

The Navigator

The Newsletter of Alamo Squadron

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



August 2018

IPMS/USA Chapter of the Year:

1998-1999 & 2004-2005

IPMS/USA Regional Chapter of the Year: 2016

Back From The Dead!

Keith Rule Revives an Old Dragster



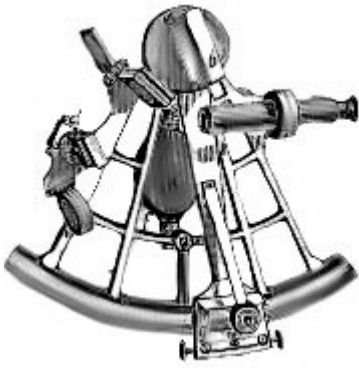
Inside This Issue:

Star Trek's USS Reliant Comparison Build—Part 2

History of Alamo Squadron: The Growing Years

The Chopper I Goes Toe-to-Toe with The Chopper II!





President's Column

By Herb Scranton III

IPMS #48314



President's Message - August 2018

I hope everyone had a wonderful 4th of July.

I attended the HAMS annual model show. John Kress was also there to sell as was Gary from Hill Country Hobbies. Their show is all automotive with lots of classes to enter. I entered my 32 Ford Vicky in the 49 and lower street rods. There was a lot of competition with some super models in this class. I didn't stand a chance. I bring this up because for me it is not the winning but the participation, don't get me wrong winning is fun. It gives you a chance to compare your work against other very talented modelers to see where you can improve your skills. I have found most modelers are more than happy to tell you their secrets to better models.

I was recognized as a member of the Alamo Squadron and asked to be a lead judge. I have been a judge in several contests now and this was the first time I was to be a lead judge. I encourage all of our members to get into judging, when I first joined the club Dick Montgomery got me into judging, he said it would make me a better modeler and he was right. First I followed a judging team to learn the ropes and ask questions and after a while I joined a judging team. So far I have just been judging automotive subjects; however Dana Mathis has been tutoring me on judging armor. I'm not there yet but with a few more sessions with Dana I will join an armor judging team as a novice.

So my fellow modelers get out there and show your stuff, don't worry about trophies, just have fun. Start judging and really look at the awesome skills of our fellow craftsman and improve your skills and maybe you will start getting some of those trophies.

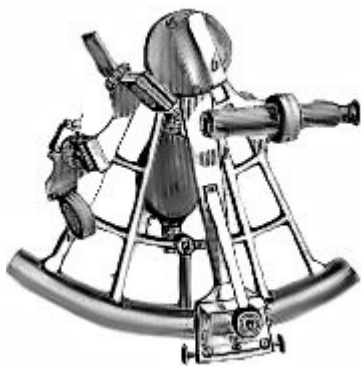
I had a great time. It was well worth the drive. The HAMS group put on a very nice show and I would like to thank them for a good time and letting me be a part of their contest. I spent a lot of time with Richard Kern and enjoyed his company. We also did some judging together.

One last thing, as I was walking around the venue it reminded me of when I was a kid. My dad would take my brother and me to car shows. The shows of the 50's and 60's were 50's lead sleds, 60's cars with wild paint jobs, and hot rods, but usually at one end of the armory/hall were tables with models. The models were a favorite part of the car show. I was always amazed by the detail and how they looked just like the real cars on the show floor.

I will miss you'll at the August meeting as I will be at the Nationals in Phoenix, but look forward to seeing everyone in September. (There's a song in there somewhere)

Cheers, Herb III





Club Announcements

Alamo Squadron Build Days

The next Alamo Squadron Build Day is Saturday, 4 August from 12:00-4:00 PM. The intent of these build days is to move more of the social and building aspect of our meetings to a more conducive environment...and what better environment than a hobby store! There will be no set format but if a member wishes to see a first hand demo on a certain technique then this is the perfect opportunity to make it happen. We hope that many club members will take the opportunity to participate. And added bonus is that we will be able to recruit for Alamo Squadron while at this establishment answering any and all questions of passers-by.



Monthly Contest Schedule

August	Open
September	The Color White
October	Open
November	Out of Your Element

Monthly Program Schedule

Here is a quick rundown of the upcoming programs that will be presented at our monthly meetings. Note there has been a change for July:

August: SWAP MEET
 September: Using Acrylics
 October: Mold Making/Resin Pouring
 November: Decaling with Future/PFC
 December: White Elephant Gift Exchange
 January: Basic Figure Painting

Proposed Modifications to Alamo Squadron Constitution and Bylaws: June, 2018

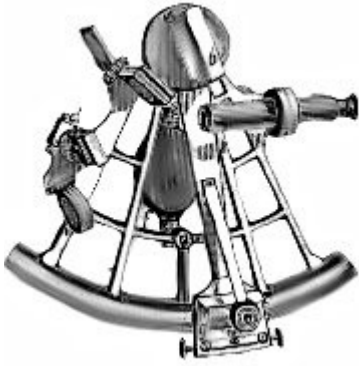
A C&BL committee has been formed by the Alamo Squadron Executive Board and is staffed by: Jeanna Banez, Jose Valdenegro, and Dana Mathes. Upon review of the CB&L the committee developed the following revisions and improvements. These will be brought up for a vote by the club at a future meeting. The current Alamo Squadron Constitution and Bylaws may be found on the club website:

www.alamosquadron.com/constitution

Revisions

Constitution Article III, Section 3a. Add the word "all" such that the sentence reads: "Alamo Squadron will maintain a high standard of ethics and respect for all people."

Bylaw VI, Section 1. Avoid redundant statement of adult members qualifications as already listed in Arti-



Club Announcements

cle III Section 2. Remove first sentence which restates the qualifications: “Those 18 years of age or older for Adult membership.”

Bylaw IX, Section 2. Change the designation of the steward for the Memorial Trophy from: “The Vice President shall be the steward of the award.” to “The Executive Board will appoint a steward for the trophy.”

Additions

Constitution Article VI Executive Officers. Create a new Section 3.

“The past president of the club may be invited to participate as a non-voting member of the Executive Board at the discretion of the incumbent president.”

Add a new Article to the Constitution concerning appointed positions in the club.

Article VII Appointed Positions

Section 1

The Executive Board may appoint active adult club members to positions of responsibility to meet the needs of the club. The Executive Board retains full responsibility for the actions of these appointments.

It is recommended that the club annually appoint members to the three positions listed below to one year terms of service. The Executive Board may take on these roles themselves and is not limited to only the three positions described below.

There are no term limits on these positions. It is also recommended that each of these posi-

tions have a trained and designated backup in place.

All expenditures related to the duties of these appointed positions must be discussed in advance with the President and Treasurer if over \$200. The members holding these positions may be invited to attend Executive Board meetings as non-voting members at the discretion of the President.

Section 2 Recommended Appointed Positions

Model Fiesta Director: Responsible for organization, promotion, and execution of all aspects of the club’s annual model contest known as ModelFiesta.

Multimedia Coordinator: Responsible for the production of the club’s monthly newsletter and the maintenance of the club’s website. This person also serves as the IPMS chapter contact and steward of the club’s website passwords.

Education Coordinator: Responsible for leading the club’s ABC modeling skills class, regular Build Days, and for the club’s programs to encourage member participation in the building of models and other modeling activities.

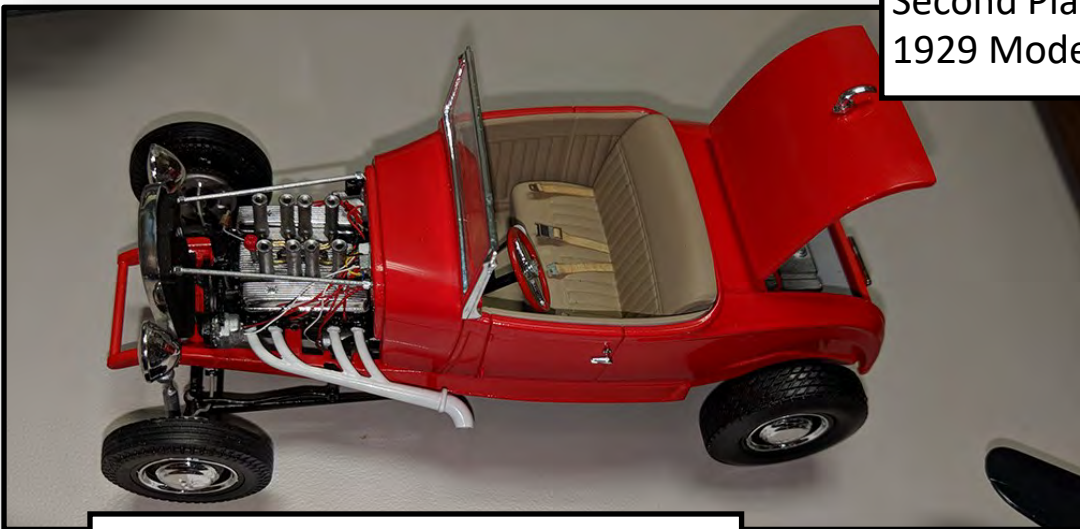
Club Announcements

July Contest Results

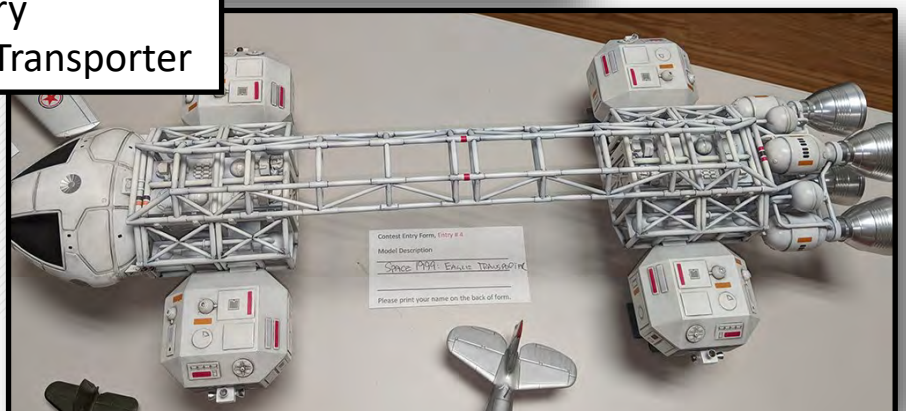
First Place: Dick Montgomery
1/48 Vindicator



Second Place: Keith Rule
1929 Model A Roadster



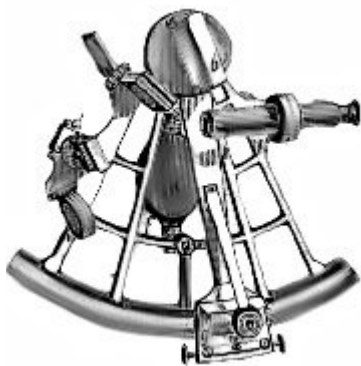
Third Place: Craig Gregory
1/48 Space: 1999 Eagle Transporter



Feature Story

Battle of the Choppers

Story and photos by Craig Gregory



The CHOPPER is the right tool for cutting styrene stock to length. This is a review of the CHOPPER I; followed by notable improvements introduced with the CHOPPER II. Both products are from Northwest Short Line.

The CHOPPER consists of the shear blade mounted to a ridged cutting surface. Perpendicular to the blade is a metal backstop running the entire width of the tool for cutting 90 degree angles. Included are 2 trapezoid shaped plastic miter guides providing 30, 45 60 and 90 degrees cutting angles. Thumb screws allow the miter guides to be held in various attitudes and positions along the backstop.



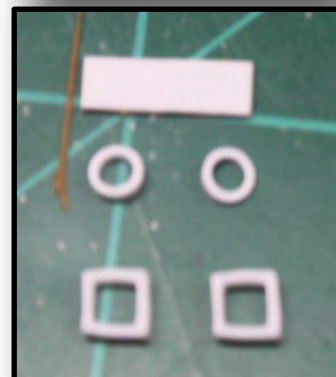
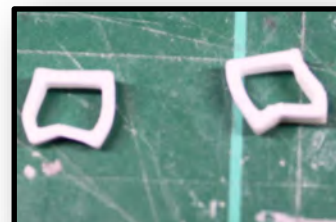
The pivot on the CHOPPER I loosens during use and continuously needs to be retightened.

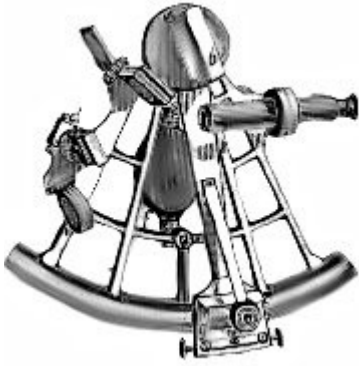


The CHOPPER II

- Metal raised base
- Metal miter shapes
- Self-healing cutting surface
- Redesigned pivot point

Larger shaped pieces tend to be crushed during the cutting processes. However, inserting the associated telescoping size product during the cut usually fixes the problem.





Cover Story

Dragster Rebuild

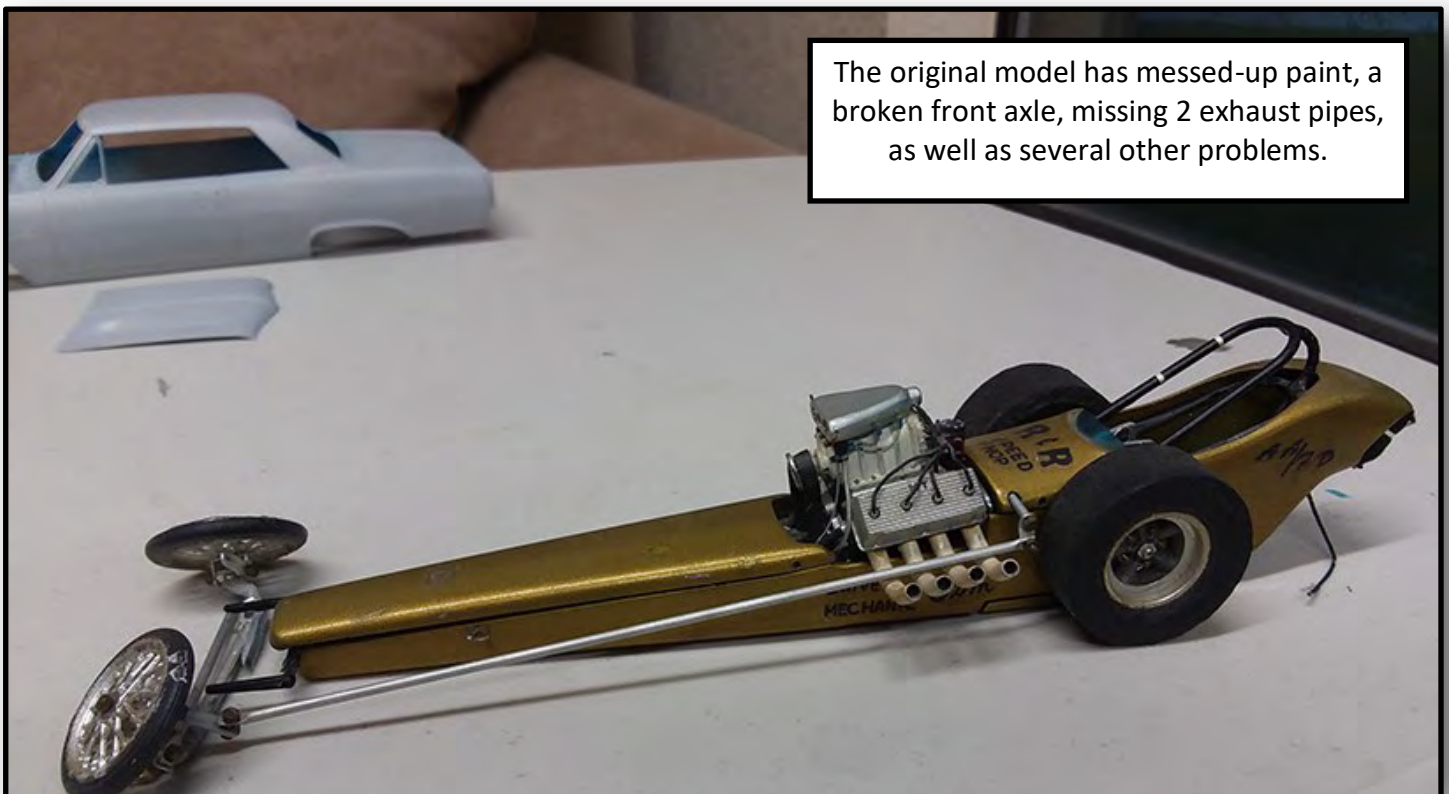
Model, Story and Photos by Keith Rule

Model building came to me accidentally. A friend of mine, Jim Romeo, received a kit for his birthday and brought it to my house to escape his five younger siblings. It was a Corvette kit as I recall. We were 12 or 13 years old and we were hooked. Fast forward several kits, failures, and lessons and we had become rather accomplished in this hobby. Our crosstown rival, Harold Jennings, added the pressure needed to strive for better and better models. The three of us battled for the coveted first place trophy at the local hobby shop's annual contest.

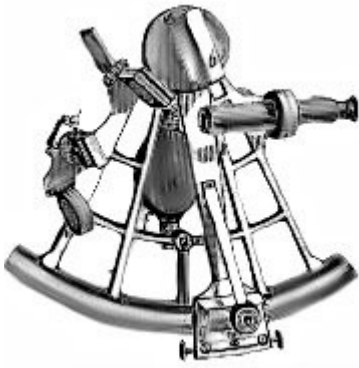
As my knowledge and skills improved, I looked to expand my competition beyond the local hobby store. Having a driver's license helped. Living in the St. Louis metro area, there were several hobby stores holding model car contests each year. So I planned and built the AA Fuel Dragster. I do not remember the source(es) for the parts or where I came up with the

ideas you see in the model. I had been subscribing to a model car magazine and I'm sure it had considerable influence. The model features a wired and plumbed engine, scratch built working steering using sheet metal, aluminum tubing, and jeweler's nuts and bolts, and removable wheels using same jeweler's nuts and bolts. The drag chute housing is custom fabricated to the body. The valve covers are custom made using a finned grille from my spare parts box. It was originally painted lime gold metallic. I do remember that fact. And, yes, I fared well in the contests that year.

It's a minor miracle that the model survived all these years stored away. When I moved to Texas in 2014, some of my stuff found it's way to my son's house next door to my home. During a visit to him last March, we found a box with some of my old models, and there it was, paint and parts damaged. I hope you find my repair and repaint project interesting.

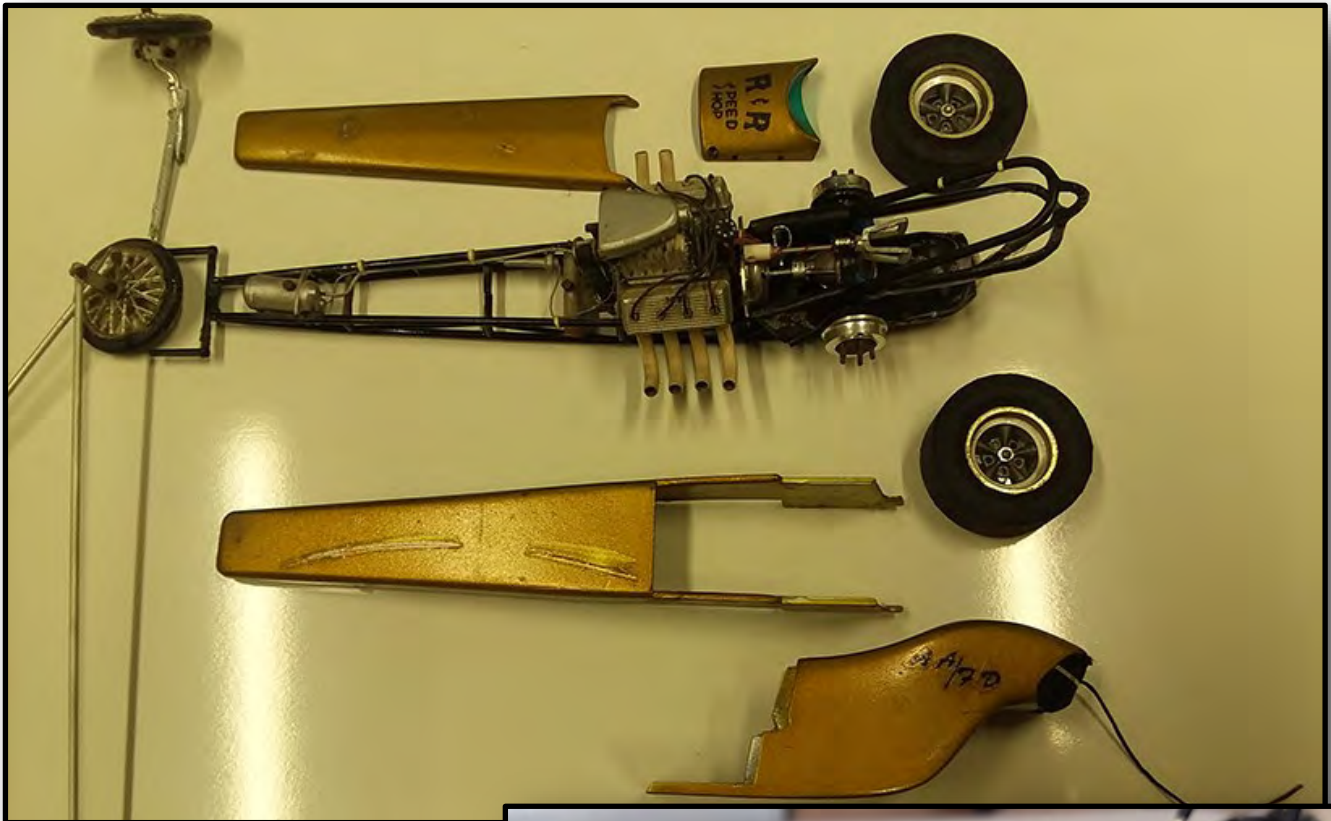


The original model has messed-up paint, a broken front axle, missing 2 exhaust pipes, as well as several other problems.

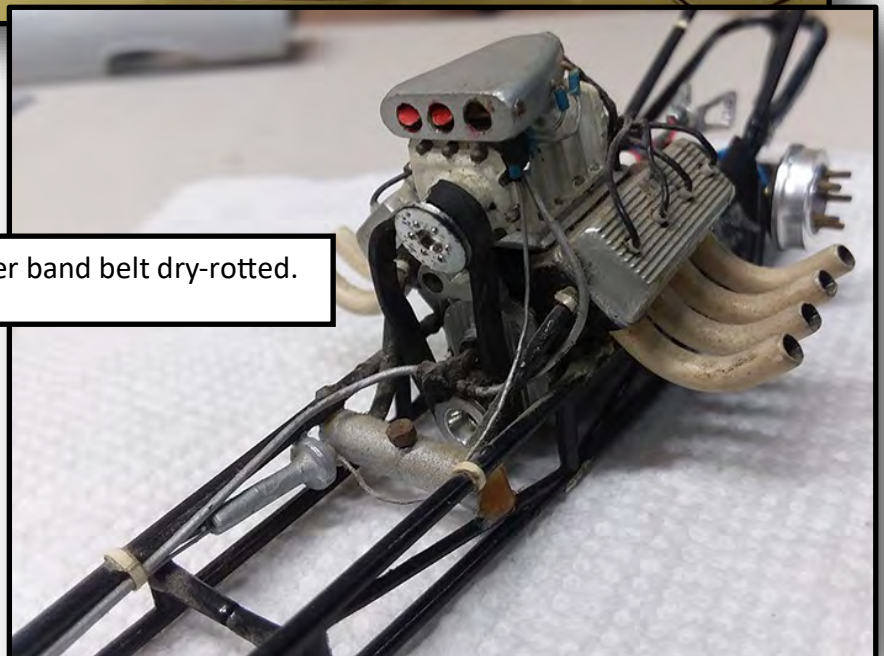


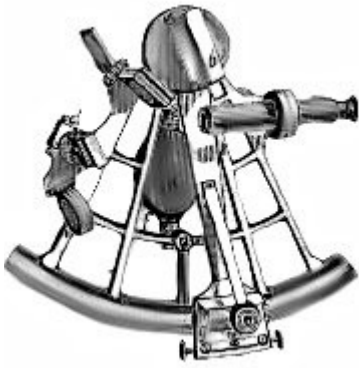
Cover Story

Dragster Rebuild



The rubber band belt dry-rotted.



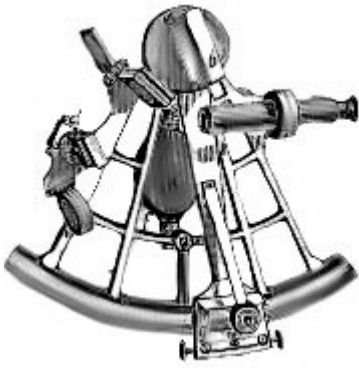


Cover Story

Dragster Rebuild



After a night of Castrol super clean, the body is clear plastic! The Chute housing in 3 pieces.

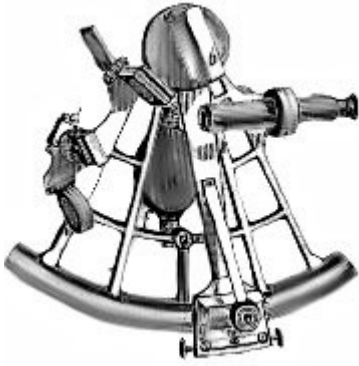


Cover Story

Dragster Rebuild

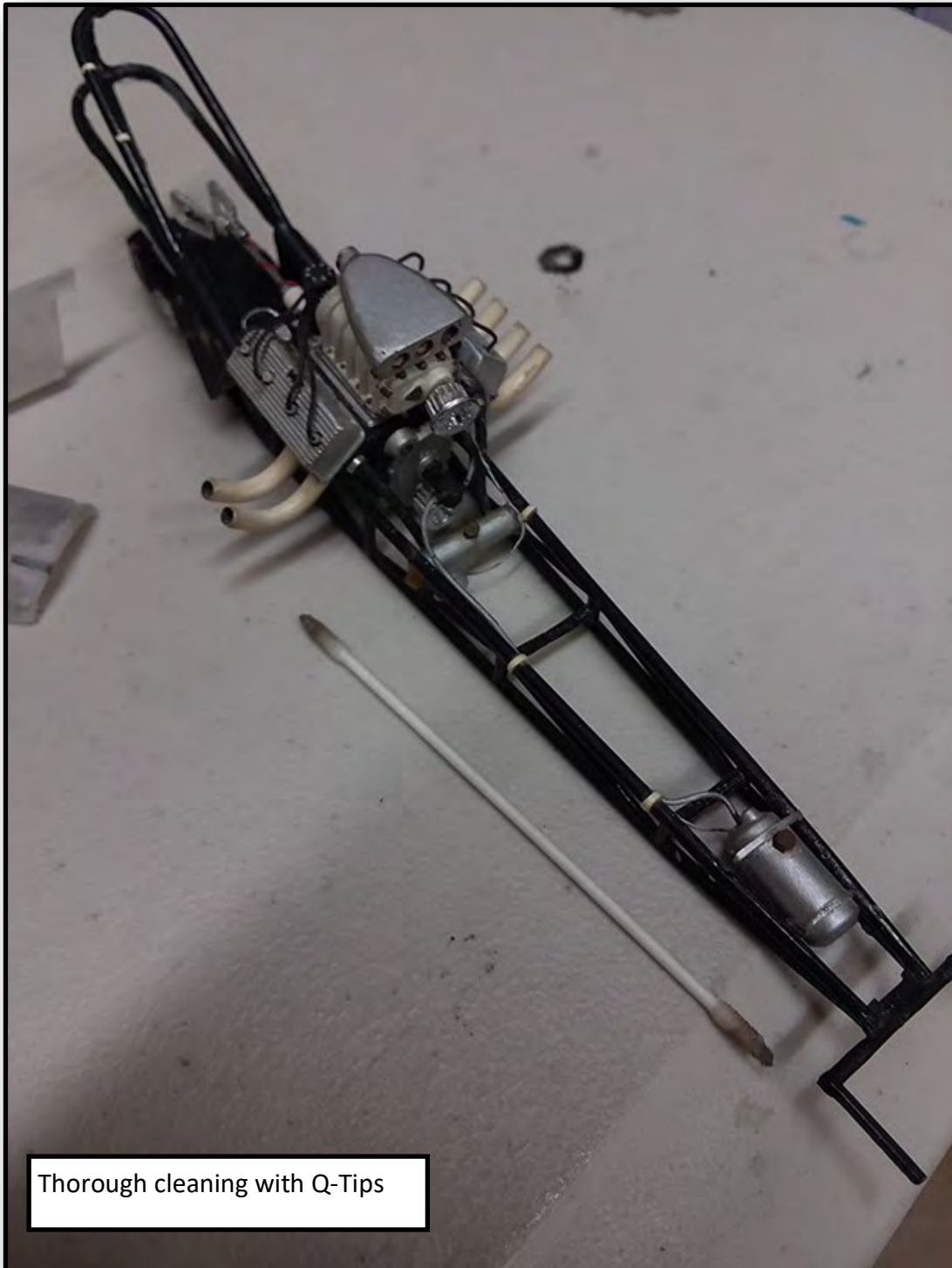


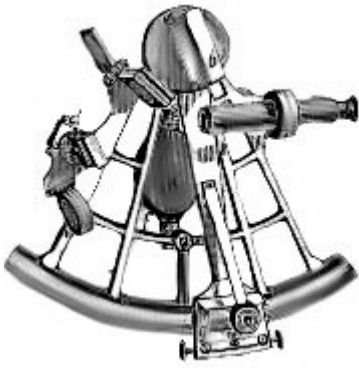
The chute housing reassembled with .020 styrene & epoxy



Cover Story

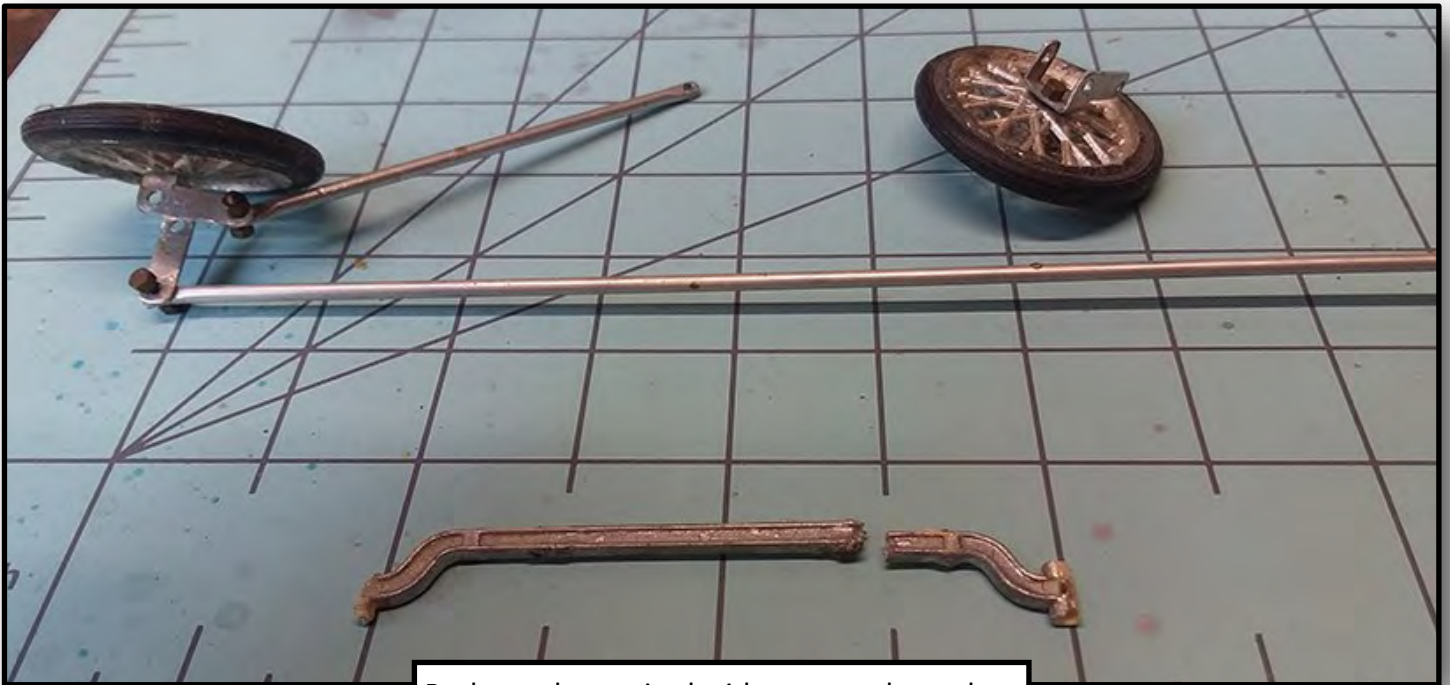
Dragster Rebuild





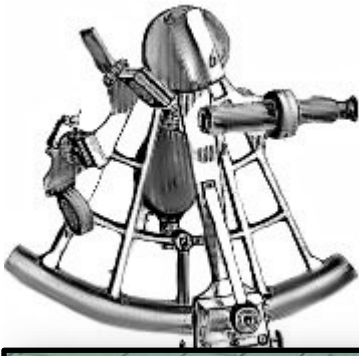
Cover Story

Dragster Rebuild



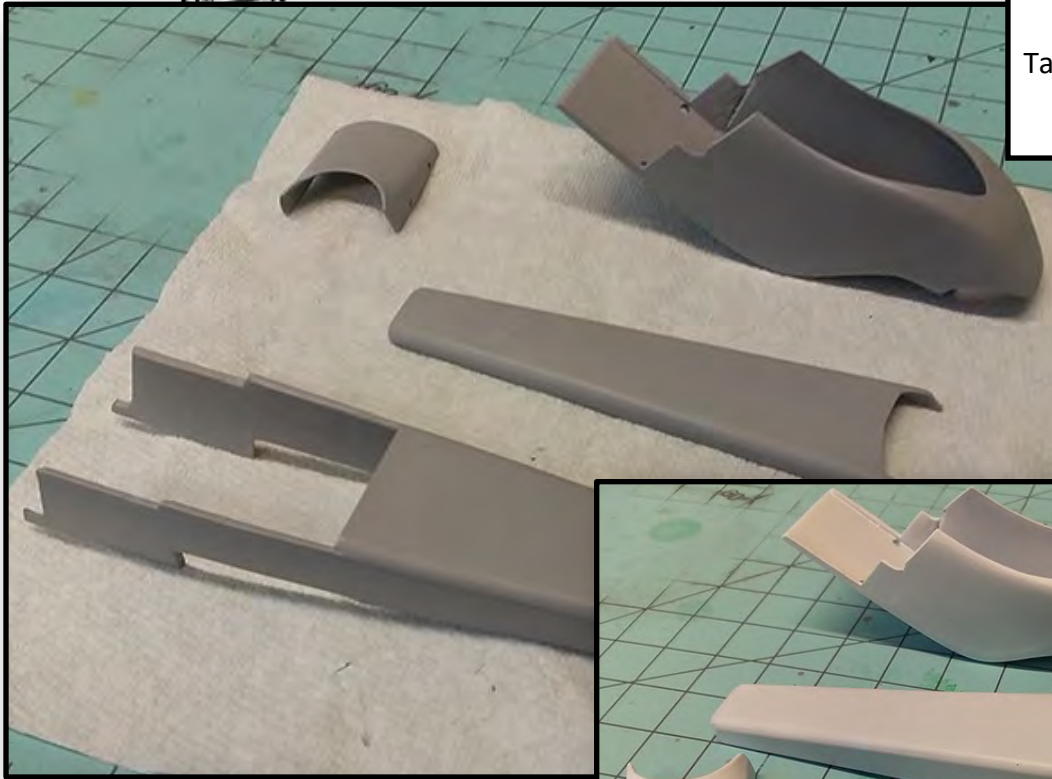
Broken axle repaired with styrene channel



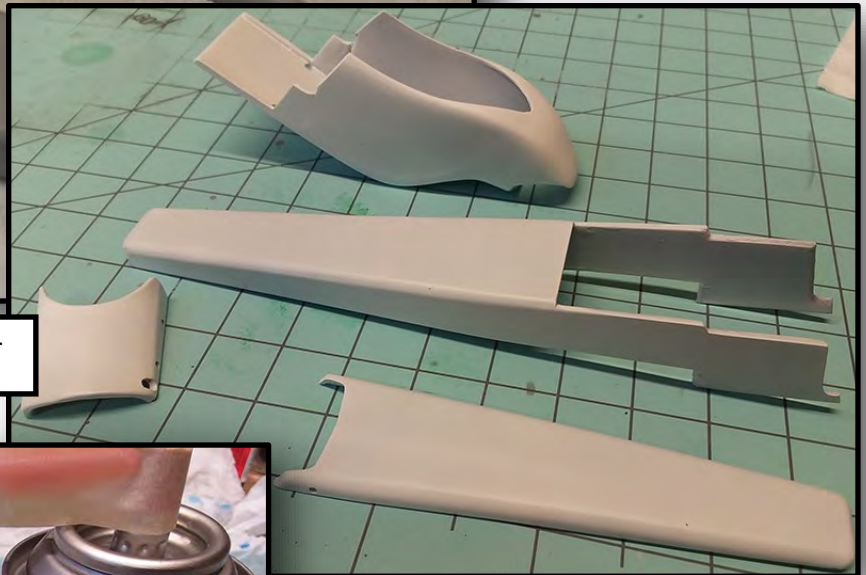


Cover Story

Dragster Rebuild



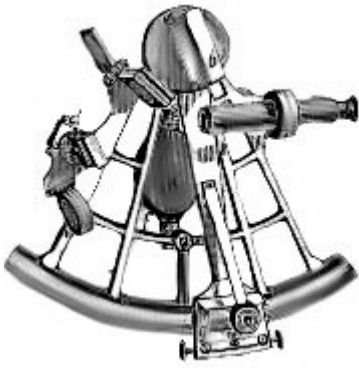
Several applications of Tamiya putty, sanding, and Tamiya gray primer



A final coat of white primer

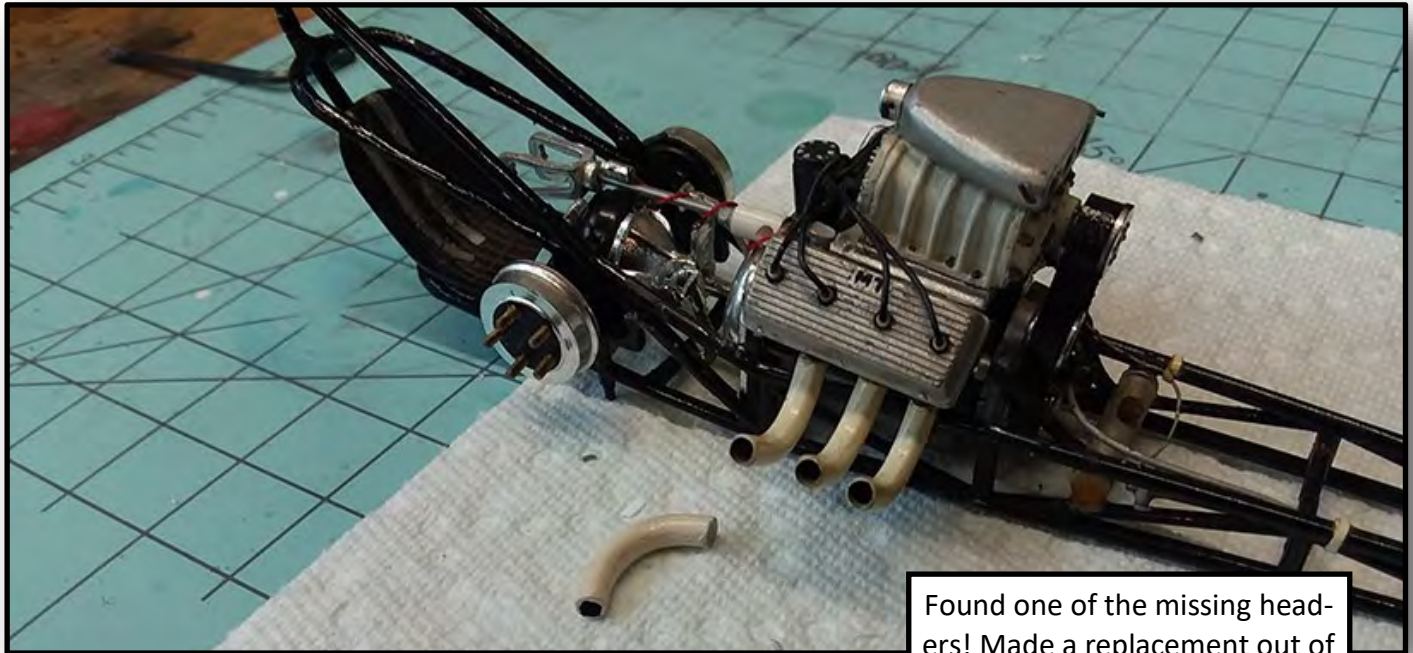


Decanting Testors Citrus Yellow Metallic Lacquer

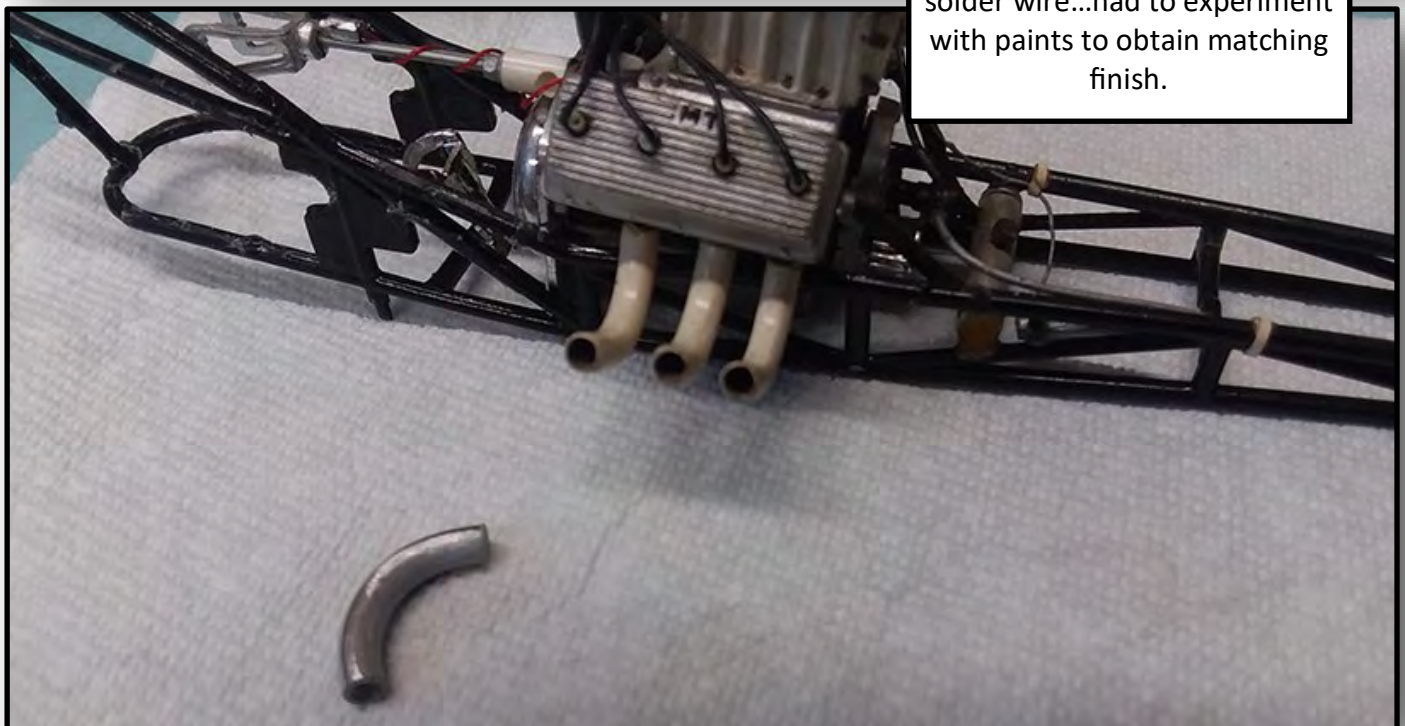


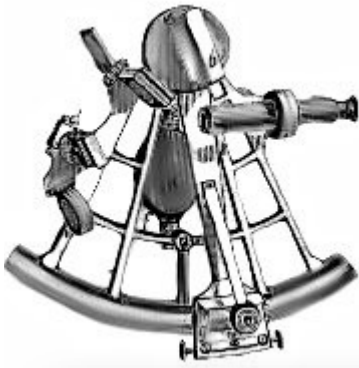
Cover Story

Dragster Rebuild



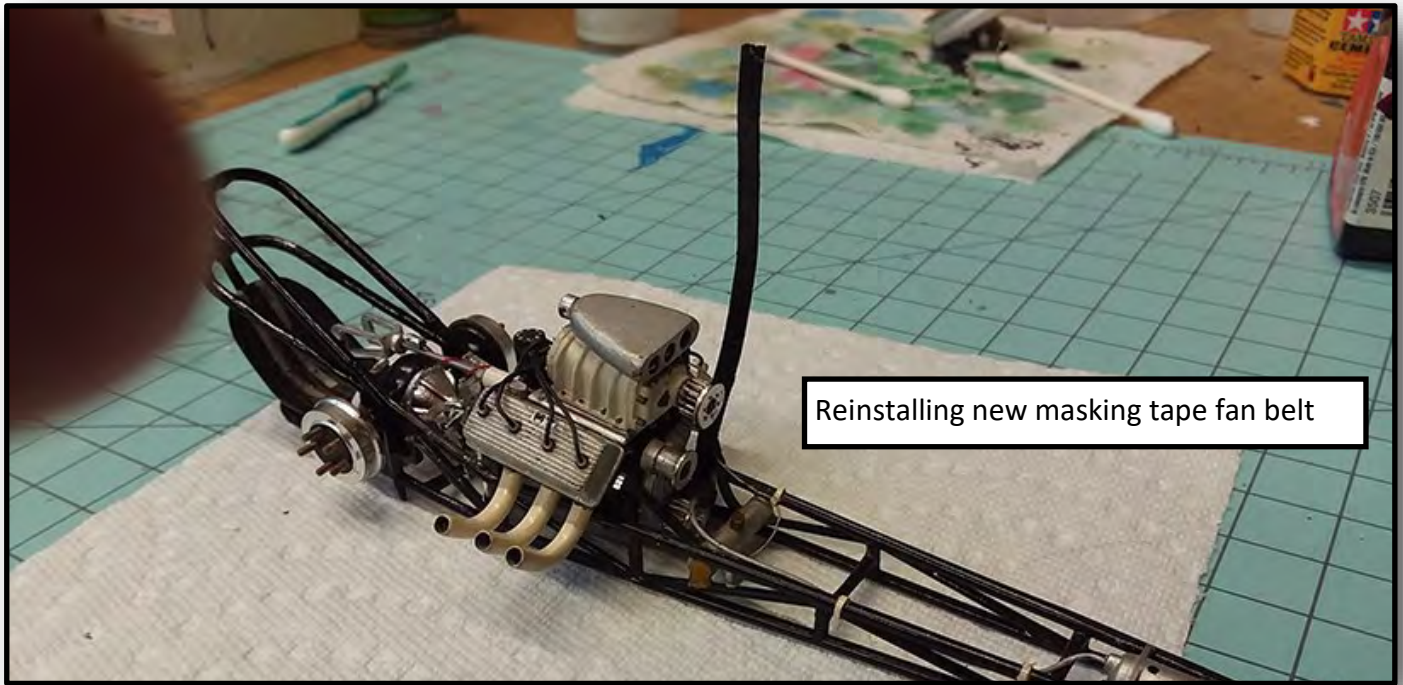
Found one of the missing headers! Made a replacement out of solder wire...had to experiment with paints to obtain matching finish.





Cover Story

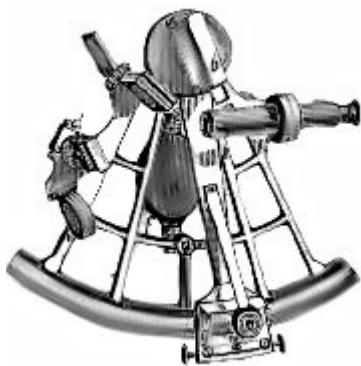
Dragster Rebuild



Reinstalling new masking tape fan belt



Color coat on, then dry transfer lettering with one hand painted "S"



Feature Story

U.S.S. Reliant, Part 2: History of the Miranda Class Starship

Researched and compiled by Len Pilhofer

Keeping with Alamo Squadron's motto of "No Build Shall Be Rushed for Newsletter Content" Craig Gregory is diligently working on his 1/587 scale U.S.S. Reliant and promises it will be ready for the September issue. I am also diligently working on my lighted version and can promise that it will be ready for the October issue. In the meantime, and to keep the "Reliant Enthusiasm" going I thought I would re-print some fictional history of this infamous starship from a book I own. The following is from "Star Trek Starship Spotter" by Adam "Mojo" Lebowitz and Rob Bonchune.

Miranda Class Starship

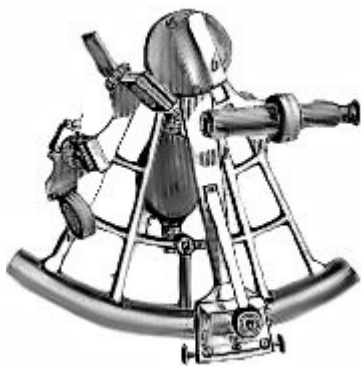
"One of Starfleet's most successful designs, the Miranda-class starship began its existence as a humble complement to the Constitution-class in the latter part of the twenty-third century. Compact and easily constructed, the Miranda-class made for a highly adaptable multi-mission resource to augment the larger Constitution-class and Excelsior-class vessels. Its combination of versatility and ease of construction allowed the Miranda to perform a variety of tasks, from combat to scientific: research to support services and cargo transport. As a result of this expansive utility, the class remained in smite throughout the twenty-fourth century".

"Miranda-class starships are a familiar design within Starfleet notable for several distinctive features. The most visible and recognizable feature of the vessel is the bar mounted pulse-phaser cannons. Developed as an outgrowth of mass-inversion research, these powerful weapons draw their power from plasma feeds directly off the main conduits running to the warp nacelles. The second most notable feature of the Miranda-class is its modularity. Interchangeable and removable elements allow the class to be utilized for a wide

variety of missions, and to support equipment in varying configurations. As a result, Miranda-class starships have appeared in a number of arrangements, including versions with and without the bar module and configurations utilizing outboard mounted weapons and sensor units".

"The success of the Miranda-class design began even before the USS. Miranda was completed. The unique spaceframe concept was applied to a refit program for an existing fleet of frigates. Following closely after the highly effective Constitution-class refit program, the upgrade marked the first appearance of the configuration which would later become the Miranda-class. The new design proved so successful and versatile, Starfleet moved rapidly to commission a number of vessels in this class. Although most of those early Miranda-class cruisers have long since been decommissioned, as the class nears its centennial, Federation citizens will still see the familiar shape of a Miranda-class cruiser from time to time, carrying on the proud tradition of a proven starship design".





Feature Story

History of Alamo Squadron: The Growing Years: 1984-1986

by Dick Montgomery
IPMS # 14003



By the end of 1984 Alamo Squadron had reached two goals established by the leadership in previous years. The club fully supported the publication of “Aircraft In Miniature”, and had held 3 successful annual contests, putting ModelFiesta on the map. Officers were serving the club well and members were supporting club activities. Meetings were held on a regular basis, programs on modeling techniques were being presented, and various members volunteered to speak about aircraft or modeling-related topics. Unfortunately, the archive is thin for the period of 1981 through May of 1986. The documentation that exists does, however, offer an interesting view of the club during these years.

By 1986 five different individuals had served as President of Alamo Squadron. The position of Event Director for ModelFiesta changed hands as well.

“Aircraft In Miniature” was identified, not as a stand-alone publication as had been the case earlier in club history but was described as an “Alamo Squadron Magazine”. Unfortunately, the last issue of AIM in the archive is the Volume 6, 1985-1986 issue. It is unknown if AIM continued to be published after this date. Perhaps a reader can clarify this question or, better yet, contact me and provide any issues of AIM dated 1983, 1984, 1985, and 1986, or later. We will review those who served as officers up to 1985-1986, ModelFiestas 4 & 5, and Alamo Squadron’s first IPMS Region Six convention.

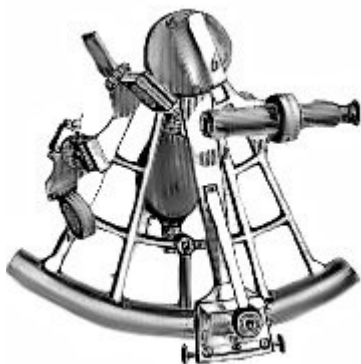
Social organizations such as modeling clubs benefit greatly from leadership who possess the requisite skills. In the early days of Alamo Squadron there is no doubt that such leadership was provided to Alamo Squadron and a number of members were willing to serve as officers and leaders.

From November 1977 to September 1982, Roscoe Creed served as the President of Alamo Squadron. To be clear, the available documentation does not indicate that Creed, or anyone else for that matter, served as the President



of the club in its first year, but there are tantalizing clues in the archive that indicates that he was the first President. Documentation for the span from 1978 to September, 1981, shows Roscoe served as the President. The archive does not, however, indicate who held other leadership positions. There is no information regarding the offices of Vice President and Secretary/Treasurer. In September 1981 Tom Ward was elected as the President and served in that office for a single term. In September 1982 to September 1984 Mike Derderian served the two terms in the President, followed by Bob Mills serving as President from August 1984 to September 1985. In 1985, Bob Rodriguez was elected as President. The only other officer identified during the period 1977 to September 1986 is Bob Mills. As mentioned above, Bob served as Vice President in 1983-1984, and then as President during 1984-1985.

“Aircraft In Miniature” had three staff positions. Those positions were Editor, Layout, and Production. From 1978 to 1983 the same three members served on



Feature Story

History of Alamo Squadron: The Growing Years: 1984-1986

the staff. Lee Bracken was the Editor, Bob Angel managed “layout”, and Frank Garcia managed

	President	Vice President	Sec/Treasurer	AIM Editor	AIM Layout	AIM Production
Sept 1978-Sept 1979	Roscoe Creed	Not Identified	Not Identified	Lee Bracken	Bob Angel	Frank Garcia
Sept 1979-Sept 1980	Roscoe Creed	Not Identified	Not Identified	Lee Bracken	Bob Angel	Frank Garcia
Sept 1980-Sept 1981	Roscoe Creed	Not Identified	Not Identified	Lee Bracken	Bob Angel	Frank Garcia
Sept 1981-Sept 1982	Tom Ward	Not Identified	Not Identified	Lee Bracken	Bob Angel	Frank Garcia
Sept 1982-Sept 1983	Mike Derderian	Not Identified	Not Identified	Lee Bracken	Bob Angel	Frank Garcia
Sept 1983-Sept 1984	Mike Derderian	Bob Mills	Not Identified	Phillip Friddell	Frank Garcia	Frank Garcia
Sept 1984-Sept 1985	Bob Mills	Not Identified	Not Identified	Phillip Friddell	Ray Rangel	Ray Rangel
Sept 1985-Sept 1986	Bob Rodriguez	Not Identified	Not Identified	Phillip Friddell	Not Identified	Not Identified

“production”. In 1984 Phil Friddell became the editor, a position he held until September 1986. Frank Garcia took over “layout” as well as “production. Frank Garcia passed away in Oct 1984. The name may be familiar to those who have attended various ModelFiestas. A memorial award honoring Frank is presented to the Best Navy Aircraft at each event. Ray Rangel volunteered to take over production and also handle computer graphics for AIM. The available documentation

shows that Rangel served in these two key positions for September 1984 to September 1985. A table showing officers and AIM staffers over the period of 1978 to 1986 is presented below.

For ModelFiestas 4 and 5, as well as the IPMS Region 6 Convention, held in the same calendar year as ModelFiesta 5 saw new leadership. Mike Derderian and Bob Rodriguez accepted the responsibilities for leadership roles. Bob Angel served as the Chief Judge, a position that he held for ModelFiestas 1,4,5 and the Regional Convention. Bob most likely served in that role for ModelFiestas 2 and 3 but the documentation for 2 and 3 lists only the Event Director.

Aircraft In Miniature

Aircraft In Miniature was launched with Vol 1, No. 1, published in the spring of 1979. As one can assume from the magazine title, the main focus of AIM was aircraft, not limited to model-centered content, but including history as well. Editor Lee Bracken laid out the overarching goals for AIM in this first issue. Those goals were to provide a historical view of aircraft subjects, provide discussions regarding modeling techniques, and to provide specific information about models via reviews of various kits.

We will look at the table of contents of a few issues, just to provide a sample of the excellent content that AIM provided its readers.

	Event Director	Vendor Coord	Registrar	Chief Judge	Awards Coordinator
ModelFiesta 4	Mike Derderian	Mike Derderian	Bob Rodriguez	Bob Angel	Not Identified
ModelFiesta 5	Mike Derderian	Not Identified	Not Identified	Bob Angel	Not
IPMS Region 6 Convention	Mike Derderian		Ray Rangel	Bob Angel	Mike Derderian

This first issue included

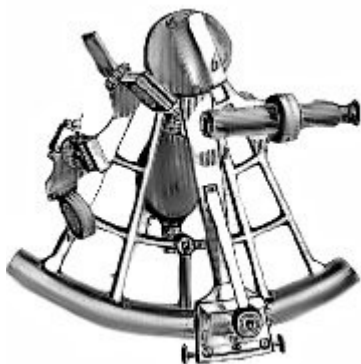
6 kit reviews and a summary of upcoming kit releases by Bob Angel

A history of the F-89 Scorpion by Lee Bracken

A history of the SBD Dauntless by Bob Angel

Jumping forward a year, Vol 2, No. 1 was published in the Spring of 1980.

Survey results (Most wanted kit subjects) is pre-



Feature Story

History of Alamo Squadron: The Growing Years: 1984-1986

sented by Bob Angel. Not surprising that every kit listed is a model of an aircraft subject in the two primary scales of interest, 1/72nd and 1/48th.

Latin American Corsairs by Dan Hagedorn
F-51D Mustang (Not a typo) In Air National
Guard by John Dienst

Modeling the P-51- A Comparison of Available
Kits

And finally, a look at the content of the most recent AIM in the archive, that being the Vol 6, 1985-1986 issue. By this time the staff positions had changed hands. Bob Angel served as the Editor, with Mike Derderian as the Assistant Editor. Computer Graphics/Production was handled by Ray Rangel.

The Editor's Comments indicate a name change to "AIM Annual". Bob Angel went on to state that after the death of Frank Garcia, in November 1984, was a major setback for AIM. Frank had been in charge of production (printing) of the publication and was able to do it at no cost. After Frank's passing, no alternative was found so publication ceased.

"The Harry Tate Royal Aircraft Factory RE-8" by
Bob Angel

Kit Reviews by Mike Derderian--- A couple of
aircraft kits were reviewed

"Judy in the Skies" by Bob Angel --- a history of
the Japanese Warplane known as the Judy

"The Convair F-102" by Lee Bracken

3 View Drawing of the Beechcraft Stagger wing
by Don Morgan

With this information about the "Aircraft In Miniature" magazine, that part of the history of Alamo Squadron draws to a close. As mentioned previously, this is the most recent AIM magazine in the archive. It

could be that this was the final issue, or it may be that additional AIMs were published, but no copies have been presented for inclusion in the archive. It should be noted that the contributions made by the AIM staff and by those who contributed to AIM show that there were a number of members in Alamo Squadron who made significant contributions to the club through AIM. It should also be obvious that the focus of the club, or at least of those club members who contributed to AIM, was tightly focused on aircraft.

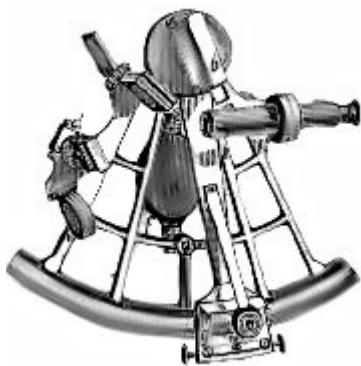
ModelFiesta IV

ModelFiesta IV took place on January 26, 1985 at Wonderland Mall, now known as Crossroads Mall. The contest marked a change in leadership from the previous three contests with Mike Derderian taking over the reins for ModelFiesta IV. Derderian also served as the Vendor Coordinator. Bob Rodriguez served as the Registrar. Ray Rangel was the Head Computer Technician, in charge of the tally of points

per model as submitted by the Judges. The Chief Judge was, once again, Bob Angel.

A Points System of judging was used, as was the case in the previous three ModelFiesta contests. One of the major





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complaints regarding the use of the Points System was that it required a large block of time. In fact, for ModelFiesta IV the judging process was scheduled to consume 5 and one half hours with the Awards Ceremony to begin at 6pm. This was a tremendous burden on those from Houston (3 hr. driving time), the Dallas-Ft. Worth area (6 hr. driving time) and Austin (90 min. driving time). Even with 5.5 hours to record and calculate the judging scores, the computer program failed to work as planned. In the end, the judging scores were tallied with paper and pencil.

Trophies were almost identical to those from the previous ModelFiesta. In fact, the only differences were the title, being changed from "III" to "IV" and the proper date applied. Major changes took place in ModelFiesta IV in most classes. These changes marked a significant change in the nature of ModelFiesta. ModelFiesta IV served as the foundation for category structure, with the same basic category structure set by ModelFiesta IV to the present day. Some of those changes are detailed below.

The categories for armor were organized into two groups of three categories each. The first group was for 1/48 and 1/72 scale armor, the second group was for 1/32 and 1/35 scale armor. In each group the three categories covered Tracked, Wheeled & Semi-Tracked, and Non-SP & Artillery models.

An Aircraft category was created to include both vacuformed and scratchbuilt models.

An Aircraft category was created for Box Stock entries covering all scales.

An Aircraft category was created for small scale military aircraft, usually 1/100 scale or smaller.

The Automotive Division was reorganized into two

categories for those models larger or smaller than 1/20 scale.

The Ships Division was reorganized into two categories for Engine-powered craft and non-engine powered craft.

The Figures Division was reorganized into four categories. Models were divided into Mounted and Unmounted categories as well as a size split for those taller or shorter than 54mm.

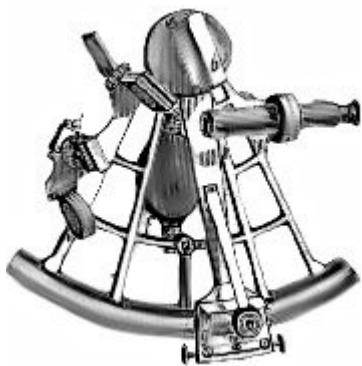
The Spacecraft Division was titled differently (Spacecraft: Real & Fantasy). This was a step backward because it would leave boosters and launch vehicles in the Open or Miscellaneous Division.

The Diorama division was divided into 3 areas depending on the nature of the model. Categories were created specifically for Armor, Figures, and Other subjects.

A category for Open or Miscellaneous subjects was created.

A category for Junior Fantasy/Space was created. ModelFiesta IV featured four different subjects for Theme Awards. One of these themes was for the armor or aircraft model that best depicted a ***Weekend Warrior*** subject. The second Theme Award came from a suggestion by the contest coordinator, Mike Derderian. He suggested that the club sponsor an award for the "best model from the worst kit". This award was labeled as the ***"Ralph Award"***. This award was open to any type of model entered in any category.

A third theme award was given to the ***"Best Experimental/or Prototype Aircraft"***. The inclusion of this theme raised some eyebrows. There were those who suggested that one or two club members were



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"building" a category for which they already had models built. While it was true that the suggestion for the award came from a club member who had a very nicely done "x" plane already completed, it was also pointed out that anyone who wanted to compete for this award was welcomed to do so and had 11 months (the theme was announced not long after ModelFiesta III was held) in which to finish the kit. In the end the result was that the "awareness" of the contest leadership was raised to the possibility of "category building" for specific individuals, and that it was not an appropriate practice. From the distance that almost 35 years provides, it is very doubtful that "category building" was taking place by any individual. In fact, the suggestion of a theme award for an X plane or Prototype was a good idea and it worked well.

The last theme award was dedicated to the memory of a club member that passed away in October of 1984. Frank Garcia had been a member of the old SAMS club which, in part, gave rise to Alamo Squadron. He was known for his ability to put a smooth finish on models and to apply decals in an expert fashion. Frank's primary interest in modeling was post-war naval aircraft. The award was named, "**The Frank Garcia Award**". The award has been offered in many ModelFiestas since ModelFiesta IV. In recent times the **Frank Garcia Award** was turned into a **Memorial Award**. This distinguished class of awards are presented in honor of deceased Alamo Squadron members. The award is now given to the builder of the "best post-war U.S. Navy jet". ModelFiesta IV featured a Special Award, called the 4.0 (Four- "O") Award. This award was given to a model that received a perfect score from the judges. Of course, there can be an argument made that no model is perfect but that is a discussion which is not part of this history.

Entries- There is some debate regarding the number of entries at ModelFiesta IV. The February, 1986 club newsletter, however, indicates that the count was 242 total entries. ModelFiesta IV was a giant leap forward. With few exceptions the reorganization of categories was an improvement over previous contests. Many of the newly created categories formed the basis of the modern ModelFiesta competitions.

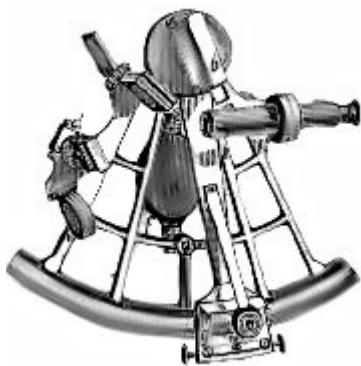
ModelFiesta V

ModelFiesta V was held on January 18, 1986 at Wonderland Mall. Contained in the February club newsletter, Mike Derderian, the Event Director for ModelFiesta V summarized the event and offered his thanks to the ModelFiesta staff. Quoted here is Mike's summary of the event.

"ModelFiesta V is now history. I'd like to take a little space to summarize how things went this year, as well as thank some people, by name, who made it all possible. Total entries were down this year, from 242 (ModelFiesta IV) to 192, and there were several categories that either had no entries at all or didn't have 3 models. Trade tables were up, from 4 to 14! It was the best organized and smoothest-running contest we have had to date!

For the first year ever we made no profit, but there were some factors that were out of our control: we had to rent 24 tables (\$88), we did not receive the \$100 subsidy from the mall this year, and we had 50 fewer entries than last year, which meant \$100 less in entry fees. We took in \$506 in income and had \$530 in expenses, so we went \$24 in the hole!

Registration went very smoothly; the judging went much faster than last year (more judges than we had last time); the trade tables went great, and even though the computers went on vacation, we still man-



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aged to get the scores in on time and get the awards presented and everybody out the door much earlier than last year. I didn't hear any complaints about the results of the judging; the first-timers were very impressed with the organization; we got a lot of compliments on the trophies and the pre-teen and junior awards and certificates, and nobody (to my knowledge) bitched about the handling of the models!

I'd like to personally thank everyone who came and worked during the contest; I certainly appreciate your dedication and hard work! I'd also like to give my special thanks to the following: Bob Angel for the best team of judges ever; Ray and Rick Rangel and Tom Ward for their nimble fingers at the computers; Russell Mapes, Dick Montgomery, and Bob Rodriguez for the best registration ever (welcome back, El Fuzzito!) Charlie Moriarty and Dan Danilak for their usual superlative job with the entries and the scoring; Brian Herold for staying all day! And a special thanks to the guys from Austin, Lone Star, and Ft. Hood for their help... it wouldn't have been possible without them!

As you may or may not know, about 5pm the computers decided not to give any scores for the models! In 45 minutes we went back and manually totaled all 192 entries and posted the results.... luckily, we have a back-up system for emergencies such as this, and thanks to some super workers who didn't panic, we were able to get everything done on time!

The contest program (author's note: referring to the computers software) is being rewritten and will be ready in plenty of time to be tests before the Regional, but it's comforting to know that we can still get the job done in case something like this happens again!

I would like to thank everyone who has helped me over the last two ModelFiestas: I couldn't have done

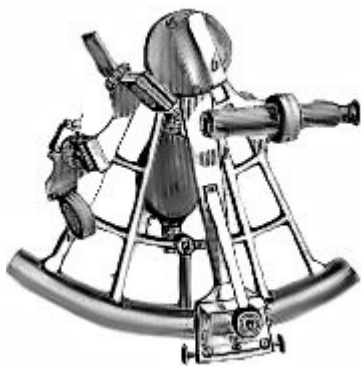
it without you, believe me! I will be turning over ModelFiesta VI to Bob Rodriguez and Russell Mapes, who will be the contest coordinators for next year; I know you will give them the same support that I have enjoyed. I'm planning to lay back and actually build some models for a change!"

ModelFiesta V was the last ModelFiesta in which computers were used to tally judging scores. And it was the last ModelFiesta to use a Points System for judging. Moving forward all ModelFiestas have used a Committee System, with 3 judges making up a team that judged entries as 1st, 2nd, and 3rd in categories to which they were assigned, in alignment with the judging guidelines suggested by the International Plastic Modelers Society-IPMS/USA. ModelFiesta V was also the last event sponsored by Alamo Squadron in which the total entry number was below 200, and it was the last ModelFiesta that failed to make a profit.

As Mike Derderian pointed out in his summary, though, the event clearly showed that Alamo Squadron was united by a common goal, that goal being to make ModelFiesta a successful event. That spirit of unity, and the design of the category structure that Derderian put in place set the stage for all ModelFiestas up to ModelFiesta 38, the next ModelFiesta, in an unbroken line of ModelFiestas, to be hosted in February of 2019.

The IPMS Region 6 Convention

Alamo Squadron had been granted the bid to host the Region 6 convention for 1986, and the club chose to host both ModelFiesta V and the Regional Convention in the same year, just four months apart. There was some discussion about whether the club could pull off two major modeling events that close together. In the end, there were no issues that were caused by the



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proximity of these two events on the calendar, but it also became clear during the Regional that lessons from ModelFiesta V regarding the computer software were not applied.

During the two-day Regional (one of only two events hosted by Alamo Squadron that were multi-day events

---both being Regionals) the computer system functioned poorly. The Awards Ceremony was being delayed by the slow process of getting the computer to tally the judging scores, and as soon as a

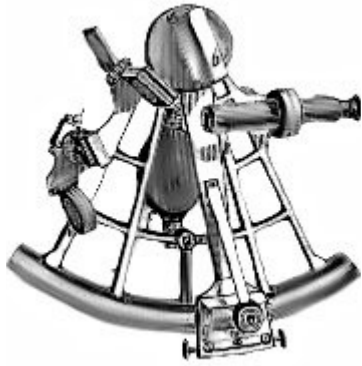
handled the computer technology, and Bob Angel served as the Chief Judge. The archive notes indicate that Mike Derderian also served as the Awards Coordinator. The event was held at what was then known as the Holiday Inn at Loop 410 and I-10 West. The facility is now known as San Antonio Marriott, Northwest. The event was successful, even though the computer system failed to function properly. The event made a small profit, and although there was some criticism regarding the delay in the Awards presentation, comments were helpful and taken as constructive criticism.

By May, 1986 Alamo Squadron had shown that the club and its membership could hold a successful annual event (ModelFiesta). Even though there were a few results that could not be described as “successful”, the first five ModelFiestas, and especially IV and V, established a strong foundation upon which Alamo Squadron was to build ModelFiesta into one of the larger “local” events held in Texas. Thanks to those who travel to ModelFiesta each year, we all (the modeling community in Texas, New Mexico, Oklahoma, Arkansas, Louisiana, other parts of the USA, and Mexico) benefit from an event that is enjoyable and stimulating. And, as a social organization, Alamo Squadron was functioning well, led by members with the leadership skills, supported by members who helped Alamo Squadron continue its positive evolution as a modeling club.

In the next article in this historical series we will continue to track the growth of the club through its newsletters and through the expansion and growth of ModelFiesta.



set of results were printed out they were rushed to the Awards Master of Ceremonies, Bob Bethea, so that he could keep the show moving forward. Bob saved the day by telling an unending stream of jokes that kept the audience in a mood more cheerful than one would expect. In the end, the winners were announced, and the show came to its conclusion. The archive has very little information regarding this Regional. No entry total is on record, but a Winner's List was preserved by Bob Angel and shared with the archive in 2017. The names of some staff members are on file. The Event Director was Mike Derderian with Bob Rodriguez and Ray Rangel given equal billing. Ray Rangel



Upcoming Events

IPMS Region 6

Next Meeting: Thursday, August 2, 2018 at 7:00PM

Location: Northside Ford of San Antonio

1-4 August, 2018

IPMS/USA National Convention

Phoenix Convention Center

100 N 3rd St, Phoenix, AZ 85004

<http://www.ipmsusanationals2018.org>



September 8, 2018

SuperCon

Bob Duncan Community Center

2800 S. Center St.

Vandergriff Park, Arlington, TX

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



Scale Modelers

October 6, 2018

Capitol Classic 2018

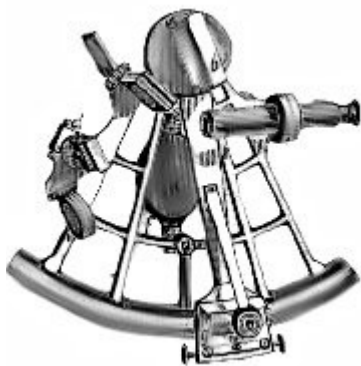
Travis County Expo Center

7311 Decker Lane, Austin, TX 78724

Austin, TX

<http://www.austinsms.org>





About Alamo Squadron

Executive Board 2018-2019



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

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



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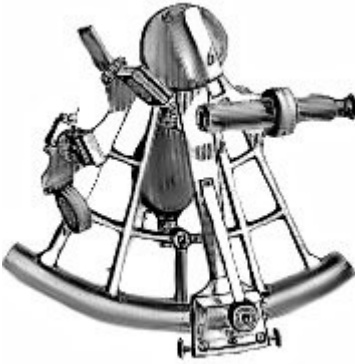


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Final Words ...



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

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

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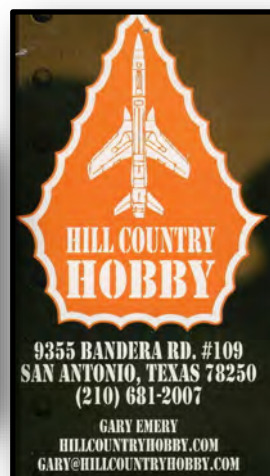


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