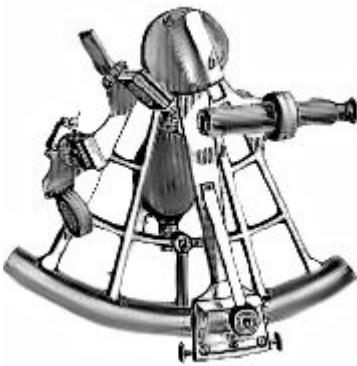




# Cover Story

## Building the Banana

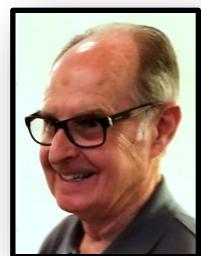




# Club Member How-To

## Setting Decals with Future/ Pledge Floor Care

By Lee Forbes, IPMS/USA # 2297

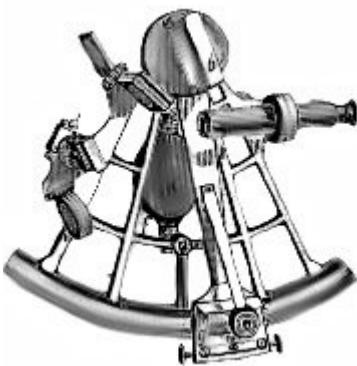


I first learned about this technique years ago while I was still on active duty in the Air Force and stationed at Headquarters Strategic Air Command at Offutt AFB, NE. At that time I was a member of the IPMS Ft. Crook Scale Modelers Chapter. At one of our meetings I noticed how good the decals looked on an aircraft model that one of the members had brought to the meeting to show off his latest creation. I asked how he had accomplished that “painted on” look of the decals and he told me that he had used Future as a setting solution and he proceeded to explain to me his technique which I’ll describe later in this article.

Before I go on, I’d like to digress a bit and tell you why I was so amazed to see such realistic decals on his model. This occurred during the mid-1980s, and the decal producers hadn’t yet perfected the processes of making decals that we have available to us modelers today. At that time silk screening was in common use to print the decals, they usually had a thick decal carrier, were often out of register, and there wasn’t the abundant choice of subjects that exist today. This was the hay-day of “decal silvering” that so often occurred spoiling many beautifully done models. Solvaset setting solution was in common use and even that often didn’t solve that problem. And many of us hadn’t discovered yet that decals

“like to adhere” to a glossy, or shiny, painted surface rather than a dull or flat surface. At this point in time, modelers were being introduced to ready-mixed paint colors (yes, many of us modelers were mixing our own paint colors from precise recipes for RLM 70, 71 or RAF Dark Green, etc.) and many of the brands available were proud of the “dull or flat” finish that resulted on the final painted model. This kind of finish was the culprit for most of the “decal silvering” that was so common at that time. Well, that’s enough history of our hobby, so let’s move on to the use of Future/Pledge Floor Wax to set decals.





# Club Member How-To

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## Setting Decals with Future/ Pledge Floor Care

Keep in mind, that this technique is just another approach to applying decals to finished models and is not in any way intended to “convert you” to using this method. If you’re happy with the setting solutions that you presently are using to apply decals, please stick with them. Today we are blessed with the highest quality model decals of all genres that



have ever existed in our hobby, and the problem of “decal silvering” has become almost non-existent. It rarely disqualifies models any more in contest competition. To get started you need a small amount of Future/Pledge Floor Wax and a container, lots of Q-Tips (I prefer the ones with wound paper shafts rather than the plastic ones...the former can withstand more rolling pressure), several sizes of modeling tweezers, small pair of scissors or a number 11 modeling knife, water and a container for soaking decals, paper towels and/or double layer toilet tissue, and a portable hair

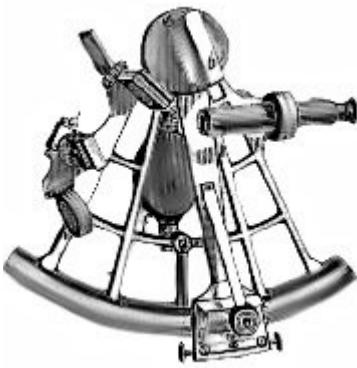
dryer. Note: I prefer to use Q-Tips rather than a paint brush for applying Future/Pledge to the decals. Now let’s get started. I’ll describe the process in steps as indicated below:

Step 1: Prepare your work surface, paper towels/toilet tissue with plenty of good light, and tape your container, or bottle, of Future/Pledge to your work surface so you won’t knock it over during the process (I’ve been there and done that).

Step 2: Select the decal you want to apply and remove it from the decal sheet (using your favorite modeling tool for this purpose) and place it in the water container...remove when ready keeping the decal on the wet decal carrier until ready to apply. Be very careful in using extremely thin decals, because they may “roll up” into a cylinder after removing them from the water. If that happens, you’ll probably need another decal sheet!

Step 3: Dip a Q-Tip in the Future/Pledge and blot it on the paper towel/toilet tissue to remove excess fluid, apply to the model in gentle rolling action in the area where the decal will be applied.

Step 4: Slide the decal onto the area that contains the previously applied Future/Pledge. Maneuver the decal in place. You may need to use another Q-Tip dipped in water (blot up the excess) and a tweezer to get the decal in the exact spot. Next using a Q-Tip dipped in Fu-



# Club Member How-To

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## Setting Decals with Future/ Pledge Floor Care

ture/Pledge (blot up excess) and roll over the decal in a gentle rolling motion.

Step 5: Using your hair dryer apply high heat to the area to set the decal. Hold the hair dryer about 2 inches away from the decal. When the decal is dry, you should have a decal that is ready for a final top coat of your choosing to blend everything together after all of your decals have been applied. NOTE: My preferred top coat is a mixture of 25 % flat, 25 % gloss, and 50% thinner. This will work with either enamel or acrylic paints of your choosing.

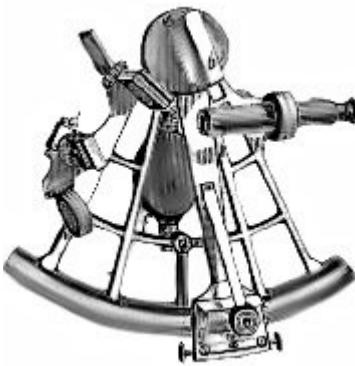
POSTSCRIPT: As some of you may know the S.C. Johnson Company that originally produced the acrylic floor finish that was marketed as "Future" has been reformulated and renamed "Pledge." This new product has been marketed with several different versions of "Pledge" and has been criticized by some modelers as not having the same characteristics as the original "Future." However, I recently purchased a bottle of "Pledge Revive It Floor Gloss" (It has a yellow and brown label with the word "original" appearing in the label) at my local grocery store and found it to have the same characteristics as the original "Future." I tried it successfully for brightening clear plastic aircraft canopies and as a setting solution for decals and saw no difference in the results from the original "Future." If anything the solution appears to have a little

thinner consistency than the original product.

NOTE: If you missed my demonstration at our March 1 meeting, I demonstrated the use of both products and, in my opinion, both the original "Future" and the new "Pledge" product performed equally. I have more than enough original "Future" to last two lifetimes and plan to bring one bottle to our April 5 meeting to share with anyone who wants to use the original Johnson product. Just bring your own container. First come, first rules will apply until the bottle is empty.

I intend to demonstrate this technique several times at our future meetings and then let those of you who are interested try the process yourselves to get the hang of it. I need to warn you in advance, that I'll be using 1/72 scale aircraft parts and decals for the demo, so be sure to bring your modeling glasses. It's really relatively simple and like any other modeling technique it just takes practice and patience to get used to it. Again, it's just another option to add to your modeling "bag of tricks" and isn't intended to lure you away from your present method of using setting solutions to apply decals to your favorite finished models. I'll be seeing you soon at our next meeting.

# Feature Story



## History of Alamo Squadron

by Dick Montgomery

IPMS #14003



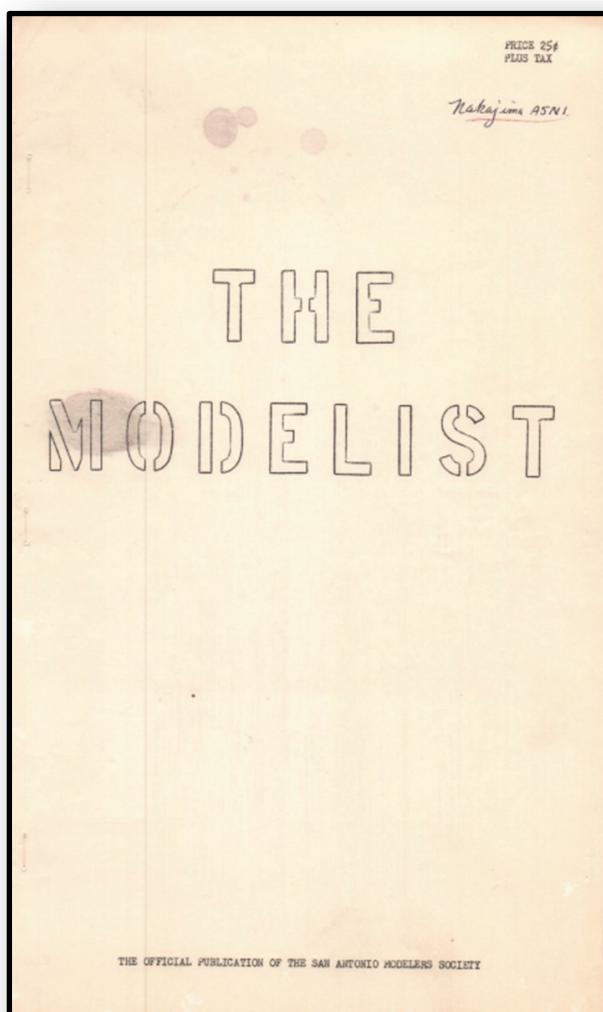
The previous installment in the “History of Alamo Squadron” covered a number of stories and articles in the San Antonio Modelers Society publication known as “The Modelist”. The time frame covered was from November of 1969 thru April of 1970. This article begins in May/June of 1970 and will trace the content of the Modelist through the end of that year.

It is important to remember that “The Modelist” was not, in fact, the club newsletter for the San Antonio Modeler’s Society, but was a stand-alone publication. The articles featured a scholarly approach to their subject, complete with documentation and original artwork. The internal issues that most clubs experience were sometimes alluded to, but not covered in depth in “The Modelist”. One can get a sense of these issues through editorial comments in “The Modelist”, but, at best, we get only a sketch and not a portrait.

That having been said, the May-June 1970 issue, Volume I, Number 4, begins with a message from the club President, Phil Friddell. In this column, Phil expressed his appreciation for the “vote of confidence” that, apparently, returned the existing officers to a repeat term. In his column, Phil invited members to take notice of the “Wants and Disposals” column in “The Modelist”. Gregg Ripps continued his role as the editor of the publication, and he apologized for the failure of “The Modelist” to meet its deadline for publication. More interesting is the explanation provided by the editor regarding some artwork in the newsletter that includes a rendition of some P-47 nose art that features a nude female figure. The editor points out that, as Ripps said, “it is the policy of “The Modelist”....., to publish any material of reasonable quality and of reasonable interest to plastic modelers.” Ripps concluded by stating that, “in as much as “The Modelist”

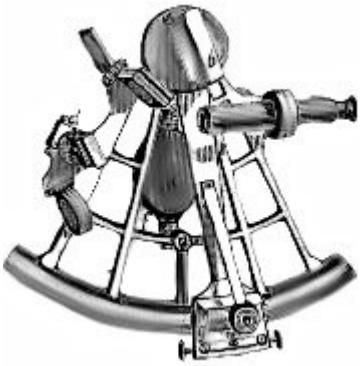
is a club publication, it is primarily the responsibility of the members to judge the material they submit.”

The first article in this edition features the Nakajima Type 90 Fighter, written by Don Morgan, accompanied by some artwork by Jim Wogstad, who is credited in the newsletter as the “Artist” for “The Modelist”. Morgan’s article is interesting because it is based on the use of a fuselage from a P6E and an F4B-4 wing. Of course, with the passage of some time, modelers do not need to convert or scratchbuild a Type 90. The Fine Molds Type 90 will fill the bill.



# Feature Story

## History of Alamo Squadron



An article by Bob Angel was included in this issue, and the article title was almost the same length as the article itself. In his article “Daddy, Did You See Any Red Messerschmidts In the War” or “A Languid Look at the Polystyrene Past”, Bob shared some memories of kits long gone. Bob speaks of some rather colorful kits, molded in yellow or red, as well as other kits which provided raised lines showing the location at which national markings and aircraft ID numbers were to be placed. On a personal level, I remember constructing kits that were very colorful, and as my interest and “skill” level increased, moved to 1/48<sup>th</sup> Monogram kits, a scale which, to this day, I prefer over any other. But these colorful kits were served as the “gateway” kit for many a young modeler.



Greg Ripps provided part III of his series, “The Effect of the Airplane On World War I”. This article concludes with the acknowledgment that control of the air was, at the end of World War I, a contributing factor in the victory of the Allied forces. An interesting feature of this article is the bibliography used as “source material”. The most recent source provided was a publication from 1966 and was a publication authored by Billy Mitchell.

There are other articles in this issue, and just to be inclusive a list is presented here:

Weathering Techniques For Model Aircraft by Al Orvedahl.

Eleventh-Hour Peggy, Japan’s Best Medium by Bob Angel

A Review: The Monogram Pz.KPFW. IV/H and Flakpanzer IV, 2cm Whirlwind by Vance Holiday

Other features include

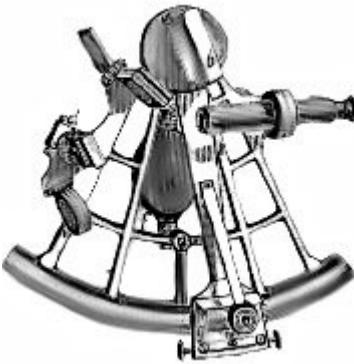
A Membership application form for IPMS. (Note that SAMS took great pains to show that the club was affiliated with IPMS and was a great supporter of IPMS)

SAMS Trading Post: A “Wants Ad”, with a short list of items “wanted” by various members.

An “ad” listing Dibbles Hobby Shop as the “Best in the South”, with an acknowledgement that Dibbles was a strong supporter of IPMS.

True to form, established in earlier months in SAMS history, both Friddell and Ripps show leadership by encouraging the membership to step forward, to offer contributions to “The Modeler”. And there is a group of members who answer that call by submitting articles and artwork to “The Modeler”.

The July-August, 1970 version of “The Modelist” fol-



# Feature Story

## History of Alamo Squadron

lows the same format as previous editions. The first page featured a President's Column and an Editorial statement. The President's column reveals a problem that many clubs face. Meetings, and the club, can be dominated by a person, or small core of persons, or, on the other end of the spectrum, it could be that the vast majority of the club membership is very content to depend upon one or a small group to lead the club, and do not offer input on business issues or on program content during the meeting. In some cases, the club leadership does not wish to share meeting time with anyone, and the club and meeting time are used for self-gratification. In some cases, the membership does not feel comfortable in sharing their work, or expressing their opinion, having seen others treated poorly by the leadership. In the case of SAMS, the President invited and encouraged the "silent membership" to step forward, and the invitation was genuine. A good leader knows that clubs become stronger when the membership is positively involved in club activities. It becomes clear, when one considers the current atmosphere in Alamo Squadron, in which club members are encouraged to participate in several ways. The Model Summit Program, the Bachelor Build Night, the emphasis on demonstrations presented by members, the encouragement to make contributions to the Navigator, and, of course, the annual request for members to take staff positions at ModelFiesta along with the open invitation to all members to attend ModelFiesta Staff meetings are all signs of a healthy club.

It is significant that the Editor's comments in this issue of "The Modelist" also invite and encourage members to contribute to "The Modelist". The editor states that he can "edit" the contributions, and, after all, that's his job.

The bulk of this issue contains the type of useful arti-

cle that the editor was calling for, and even with today's higher quality of available kits, the content is still interesting and useful.

The remainder of this "Modelist" is given over to:

The Republic F-84 by Don Morgan

The Douglas Dauntless by Bob Angel

Showcase and Review by Mike Salyers – In this article the author addresses an incident in the club's "Super Contest". Salyers states that a contestant challenged the judging ability of one of the judges. The contestant in question was chastised for doing so, apparently it was a rather confrontational discussion between the judge and the contestant.

Two paragraphs about local hobby shops, one for Dibbles Hobbies and another for "Hobbyland" which was located on McCullough Ave.

A kit review of the Airfix C-130K, author not identified

A review of the Monogram Pz.Kpfw. IV/H in Vance Holliday repeating column named, "The Armory"

The Ju-87 Stuka by Phil Friddell

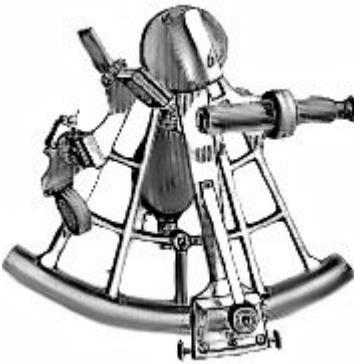
The Frog Ju-87G by Frank Emmett

Simulating Aluminum Aircraft Finishes by Bob Angel

Converting Monogram's B-52 to the Curtiss Wright CW-21B by Jack Keefe

The Modeler and the Club: A critical Analysis by Greg Ripps

This last article is consistent with the content of Ripps' "Editor's Column" and President Friddell's column. One of the suggestions that Ripps makes in this article is that members should be allowed to "review" their model before other members are called upon or invited to do so. It's interesting to think about



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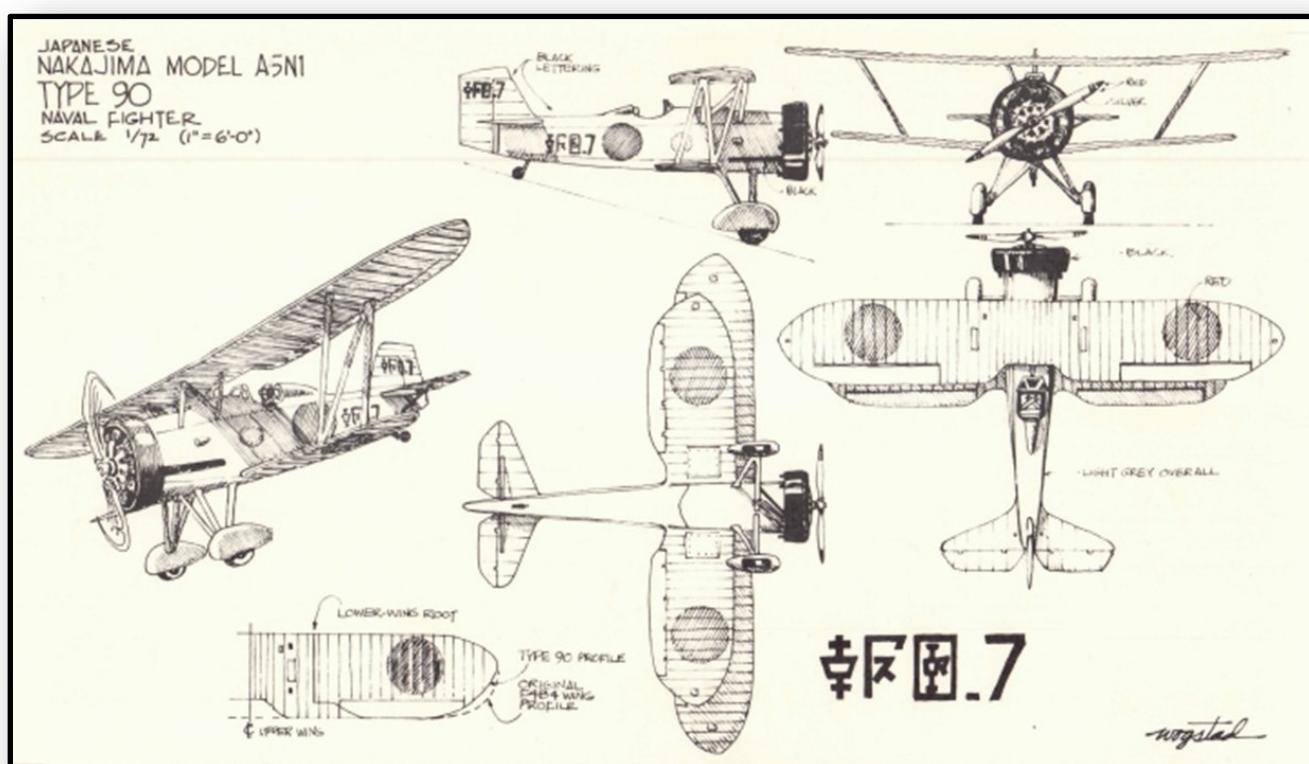
one of the standard items on the agenda at Alamo Squadron meetings in which members who bring models for display do just this thing. Its called the W.I.P., or Work in Progress, and members are invited to take a minute to describe their challenges, failure and successes they are experiencing with a model that is under construction. I think Ripples would be pleased with the W.I.P. program.

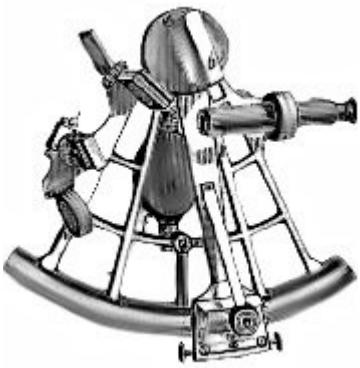
The September-October issue of "The Modelist" lists the President as Phil Friddell, the Editor as Gregory Ripples and contributors as Robert "Bob" Angel, Frank Emmett, Phil Friddell, Vance Holliday, and Don Morgan. This is notable in that these individuals appear as Officers, Staff, or Contributors in every "The Modelist" that is in the archive. It appears that, as elected officials, and as contributors, these gents put forward an effort requiring time, talent, and treasure. And, as we have seen in previous editions, the general mem-

bership was encouraged to join them by contributing material for "The Modelist". It appears that, up to this time, few members heeded the call.

Again, the signs of a club which is beginning to face some serious issues, are present. Calls for the membership to participate in club activities seems to be going unheeded. For us, back in the Present, there are a number of lessons to be drawn, and two of those lessons stand out. First, consider the "why" that motivates people to join a modeling club, and secondly, consider whether the club is offering those activities that would interest those members, or prospective members. There are other significant issues as well, but for now, we see a club that is travelling through a troubled patch.

In the next installment, we will see the end of SAMS, but the seeds of Alamo Squadron will be sown as well.





# About Alamo Squadron

## Executive Board 2017-2018



**President:**  
**Len Pilhofer**  
IPMS #49932  
[president@alamosquadron.com](mailto:president@alamosquadron.com)



**Vice-President**  
**Herb Scranton III**  
IPMS #48314  
[vp@alamosquadron.com](mailto:vp@alamosquadron.com)



**Treasurer:**  
**Dana Mathes**  
IPMS #43781  
[sec-treas@alamosquadron.com](mailto:sec-treas@alamosquadron.com)

**IPMS/USA Alamo Squadron** was founded on November 17<sup>th</sup>, 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.

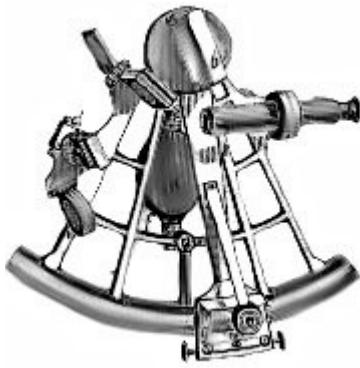


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# Upcoming Events

IPMS Region 6

**Next Meeting: Thursday, April 5th, 2018 at 7:00PM**

**Location: Northside Ford of San Antonio**

**April 7, 2018**

**Great South Tigerfest XXIV Scale Model Contest**  
**St. Jeromes Knights of Columbus Hall**  
**3310 Florida Ave, Kenner, LA 70064**  
<http://ipmsneworleans.wix.com/flyingtiger>



**April 14, 2018**

**Tulsa Modelers Open Contest**  
**Bixby Community Center**  
**211 N. Cabaniss, Bixby, OK 74008**  
<https://www.tulsaipms.org/>



**April 28, 2018**

**Modelmania**  
**Stafford Centre**  
**10505 Cash Rd, Stafford, TX**  
[http://www.ipms-houston.org/?page\\_id=11](http://www.ipms-houston.org/?page_id=11)



**June 2, 2018**

**Scalefest 2018**  
**Grapevine Convention Center**  
**1209 South Main St**  
**Grapevine, TX 76051**  
<http://www.ipmsnct.net/Scalefest.htm>



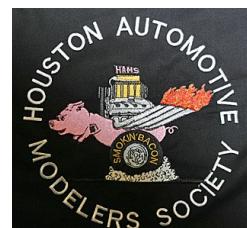
**June 8, 2018**

**SoonerCon 2018**  
**Council Road Baptist Church**  
**7903 NW 30th**  
**Bethany, OK, 73008**

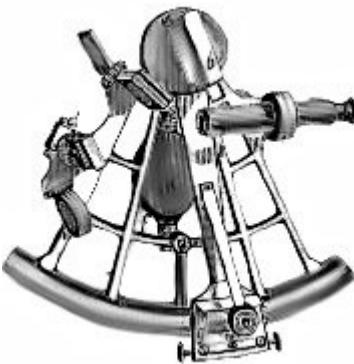


**July 21, 2018**

**HAMS Annual Model Show & Contest**  
**Cypress Creek Christian Community Center**  
**6823 Cypresswood Drive, Spring, TX 77379**  
<https://www.ipms-hams.org/annual-contest/>



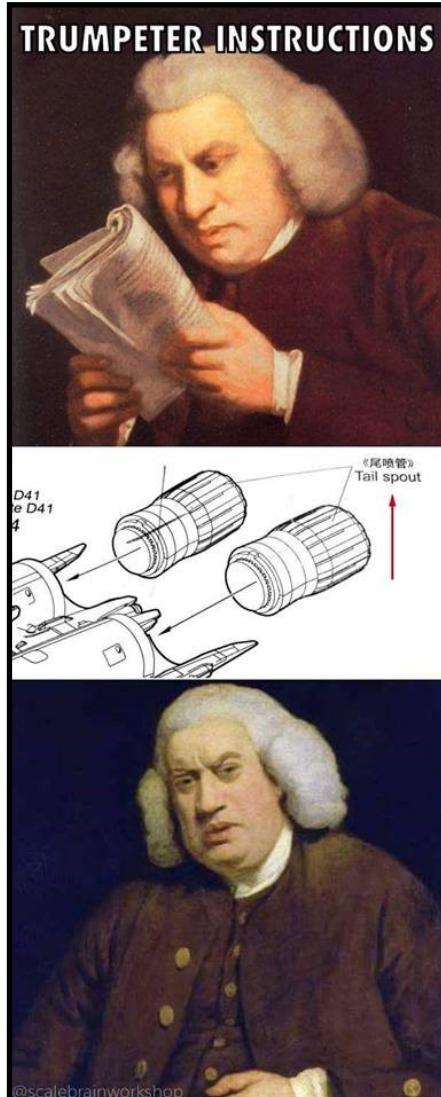
# Final Words ...



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

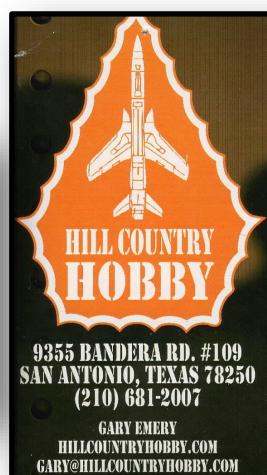
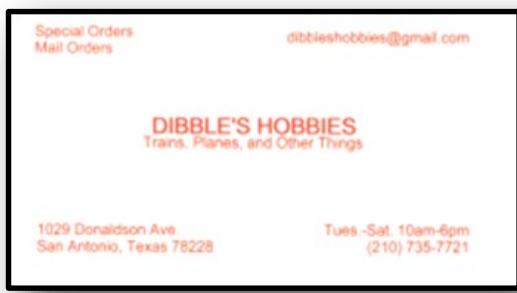
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City: _____	State: _____	Zip: _____	
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Signature (required by P.O.) _____			
Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior (Under 18 Years) \$17 <input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____			
<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order			
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order			
Chapter Affiliation, (if any): _____			
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