

# The Navigator

The Newsletter of Alamo Squadron

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

July 2018



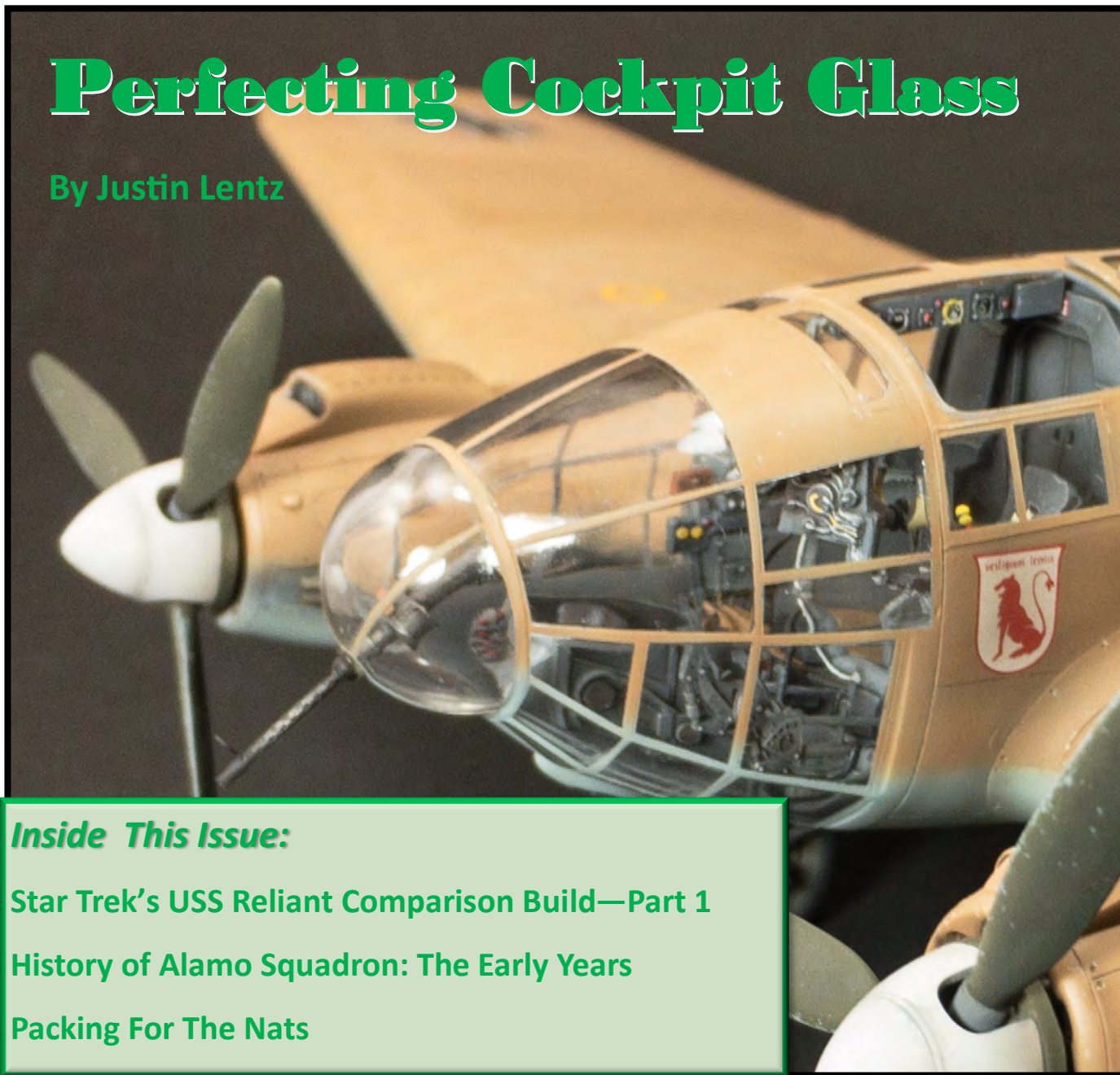
IPMS/USA Chapter of the Year:

1998-1999 & 2004-2005

IPMS/USA Regional Chapter of the Year: 2016

## Perfecting Cockpit Glass

By Justin Lentz

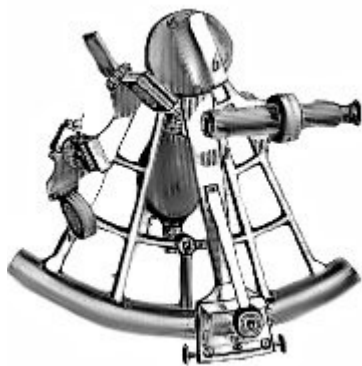


### Inside This Issue:

Star Trek's USS Reliant Comparison Build—Part 1

History of Alamo Squadron: The Early Years

Packing For The Nats



# President's Column

By Herb Scranton III

IPMS #48314



## President's Message - July 2018

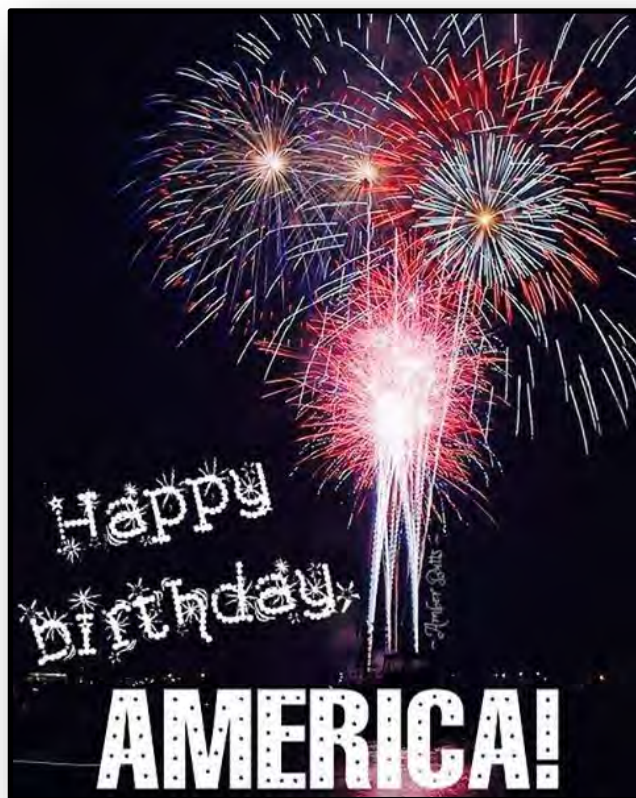
Greetings all you gods and goddesses of the Alamo Squadron,

I was sitting at my computer wondering what I am going to write about this month. I couldn't think of anything, so like a true procrastinator I decided to go out to the man cave and work on a model and think of something to write. I sit down at my modeling desk trying to decide which project I should work on, maybe the F-102 that I had to sand because I botched the paint, or the SC/Rambler that needs to be re-primed because I found a scratch in the body, or the MX-5 interior that needs to be painted, or maybe the F-100 that's been primed and ready for some color etc. etc. I sure you get the idea. While trying to decide I noticed my reloading counter is covered in new acquisitions that need to be loaded to my database and put away, boxes and plastic containers, and dozens of model parts in various shades of paint and primer waiting for some color. My painting counter is covered with bottles that need cleaning, the model boxes to all the projects I am currently working on, a dead computer, and finally my work desk, which is 6'X4' and I probably only have a 18" square of working space. What a mess, how could I possibly work on a model in this mess? I have had the privilege of seeing some of our fellow modeler's working spaces, and I noticed 2 things, most of us have more than one project going on at the same time and the condition of our work space is not a reflection of the quality of the models produced. Rob and Dana have very organized work areas and built some amazing models, and Charles and Len's work areas are like mine cluttered to say the least and they also build award winning

models. So what is your modeling style all cluttered or neat as a pin. I personally lean more to the everything in its place and was up till 1 in the morning last night cleaning and organizing my space and well what do you know I found something to write about. Killed two birds with one stone, win win for me and now I have a clean working area to mess up again, which won't take long.

I want wish everyone a safe and happy 4<sup>th</sup> of July. Hope you get to spend it with your friends and family. Enjoy the food and fireworks celebrating our 242<sup>nd</sup> birthday and looking forward to see you 'all on the 5<sup>th</sup>.

Cheers, Herbert Scranton III







# Club Announcements

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

July 1st means we are exactly 1 month away from the **2018 IPMS/USA National Convention**, this year hosted by our good friends in Phoenix. Dates of the convention are 1-4 August. 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.ipmsusnationals2018.org](http://www.ipmsusnationals2018.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 must be a *current* IPMS/USA member.

## **Alamo Squadron Build Days**

The next Alamo Squadron Build Day is Saturday, 7 July 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.

## **Alamo Squadron Birthdays**

This month John Kress is celebrating a birthday. Be sure to wish him well at our upcoming July meeting...and buy him a car kit...he'll love it!

## **Monthly Contest Schedule**

July	Open
August	Open
<b>September</b>	<b>The Color White</b>
October	Open
<b>November</b>	<b>Out of Your Element</b>

## **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:

**July: Aircraft Rigging**  
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

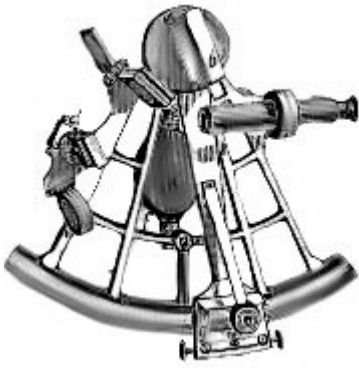
## **Proposed Modifications to Alamo Squadron Constitution and Bylaws: June, 2018**

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](http://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."



# Club Announcements

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**Bylaw VI, Section 1.** Avoid redundant statement of adult members qualifications as already listed in Article 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 positions 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

## June Contest Results

Second Place: Henry Nunez  
Confederate Infantry Officer



First Place: Keith Rule  
1/25 1965 Chevy Stepside



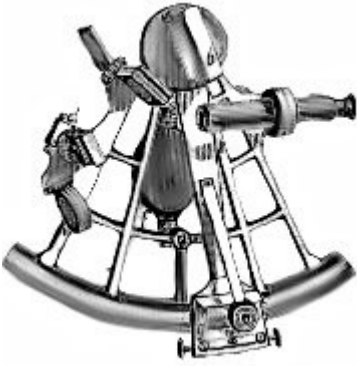
Third Place: Jose Valdenegro  
Minicraft 1/144 B-52H



# Kit of the Month

## Tamiya 1/16th Scale M-1A2 Abrams

Presented by Mark Verdi



**W**e all have different reasons why certain subjects that we model are our favorites. For me, it started back in 1988 when I enlisted in the Army as a 19K (M1 Armor Crewman). I quickly learned all that I could about the M1 Abrams tank. It is a magnificent vehicle and holds special meaning for me. As my favorite vehicle, I was very excited when Tamiya announced a 1/16 scale M1A2.

Tamiya's Big Tanks are designed to be RC (Remote Control) vehicles. As such, they are designed to have functional suspension, movable running gear, rotating turrets, and elevating main guns. The Display Version is the same kit as the RC Version without the motors, lights, batteries, and sound systems. The Display Version is still an expensive kit costing over \$450.00 on EBay.

What do you get in the box? The biggest part is the aluminum lower hull. It has all of the holes needed for the suspension and running gear already in place. A great feature is two fully assembled working tracks. The kit has an aluminum main gun tube. There is one fret of photo etched stainless steel for the bustle rack and some of the rear deck grates. The road arms and drive sprockets and hubs are cast white metal. The tires for the road wheels are rubber. There are several small bags with various screws, clips, brass bushings, nylon bushings, rubber rings, and functional torsion bars. There are sprues of PS (polystyrene), ABS (Acrylonitrile Butadiene Styrene- a stronger engineering plastic for the running gear), and a clear one for vision blocks and lenses. Most of the ABS parts are held in place by screws, however, a few are attached to the PS and will require CA (Cyanoacrylate Adhesive- super glue).

There are many positive aspects of this kit. The large

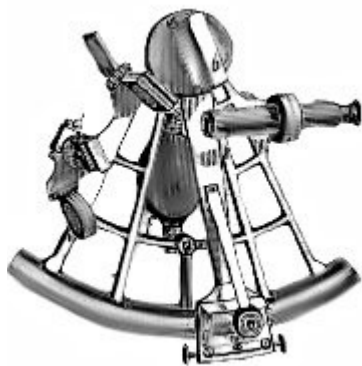


shaped parts are correct. The parts appear to be strong and can take rough handling. The aluminum main gun tube will save trying to fix a seam line on a curved surface. The assembled tracks will save many hours of effort. This kit will build into an attention grabbing vehicle.

There are some aspects of the kit I was a little disappointed with. With its large size, many fine details are lacking. The front fender springs are molded in place. The armored skirts are molded on the upper hull, reducing their detail. A few details on the top of the turret are simplified. There is a lack of gear to build a combat ready vehicle such as duffle bags, personal equipment, water and oil cans, rations, and externally stored ammunition cans.

My final thoughts on the M1A2 kit. Despite some insufficient details in certain areas, I cannot wait to start my tank. The aftermarket lacks detail sets for modern combat vehicles at this time, but there are a few details available. I have a brass barrel for the M2 heavy machinegun for the Commander's Weapon Station, some modern 5 gallon oil and water cans, .50 caliber ammunition cans, and some ration boxes. Due to the large size, I will scratch build many of the details I want to see on my finished vehicle. If you want a large scale modern U.S Tank and have the shelf space to put it, you should consider Tamiya's 1/16 M1A2 Display Version.





# Cover Story

## Perfecting He-111 Glass

Model, Story and Photos by Justin Lentz  
Lubbock, Texas



**C**lear parts have always given me fits. For some it's decals, and still others it's landing gear alignment or maybe the painting or seam work. Even on nice-fitting kits I have a bit of anxiety when it comes time to start getting clear parts ready to assemble. So many things can go wrong, and it seems like there's just no fixing them if they do. They are the parts that can make or break a build for me. I want to touch on how I tackled some of the issues on one of my most recent builds. First, though, a quick back-story...

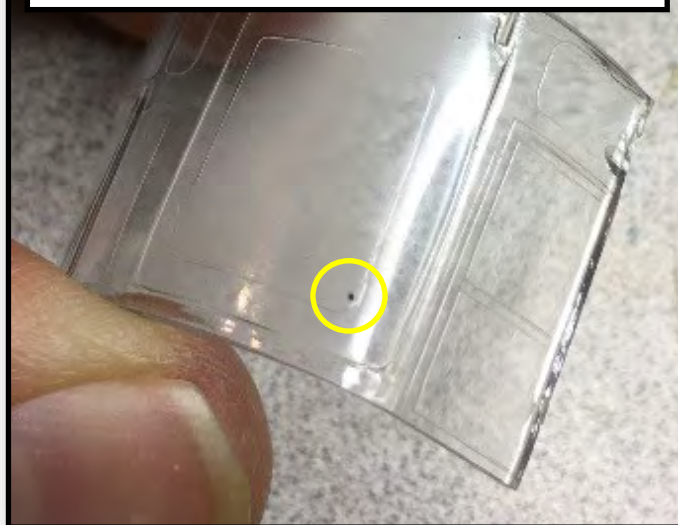
When Monogram originally released their 1/48 He-111 back in 1994, I snapped one up, along with a set of Three Guys Replicas decals to go along with it. I just \*had\* to do an He-111 in a desert scheme. As is common for kids to do, I slapped the thing together over a weekend, using old Testors tube glue. I probably didn't even paint the frames of the canopy. I also ended up using the blacked-out Battle of Britain scheme, and the decal sheet ended up back in its Zip-Loc bag.

Fast forward 23 years, a cross-state move, marriage, a college degree, three kids, a dog, too many jobs to count, and a house later, and I stumble upon that decal sheet about the same time some friends and I had decided we'd tackle a Monogram group build. It was time to build that RLM 78/79 beast I'd always wanted. Tracking down the Monogram kit was not difficult, and they seem to be kicking around most model shows for peanuts. I ended up with two of them – which was a stroke of luck, as you will see.

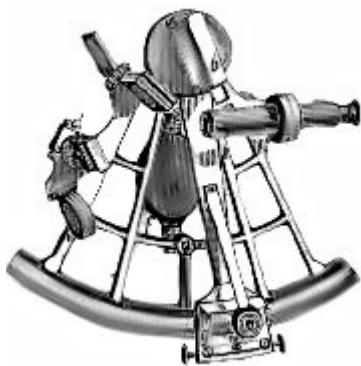
Both kits were older, pre-owned models, and most of the parts were loose in the box. All the clear parts were scuffed and scraped, and most had small chunks pulled out of them from breaking off the runners. I decided I'd better take stock of what I had as far as

clear parts went. The earliest kit's clear parts had very shallow panel lines molded in, while the later boxing seemed to be much better defined. I'm still convinced that Revell/Monogram did some work on the molds at some point.

Note the black speck in the hatch above the pilot's seat. This had to be drilled out, and the remainder of the part thinned down to conceal the damage.



After I got everything sorted, I realized that I was going to have to sand and polish every clear part in the kit, both inside and out, if it was going to be something I could be happy with. All the shelf wear was accompanied by all sorts of weird mold lines that ran directly through some of the most visible parts of the kit. The nose and the sliding hatch above the pilot both had a quite a few of these blemishes. To compound the issues, sink marks in the center of all of the fuselage windows and underside gondola had to be scraped, sanded and levelled. A few odd black specks that were embedded in the plastic had to be carefully drilled (!!!) out, and then the rest of the part heavily scraped and sanded to bring the rest of the part level

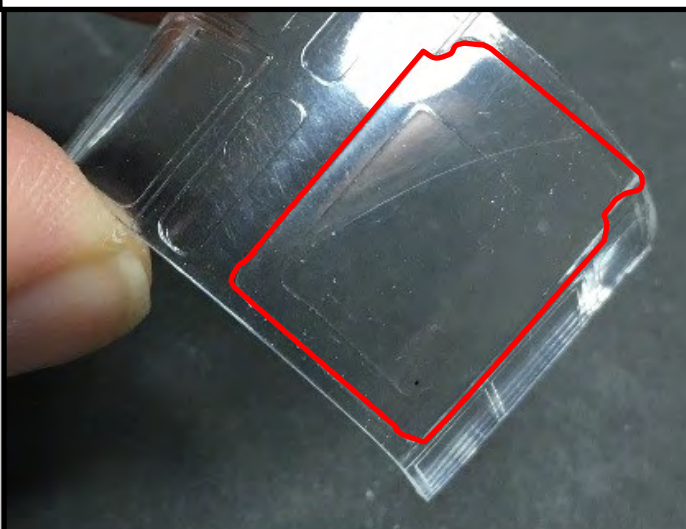


# Cover Story

## Perfecting He-III Glass

with the drilled divot. In fact, I had so many issues with the clear parts in both of my kits, I enlisted online help, begging and pleading on multiple forums for any spare parts anyone might have laying around. I received a few, but most were in even worse shape than mine were. There was no getting around it—it was time to break out the heavy tools, and scrape, sand and polish! Definitely *\*not\** a ton of fun.

I made the decision to cut out the pilot's hatch, and so jumped right in. I mainly did this so that I would have access to remove the inevitable dust specks that would find their way inside the cockpit area! Dust is just a fact of life out here in West Texas

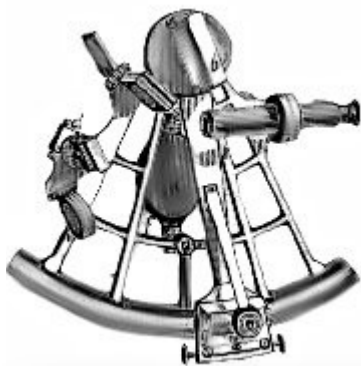


Most of the tools I used to get the clear parts in shape for final assembly.

I started with a Flex-I-File Triple Grit polisher stick for some of the minor issues such as the scuffs and the mold lines running through parts. I only use the middle grit for the initial “heavy” work, followed by a wet-sanding with the entire run of MicroMesh sanding pads. Make sure and rinse your parts between grits to remove any bits of the previous grit that might have deposited themselves on your nicely sanded clear part! Leaving any of these loose abrasives can lead to deeper scratches as you work towards your final polishing stage. I moved to the kitchen a few times during this project and wet-sanded under running water just to keep this from happening!

As mentioned before, a few of the parts had some serious cosmetic issues that had to be remedied. Odd little black flecks were embedded in a few of the most visible clear parts. I really had no option but to drill into the plastic, and remove the offending bits. Once I had removed all the stuff, I used a #10 Exacto blade to scrape the whole inside of the pilot's hatch as level as possible. I decided on scraping because sanding would have taken forever, and with the way my luck was running at this point, I figured I'd end up melting the entire piece if I broke out the Dremel! Once I felt it was leveled enough, I sanded the part with the coarse grit Flex-i-file, all the way through the fine, and then repeated the sanding process with Micro Mesh as described above. I was a bit worried that this much abuse on a clear part would be hard to fix, but in the end I was pleased.





# Cover Story

## Perfecting He-III Glass



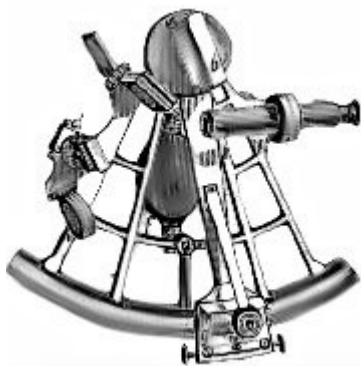
After all the sanding, I rinse the parts in water one final time, making sure there is nothing left in any nooks or crannies that might come loose and mar the final finish. After it's dry, I use a plastic polish that comes with the full MicroMesh set. It's just like any other plastic polish: wipe it on, let it dry, and then buff it off with a soft cloth.

Though I have started to get away from dipping my clear parts in Future, with the amount of abuse they took during the sanding and scraping I felt it was the best way to clear them up. I have had issues in the past where the Future reacts with the plastic polish, causing a strange haze to form in some spots, so I wiped the parts down one last time with isopropyl alcohol, in hopes of removing any of the remaining polish. Once they were dry, I dunked them in Future and set them aside for a few days under a little cardboard box to dry. This is the point where I usually say a quick prayer in hopes that there aren't all sorts of fuzzies on the parts upon final inspection!

Over the past few of years, I've made consistent use of Eduard's paint masks—a definite must for a model with clear parts like this. So, pleased that the clear parts were “close enough for rock-n-roll,” I masked off all the windows, and glued the parts onto the model using Tamiya Extra Thin Cement. With an aircraft like this, you have to make sure that your filler is not visible through the other side of the cockpit, so any resulting gaps in the parts (and there were many) were first filled with dark gray-tinted MicroMark Kristal Klear, and then finally filled with Fine Milliput. After final sanding, another thin coat of the interior color was sprayed over the all the clear parts to check for inconsistencies. Once satisfied, I proceeded as normal through the construction and painting process, and finished with what you see here.

One quick note on removing masks, especially ones that have been sitting for a while, or may have filler invisibly attached to them. I try to pull my masks toward the center of the window pane, just in case something has decided to make life difficult, and attach itself to the mask. This will usually keep any paint from pulling up, saving a bunch of headaches and heartaches. If some of your panel lines do turn out a little ragged, I've always found a pointed tooth





# Cover Story

## Perfecting He-111 Glass



pick softened with just a little spit (or water, if you can't stomach your own saliva...haha!) is a good tool to dress up any rough spots.

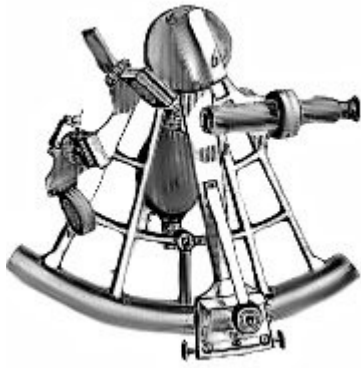
Overall, this kit was a mildly difficult build. The challenges definitely did *\*not\** stop with the clear parts!! I am really glad that I finally finished off the model that I'd planned on knocking out years ago. The clear parts were definitely a challenge, but with a little bit of patience (or is it courage?) and the right tools, they can really shine! Now, some may argue "Oh, hey, glass on a bomber stationed in the Mediterranean wouldn't have looked that clean and clear..." but why would anyone ever want to cover up all that lovely detail for the sake of realism!? Ha! If you don't keep your windows nice and clear, you'll do just that!

Thanks for the opportunity to share, and if you have any questions, or have better ways to tackle some of these issues, feel free to email me at:

[justindlantz@gmail.com](mailto:justindlantz@gmail.com). I'd love to hear from you!

I hope to see y'all in February!





# Cover Story

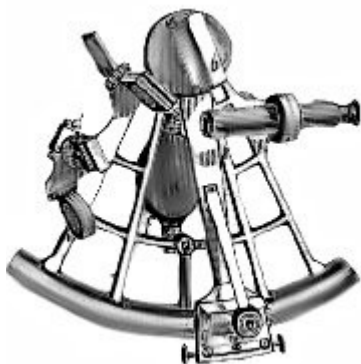
## Perfecting He-111 Glass



ModelFiesta 37's Best Aircraft: Justin Lentz's Monogram 1/48 He-111



# Feature Story



## Packing For The Nats

Story and Photos by Rob Booth  
IPMS# 37548



It was that time of year again and the IPMS National Convention was upon us in August. I spent a couple hours planning the best way to transport my entries from my display case to the contest tables, with a minimum opportunity for any catastrophic damage to them. As an airplane guy, my packing method is tailored towards that genre, but most of my system is adaptable to other subjects. It's really just a contest specific adaptation of the same container that I use when I travel by car or truck to our regional contests.



First, I am still a working stiff, so limiting my available vacation time means I have to travel by commercial air service (UGH!) to the NATS convention city. As if airline travel these days isn't enough of a pain, try coming up with a packing system that you would entrust to airline baggage handlers to get your prized entries to another city across the country! In my opinion, that's just not an economic feasibility!

So, my first task was to come up with a light weight container that would fit within the overhead luggage bin of most of today's commercial airliners. That actually involves planning a flight itinerary on an airline that will use Boeing 737 or larger aircraft for all legs. The smaller commuter aircraft just don't have enough overhead room to allow for my system, and the checked baggage system is NOT an option!

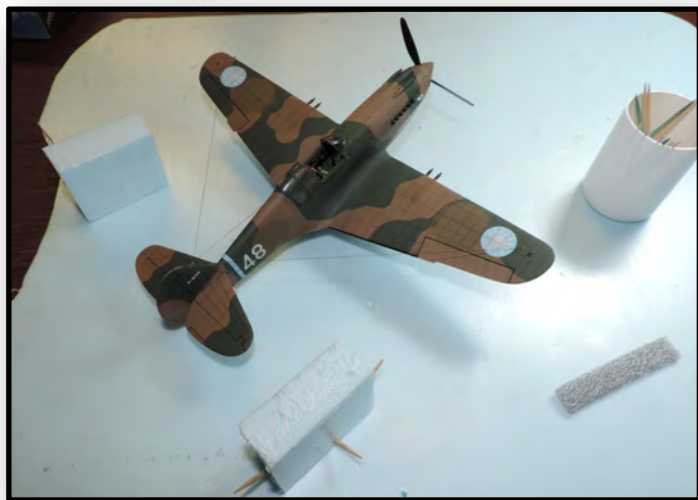
I have obtained a couple of plastic storage bins over the years that come close to the 45 total inch carry on size limitations of most airlines. I use these same containers for local contests with a piece of scrap shag carpet in the bottom of it to keep my planes from moving around. The length actually exceeds the strict dimensioning by a couple of inches, but I've never been kicked off of a flight for it. Usually, if a flight attendant questions whether my container will fit in the overhead compartment, I just open the lid for closer inspection by whomever, and the "wow" factor takes over. Then, you get "Captain, you HAVE to see this!", and blah, blah, blah. But I digress ...

I bought a couple sheets of inexpensive Styrofoam sheet wall insulation a few years ago (less than \$15 for a 4'X8'X3/4" sheet) to experiment with for just this purpose. My plan was to come up with a system that would allow me to maximize the number of models I could place in the space available, and then "lock and fix" the position of each model in place to prevent any movement in any direction. I traced out the inside dimension and pattern for each of my bins, and cut out a Styrofoam "base" that would fit in the bottom of each .

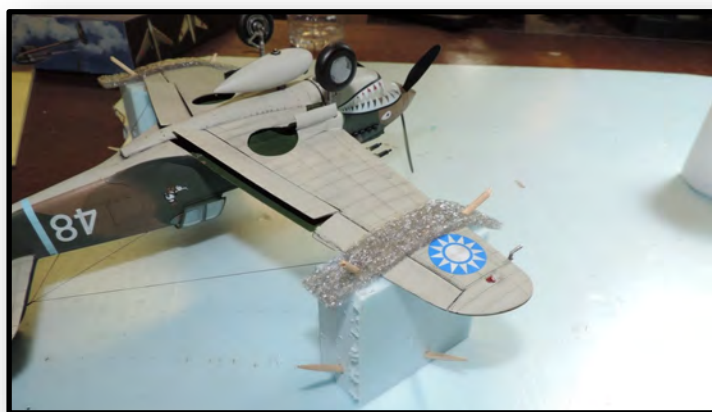


# Feature Story

## Packing For The Nats



Starting with my usual carpet base, I then experiment with the placement of each model to maximize the space available to fit the number of entries I'm dealing with. My typical haul would include 6-10 subjects in 1/72 and 1/48 scale. When I'm satisfied with a layout that accommodates all my models without touching each other to avoid scratches and scrapes, I take a digital photo for reference, and go to work with the Styrofoam.



I begin by cutting a couple of identical pieces of foam that will support the wings of each aircraft in an inverted position. The pieces of foam must allow the aircraft to clear any antenna or open canopies from the foam base, but not so tall that it puts the

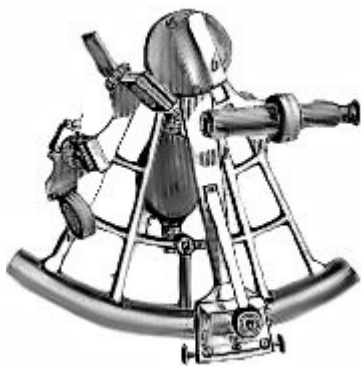
landing gear too close to the bin lid, as the lid will "give" from above. After cutting the appropriate blocks, I begin placing each model to match the layout I came up with, one at a time. I attach the Styrofoam blocks to the base with toothpicks pushed through the blocks and into the base sheet at an angle to fix them in place. Each aircraft is then



placed, inverted, on the top of the blocks on their wings, and affixed with thin foam "straps" held in place by more toothpicks. This system effectively "locks" each model in its respective space, and prevents any shifting or movement with the exception of an all out drop kick or free-fall of the container. A couple of foam "columns" here and there, prevent the possibility of a jolt or bounce causing the entire sheet to raise up and collide with the plastic lid, damaging fragile landing gear, ordnance, etc.

This system has served me well, travelling to four or five National Contests without any major catastrophes to my entries. In fact, I have inflicted way more damage removing models from my display case or placing them on contest tables, than I have suffered as a result of "travel" damage.





# Feature Story

## U.S.S. Reliant, Part I: What's in the Boxes?

Story and photos by Craig Gregory and Len Pilhofer

Is there anything better than to finally get to dig into that classic kit...the one buried deep in your stash? Or finally acquiring that classic kit as a re-issue? This is the first of a 3-part series on building the original AMT/ERTL U.S.S. Reliant and then the re-issue by AMT/Round 2. The original AMT kit (top image, right) is built straight out-of-the-box by Craig Gregory (except for new decals to replace the deteriorated ones), while Len Pilhofer uses aftermarket touches such as LED lighting and PE detail on the Round 2 Reliant (bottom image, right).

Part 1 (this article) is a pictorial comparison of what's in the boxes. Part 2 covers the out-of-the-box build by Craig of the original kit. In part 3, Len covers the use of photoetch, lighting effects and Aztec decals to produce a stunning Reliant representation.

### What's in the Boxes?

Both kits contain:

- 6 white styrene sprues
- top and bottom hull shells
- 1 red transparent styrene sprue
- 1 clear styrene sprue
- decal sheet
- instruction sheet



I want that kit!

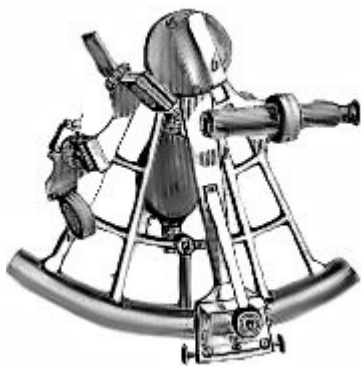
But sir...we already have enough kits in our stash!

Damn You! I want that kit!



Both kit contains relative few parts and the original kit requires only basic building skills; the challenge is masking correctly and applying the requisite beautiful paint finish.

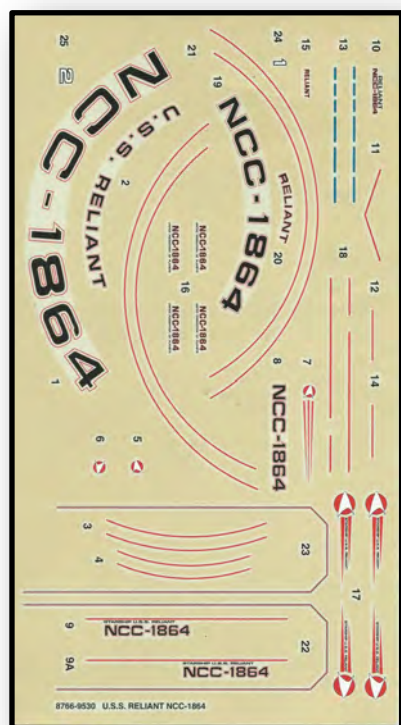
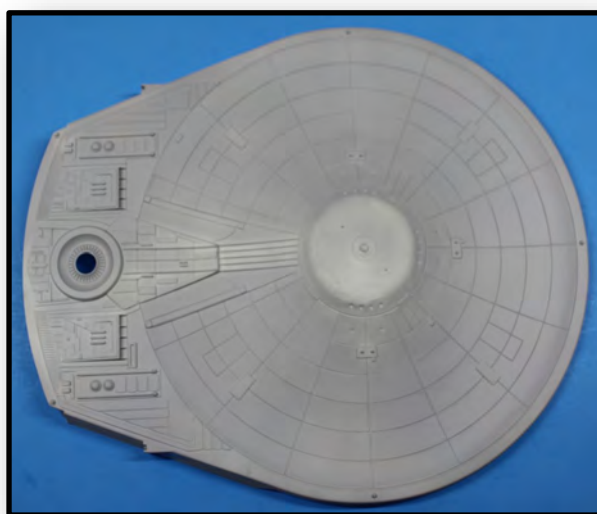
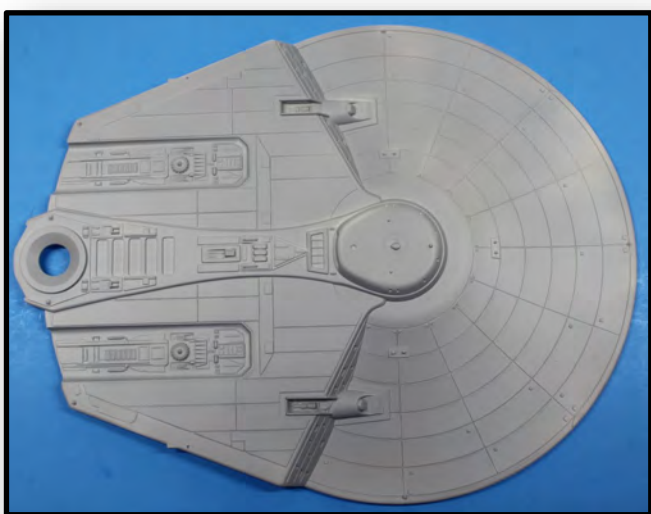




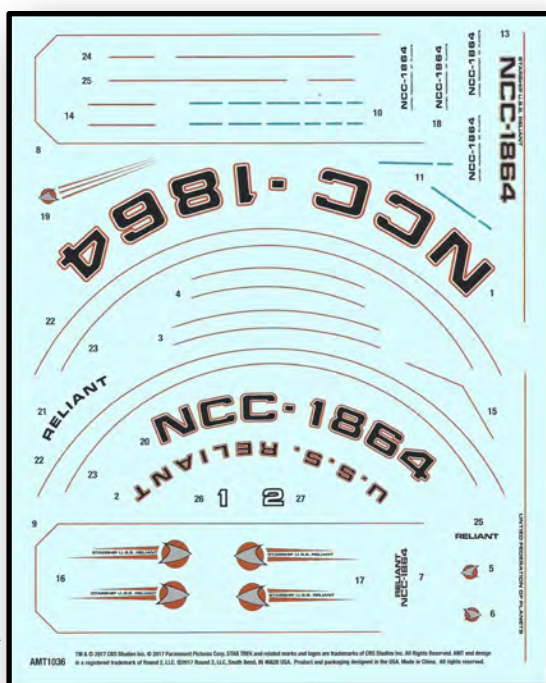
# Feature Story

## U.S.S. Reliant, Part I: What's in the Boxes?

Both kits (original and re-issue) were produced from the same molds as the top and bottom surface detail and other parts are identical. (*Bellow a light coat of gray primer was applied to enhance surface details during photography.*)



<<< The original kit's decals are replaced with aftermarket ones from HAD Modelworkx. The color registration is off as the red should be "crimson red"; perhaps an affect of age.

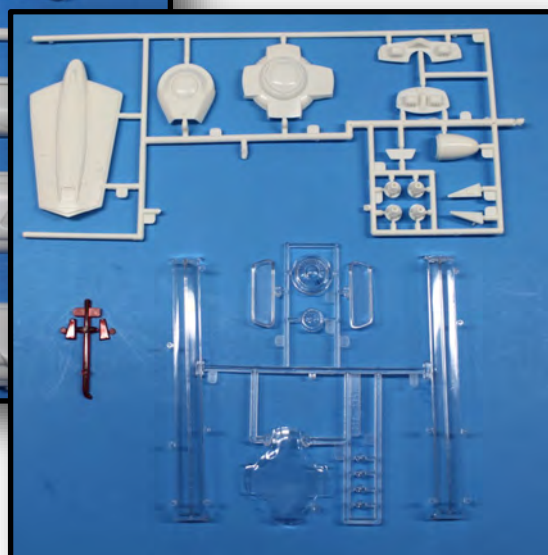
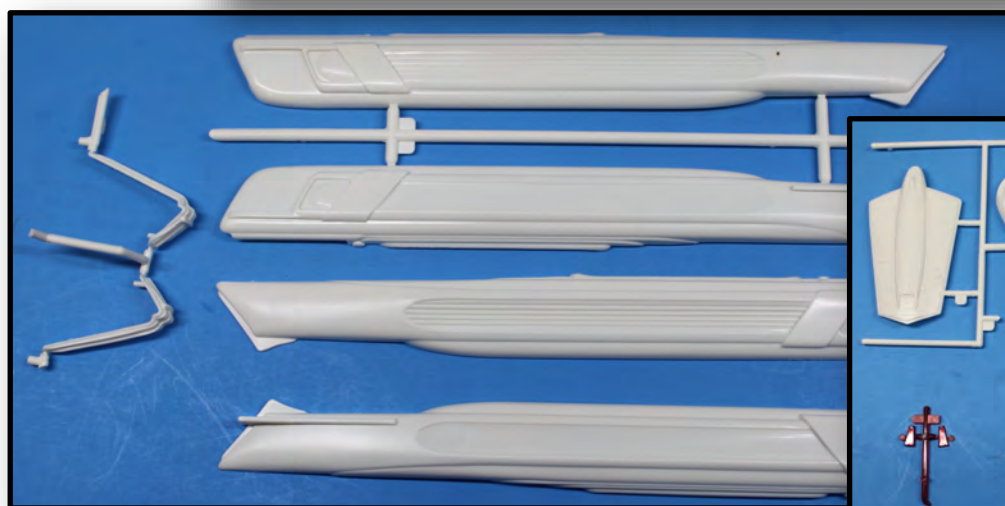
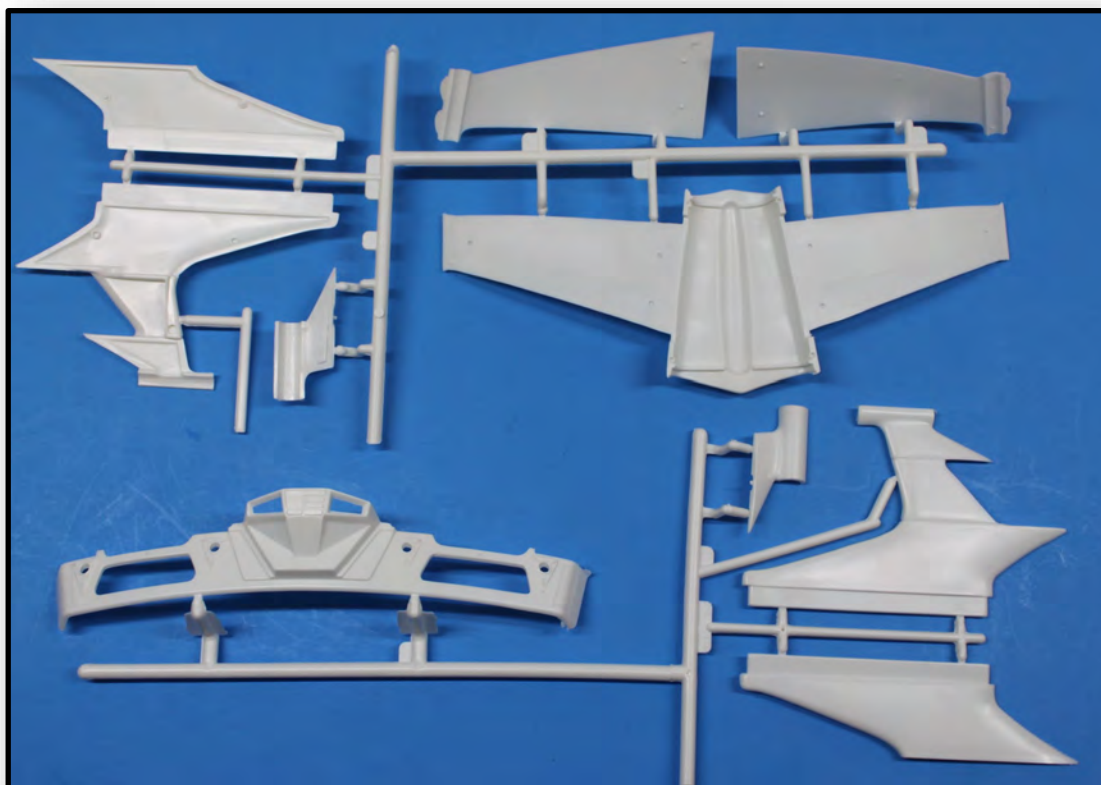


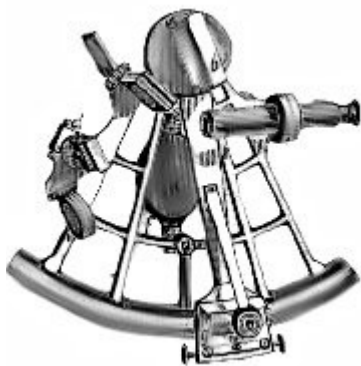
The re-issued decals. >>>



# Feature Story

## U.S.S. Reliant, Part I: What's in the Boxes?

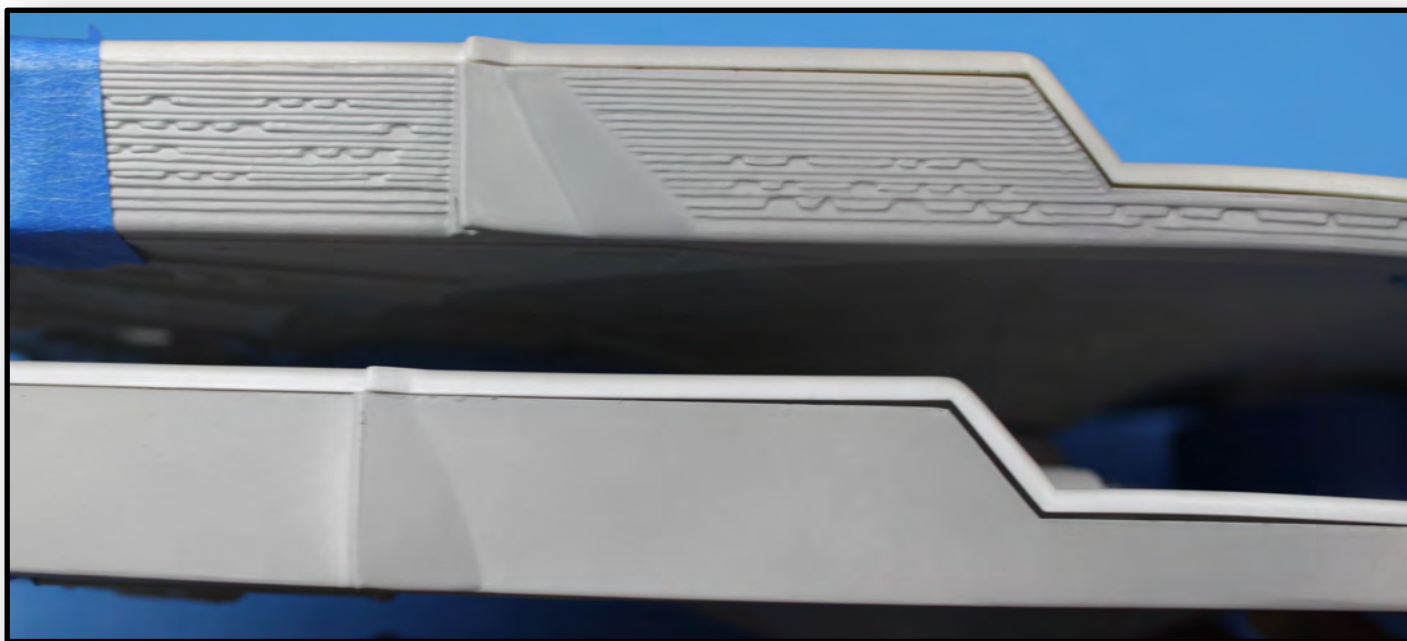




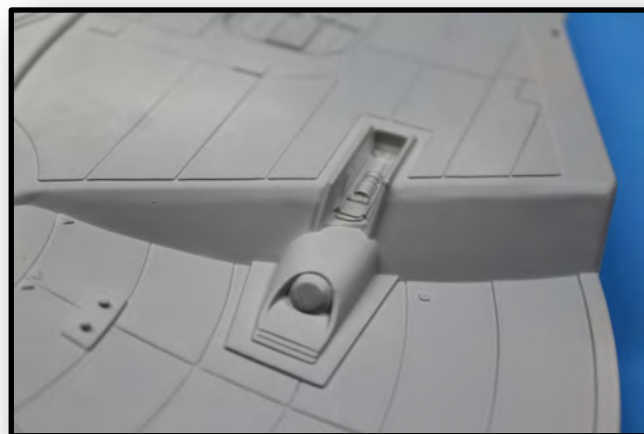
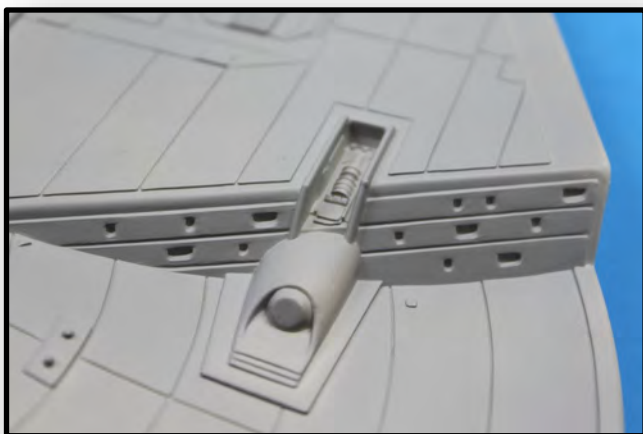
# Feature Story

## U.S.S. Reliant, Part I: What's in the Boxes?

The most significant difference between the kits is the detail along the edge of the main hull; on the re-issue kit there is none !!! And the thickness of the main hull has increased by 1/16" for scale fidelity.



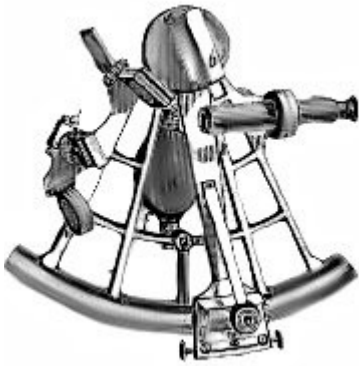
Hull detail is also omitted on the re-issue where the forward saucer portion meets the aft engineering decks.



Why would the re-issue kit contain less detail? It has a serious impact on the ease and the total cost of the build. The kit is intended for “ages 10 to adult”, but to accurately build the re-issue kit the windows must be drilled out and filled (a job for a 10 year old?). And indeed there are aftermarket drill guilds available for this. There are a few other details about the molding that imply (in my opinion) that the kit must be lighted and detailed with aftermarket items; adding to the total build cost. Something to consider before buying the kit.



# Feature Story



## History of Alamo Squadron: The Early Years: 1977-1984

by Dick Montgomery  
IPMS #14003



In the June issue of “The Navigator” the founding of Alamo Squadron was described, and four basic points became evident about Alamo Squadron. The first point was how the club became known as Alamo Squadron. There was a typo in that discussion. It was stated that the club adopted the name between November 1997 and 1979. Clearly, that is an error. The correct date range is November, 1977 (the Founding date for the club is Nov 11, 1977) and 1979. Credit for selecting that name, in my opinion still rests with Bob Angel, Ros Creed, and Mike Derridian.

The 2<sup>nd</sup> basic point was that at this early stage of evolution, the club seemed to operate without an elected set of officers and without a Founding document, or a club constitution. Club records report that Roscoe Creed was serving as President by 1978, and it seems logical that since the club was founded in November of the previous year that Roscoe was, therefore, the 1<sup>st</sup> President of Alamo Squadron.

The 3<sup>rd</sup> basic point about Alamo Squadron discussed in the previous article was that the club focused on a particular subject matter for models, that being aircraft, and, for the most part, aircraft models in 1/72<sup>nd</sup> scale. Keep in mind that in the late 70’s and early 80’s model manufacturers were producing a greater number of 1/48<sup>th</sup> aircraft than in previous years, but in the 70’s, 1/72<sup>nd</sup> scale still held sway. The club also continued the publication of a magazine, rather than a newsletter, and that club publication was known as, “Aircraft in Miniature”.

The 4<sup>th</sup> basic point in the previous article was a short and succinct message in a club newsletter regarding the effort to find a facility in which a “Supercon” could be held. Club members were, by 1981, attempting to organize a model contest along the lines of oth-

er modeling clubs in the Central and South Texas area. And that is where we will begin this 2<sup>nd</sup> article in this series of articles about the history of Alamo Squadron.

The archive is, unfortunately, lacking in club newsletters and documentation from 1981 through 1983, with a few documents archived for 1984. Some of the history can be pieced together via the records that are in the archive and there are some facts that are documented via ModelFiesta notes that can cross over to other aspects of club history. Therefore, this installment of the “History” series will focus on two areas of the evolution of Alamo Squadron, those being some basic data on the organization of the club and then a study of ModelFiestas 1 through 3, from 1982 through 1984.

From November of 1977, when Alamo Squadron was founded, to September of 1983, those elements of “club life” that typify most organizations like Alamo Squadron. Some notable dates during this period were:

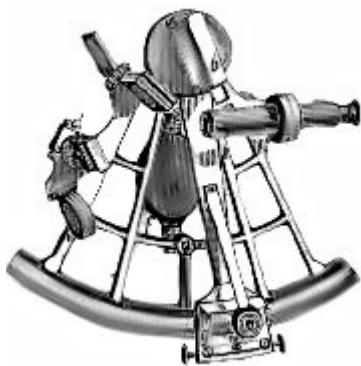
Nov 11, 1979 – The membership selects the club name to be “IPMS Alamo Squadron”

1978-1979 – Roscoe Creed serves as President. No other officers are identified. Ros held at position until August of 1980.

A publication labeled as Aircraft In Miniature began to be published on a somewhat regular basis. AIM resembled the previously described “Modelist”, the publication produced by members of the SAMS club, the predecessor to Alamo Squadron.

AIM Staff included Lee Bracken as the editor, Bob Angel in charge of layout, and Frank Garcia in charge of production.

Although documentation regarding the identity of “officers” and having a “constitution” are not in the



# Feature Story

## History of Alamo Squadron: The Early Years: 1977-1984

archive, the best guess is that Roscoe Creed served as the President in that first year of existence, 1977-1978. As for a founding document, there is no mention of a Constitution in the archives at this early date. Various members volunteered to host club meetings in their homes. At some point in 1979, the club found a site to use for the monthly meetings, that site being the London House Apartments Party Room. At some point in 1980, the club moved its meetings to another apartment property, called "The Bluffs". In 1981, the club once again relocated to Fatso's BBQ on Culebra Road, just outside of Loop 410. The club met at Fatso's until 1984.

The first mention of demonstration/program conducted during a club meeting is contained in a "newsletter" dated for Nov 11, 1977. This was the meeting at which those present agreed to establish Alamo Squadron. The meeting, taking place at the London House Apartments featured a presentation on building vacuformed models by Tom Ward.

In June of 1981, a newsletter featured the signature of Roscoe Creed as the author, listed some activities and issues of note. Among those activities was that Capt. Frank Emmett, an Alamo Squadron member, would show a good Air Force film. An announcement was made that the "Super Contest", soon to be branded as ModelFiesta, still did not have a home. Lastly, there was an announcement that an election for officers would be held at the August meeting.

By 1981 the club had evolved into an enthusiastic organization with active members who were pursuing two clear objectives. The first objective was to encourage and aid the publication of "Aircraft In Miniature". AIM was billed, not as a club publication/newsletter, but rather as a modeling magazine. The second objective was to host a contest not only for the club membership, but to invite modelers in the greater San Antonio area and from clubs in other cities.

We know that the club was successful in the development of an annual contest as shown by the record-

setting entry numbers from the 2018 event, ModelFiesta 37 with over 800 entries. That number represents the largest number of entries in any contest in the IPMS Region 6 area, excluding the Oklahoma City and the Dallas IPMS National Conventions.

### ModelFiesta 1

Event Director: Dick Montgomery

Chief Judge: Bob Angel

Category Structure and Registration: Bob Angel, Ros Creed, and Tom Ward

Door Prize-Raffle: Ros Creed

Registration: Ray Rangel

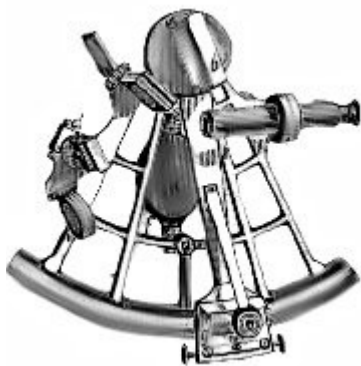
Technology/Computer Scoring System: Ray Rangel

Vendor Coord: *No Vendor Tables at this event*

In the winter of 1981, Alamo Squadron was a relatively new club, and an IPMS/USA chapter, having evolved from the old San Antonio Modelers' Society (S.A.M.S.) of the '70s. The club membership had experience with hosting local contests for S.A.M.S. members and by participating in contests in neighboring cities but had no experience as the host of a contest which was open to the general public. During the winter of 1981, four club members met to discuss the possibility of establishing an annual model competition.

Bob Angel, Ros Creed, Dick Montgomery, and Tom Ward organized categories, rules, and registration procedures. By agreement of the group, Dick Montgomery was given the job of coordinating the first contest. Early discussions centered around the usual topics such as, location, date, categories, judging guidelines and awards. Ray Rangel joined the team as the computer guru, writing a program that would be used to record the winning entries.

The contest had no official name in the early stages of planning and was unofficially referred to as the



# Feature Story

## History of Alamo Squadron: The Early Years: 1977-1984

"Supercon". In fact, when the first contest flyers were printed, the event was simply titled, "Model Contest". What was wanted was a name that would stand the test of time and have a distinctive "San Antonio" flavor. It was Christie Montgomery, the Event Director's wife that suggested the name, "ModelFiesta". The "ModelFiesta" title was created after the printing of the initial set of contest flyers, but the title was used verbally by the time the show took place. The title stuck and has been used ever since.

The contest flyer was a single sheet of paper printed on one side. The bottom 1/3<sup>rd</sup> of the flyer featured a black and white image of an F-4 Phantom. A map to the contest site was rendered in a very basic line sketch. A total of 20 categories were offered to adult entrants with a matching set of 20 categories for Junior entrants. Rule #4 stated that if a category had fewer than 5 entries, the category would be dissolved with the entries being placed in other categories. The rule is mentioned because the philosophy guiding the judging at ModelFiesta evolved quickly to do away with the dissolution of any category. Rule #7 invited the entrant to jot down some notes about their "build" on a 3x5 card to inform the judges of any special work that was done to the model. Today, it is not unusual to find a 3-ring binder with multiple pages of text and images next to some entries. The schedule for the day indicates that the judging would begin at 2pm and last for 5 hours, until 7pm. Most contests today have been over a couple of hours by 7pm.

ModelFiesta 1 is considered a rather basic contest by today's standards. Costs had to be kept down so trophies were manufactured by club members. The trophy consisted of a small base of pine wood which was grooved to hold a piece of acrylic. The trophy bases

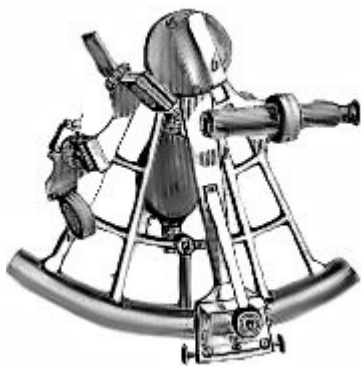
were cut and stained by Roscoe Creed and helpers while the acrylic riser was prepared by Bob Angel. The riser was adorned with a silkscreened image of the Alamo and an outline of Texas with a trio of aircraft overflying the Alamo. This basic design would continue in use for several years. These early trophies, presented to the 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place entries, have held up well over the years and still occupy shelf space in many a hobby room.



A rather unusual fact has appeared, or rather failed to appear, in the written records of the competition. That missing "fact" is that there are no references to indicate that there was an award for "Best of ...." in the usual categories such as Aircraft, Armor, Automotive Subject, etc. Further, it appears that no "Best of Show" award was presented. Although doubtful, it is possible that the models which won "Best of" awards were not documented. A more plausible explanation is that no "Best Of" awards were presented. Hardly any modern competition does not offer a category for Miscellaneous or Collections. ModelFiesta 1 had no such categories. ModelFiesta 1 did have a unique approach to categories for the young modelers in that every "senior" category was duplicated for "Junior" modelers.

A "points system" was devised for this inaugural event. The system centered around a scorecard which was completed by the judges for each model in each category. The point totals, from a low score of "1" to a





# Feature Story

## History of Alamo Squadron: The Early Years: 1977-1984

**ModelFiesta 1 Entry Totals**

Class	# of Entries/Categories Senior	# of Entries/Categories Junior
Aircraft	112 / 15	17 / 3
Armor	41 / 4	14 / 2
Automotives	9 / 1	3 / 1
Diorama	16 / 1	2 / 1
Fantasy	10 / 1	1 / 1
Figures	13 / 2	2 / 1
Spacecraft	4 / 1	1 / 1
Ships	17 / 1	0
Total	222 / 26	40 / 10

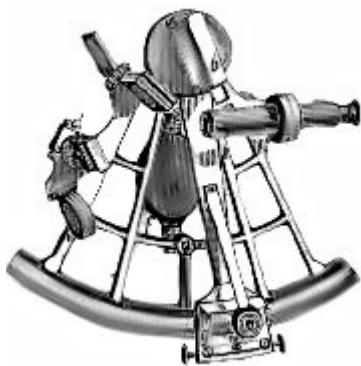
maximum of "40" were entered in a computer. The computer, using software developed specifically for the purpose, calculated the point totals for each entry from the judges' scores. The entry with the highest point totals was designated as the 1st place winner, with the 2<sup>nd</sup> highest point total designated as the 2<sup>nd</sup> place winner, with the same procedure for 3<sup>rd</sup> place. This system was used for ModelFiestas 1, 2, 3, 4, and 5. It was abandoned thereafter as being too slow, ineffective, and too costly in terms of manpower. In fact, in later ModelFiestas the computer program "froze up" and the computer team fell back on good ol' paper and pencil to add and record the judging scores. One must remember that Excel (released in Sept, 1985), as we know and love it today, was still in the future, that the computers used 5 1/4 inch floppies, and had no or very little internal memory.

Considered a good "first effort" by participants, ModelFiesta 1 provided the critical amount of experience that was essential for the continued success of ModelFiesta competitions in the following years. The table below shows that there were 262 entries in 36 categories.

### **ModelFiesta 2**

Buoyed by the success of the inaugural ModelFiesta in January of 1982, Alamo Squadron, presenting itself as "The Alamo Squadron Chapter of IPMS", announced that ModelFiesta 2 would take place at the same site as the previous contest, that being Wonderland Mall, scheduled for January 29, 1983.

The event flyer indicates that the event would begin at 10am (opening hours for the Mall) and registration would close at 2pm. Judging would take place from 2pm until 7pm with the Awards Presentation beginning at 7pm. The flyer indicated that IPMS rules would be followed, so even from an early "age", Alamo Squadron was looking to the IPMS rules as a guideline for judging. Rule # 3 is of interest- reading that if a category had insufficient numbers, the entries would be condensed into other categories, or withdrawn from competition by the builder. This rule was not one which remained in the ModelFiesta Rule Book for any length of time as it is not in compliance with the idea that similar models should compete.



# Feature Story

## History of Alamo Squadron: The Early Years: 1977-1984

Rule # 10 provided that a Display Only table would be available for those who didn't wish to compete, but still wanted to display their models. There is a comment about "special awards" being distributed during the Award Ceremony. Those "Special Awards" would be received for "Best Korean War Aircraft", "Best Vietnam Aircraft", and Best of Show. There were 34 categories in all. Unlike the previous event in which every adult category was matched by a Junior Category, the number of Junior Categories was limited to a single Junior Category per Class, "Class" being Aircraft, or Armor, or Figures, or Ships, etc



Documentation for ModelFiesta 2 is thin, and the only staffer who can be recognized with certainty is Dick Montgomery, who, as for ModelFiesta 1, the Event Director. It is most likely that Bob Angle, Ros Creed, Ray Rangel, and Tom Ward held the same positions as they had for ModelFiesta 1.

An image of a 2<sup>nd</sup> Place Trophy is archived as is an image of a Certificate of Merit, which served the purpose of "Honorable Mention".



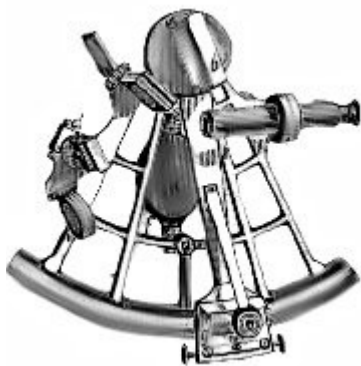
Unfortunately, there is no Winner's List that is available. Also, no data is available regarding the number of entries in the contest, or the number of participants in the contest.

### ModelFiesta 3

The Leadership Team for ModelFiesta III remained the same as for the previous two ModelFiestas. While the team membership remained the same, new ideas were put forward, and solutions to previous problems were put forward. ModelFiestas I and II had been successful by most accounts. The contests had drawn "return" participants, and both contests had been financially successful in that there was enough profit to fund the next competition, and yet a major concern was that entries had dropped by a considerable amount from 1982 to 1983. If that trend continued the 1984 competition could be a financial disaster and the last ModelFiesta contest to be hosted.

Measures were taken to stave off a potential failure and, in the end, these efforts proved to be sufficient to the task. Extra effort went toward publicizing the contest. Advertisements went to all the local club contacts, contest information was published in the IPMS Region 6 newsletter, and the local hobby shops agreed to display contest flyers. The contest was held for the third straight year in Wonderland Mall.

Judging- The Points System discussed in the "History" sections for ModelFiestas "1" and "2" was once again used in "3". Radio Shack supplied the computers and for the third year the computers were used to record the points awarded by the judges and to tally the scores. Records indicate that the computers refused to behave properly and that the scores were tallied by hand. It was clear that the Points System, as a judging method, was working, but that the computer software



# Feature Story

## History of Alamo Squadron: The Early Years: 1977-1984

written for the contest was not up to the task. The Points System appeared to be a time-consuming process and required a great deal of manpower. Probably the most telling problem with the Points System was that consistency among the Judges was difficult, if not impossible, to achieve. The judges worked independently, and what Judge A considered to be work at a 3 or 4 level might be considered a 5 or 6 by another Judge. It was not unusual for judging to run well beyond the specified time allowed. A quick check of the contest flyers available from these early contests shows that 4 to 5 hours was scheduled for the judging to occur. Even with that cushion the Points System really needed more time. These problems were to appear again in 1987 at the Regional competition sponsored by Alamo Squadron causing no small criticism to be leveled at the club, the contest leadership, and the use of Points System. The simple fact was that the lessons of previous events were not learned and "fixes" were not implemented. Regardless, the contest moved along, the judging was completed, and temporary "fixes" were found which overcame the software problems.

**Categories-** As in ModelFiesta 2 a review of categories and the number of entries in those categories was undertaken. Changes were made based on the results of the review.

- Junior categories were gathered into two categories. All non-aircraft entries were placed in a single category and all aircraft were placed in a second category.
- The 1/48 scale area in the Aircraft division took a major hit when 3 categories were deleted. All the categories dealing with post W.W.II aircraft were eliminated.

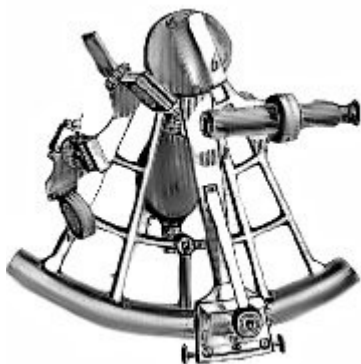
- All 1/32 scale aircraft entries were gathered into a single category when all four categories were merged.
- The single category for Vacuform aircraft was deleted.
- A category entitled, "Former Winners" was created for aircraft models that had won previously at a ModelFiesta contest. With 17 entries this category certainly helped to generate a little income and extra entry numbers that would otherwise have been banned under the usual rules.
- All "Ship" entries were gathered into a single category when the two Senior categories were combined.
- The Spacecraft Division was combined with models which, by modern terms, would be considered as "Open" or "Miscellaneous" kits. Further, the "Fantasy" models were added into this single "Spacecraft" category. Fantasy models were considered to be Figure models.
- In the Armor Division all scales smaller than 1/35 were combined into a single category.

- Special Awards for "Best of" were presented for Aircraft, Armor, Open/Miscellaneous, and Figure.

The Theme Awards were presented for Best Ace and Best D-Day model.

**Trophies-** A significant improvement was made in the physical appearance of the trophies for ModelFiesta 3. Club members continued the tradition of cutting, sanding, and staining pine plaques. Manufacture of the riser, however, was turned over to a company that dealt with such materials. A company was found that silk-screened the artwork on a piece of sheet metal, thus improving the quality of the artwork. The artwork was like that used the previous year. The map of Texas





# Feature Story

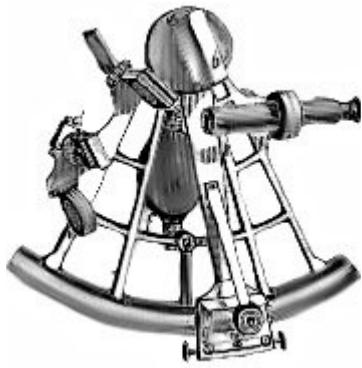
## History of Alamo Squadron: The Early Years: 1977-1984

### ModelFiesta 3 Entry Totals

Classes	# of Entries
Aircraft	94 Entries in 15 Categories
Armor	33 Entries in 3 Categories
Automotive	11 Entries in 1 Category
Collections	4 Entries in 1 Category
Dioramas	7 Entries in 1 Category
Figures	25 Entries in 2 Categories
Junior and PreTeen	13 Entries in 1 Category
Ships	10 Entries in 1 Category
Space/Fantasy/Miscellaneous	9 Entries in 1 Category
Total Entries	206 Entries

The first three ModelFiestas were successful due to a few factors. Having “domestic” support for an event is a critical factor necessary for success, and. Alamo Squadron members volunteered in large numbers to staff the events. Participation by non-club modelers, both from the local area and from neighboring clubs is a critical factor. The Austin club, in particular, played a significant role in the development of ModelFiesta in these first 3 years. While the names in the Winner’s Lists may not be familiar to current Alamo Squadron members, the lists are populated by both non-club local members and Austin Club members.

In future articles, more information will be provided about ModelFiestas held during the club’s first decade, and also the members who provided their leadership and time to Alamo Squadron.



# Upcoming Events

IPMS Region 6

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

***Location: Northside Ford of San Antonio***

**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/>



**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



**President**  
**Herb Scranton III**  
IPMS #48314  
president@alamosquadron.com



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IPMS #50490  
vp@alamosquadron.com



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IPMS #43781  
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 in 2013, the San Antonio Event Center.



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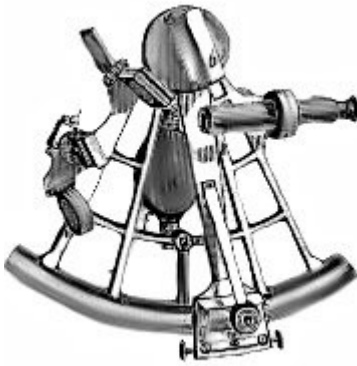
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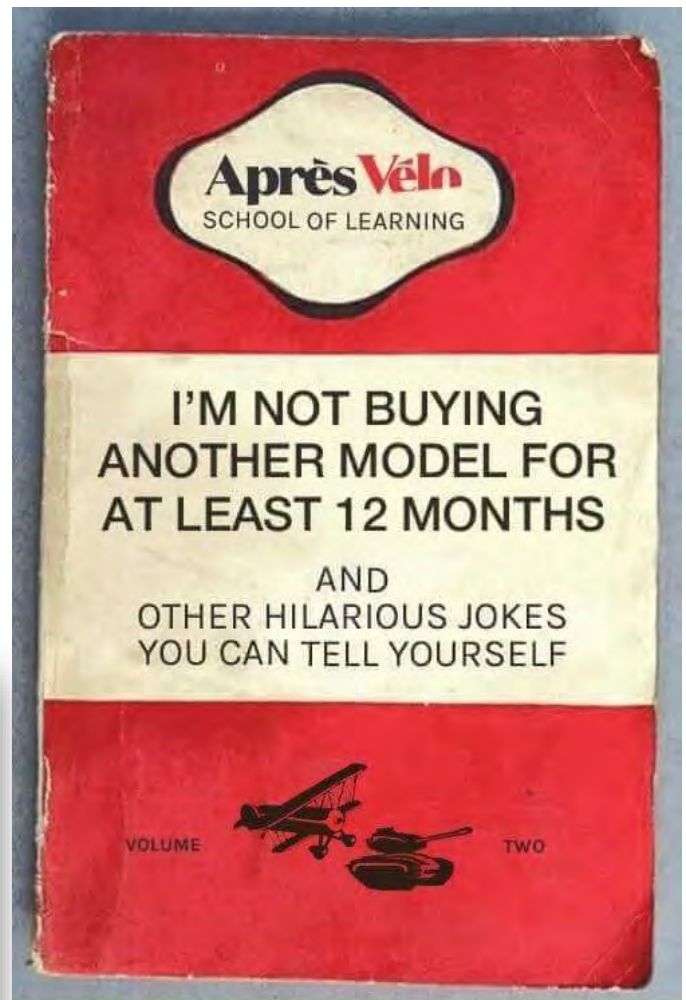
# Final Words ...



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](mailto:pilhofer@hotmail.com)

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

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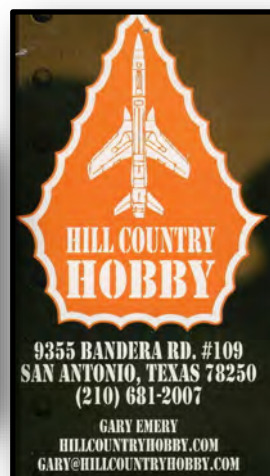


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