

The Navigator

The Newsletter of Alamo Squadron

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



February 2019

IPMS/USA Chapter of the Year: 1999 & 2005

IPMS/USA Regional Chapter of the Year: 2016

IPMS/USA Regional Newsletter of the Year 2017

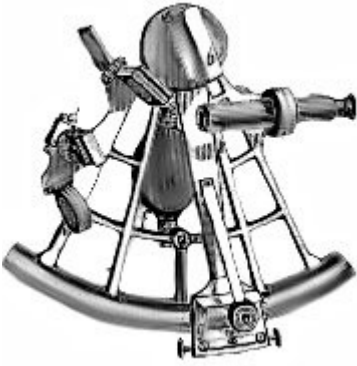
Kitbashing and Scratch Building "Old Faithful"



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- Cruisin' to CALMEX
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Club Announcements

ModelFiesta 38

ModelFiesta 38 is literally right around the corner...less than 2 weeks until show time. Pre-registration is in full swing and the ModelFiesta Committee is encouraging all members who plan on entering models in the upcoming contest send their Model Registration Summary Forms to the event director at “mfdirector@alamosquadron.com”

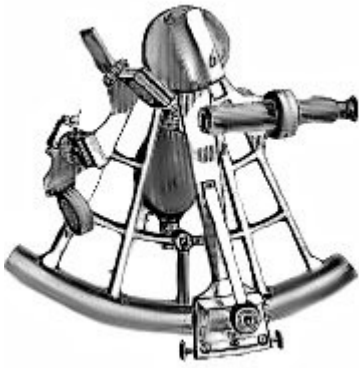
As with previous shows will be looking for a large volunteer contingent to help out the night before and during the day of the show. Len, the event director, has been busy putting final details together including the work schedule for the entire event. He has reached out to most of the club membership and confirmed everyone's work roles and times. Final details will be covered at February's club meeting.



Alamo Squadron Build Days

The most recent build day was held on the 2nd of February at HobbyTown of San Antonio. The next Build Day is scheduled for Saturday, March 2nd. 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.



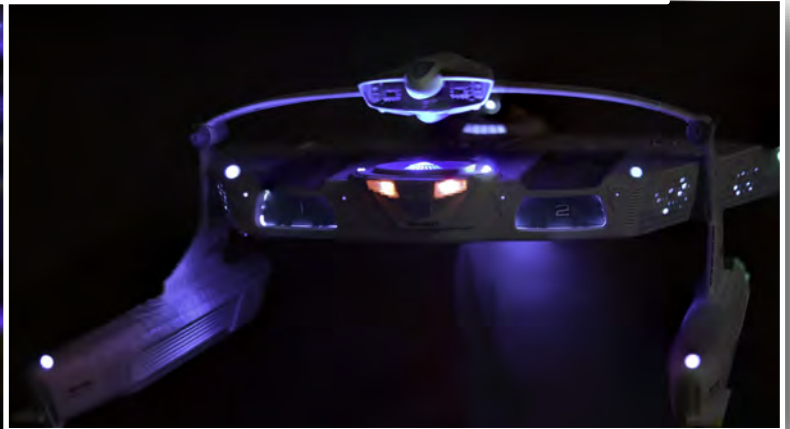


Club Announcements

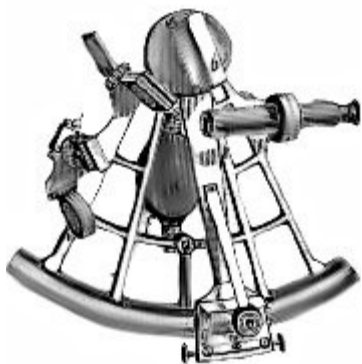
Alamo Squadron 2018 Model Of the Year

With over 2 dozen models in competition for the club's Model of the Year contest one stood out in the eyes of its members: Len Pilhofer's 1/537 scale U.S.S.

Reliant. Members of Alamo Squadron voted it the club's "Model of the Year for 2018 at January's meeting. There is no need to go into detail on this build here as it has been featured in both the Navigator and the IPMS Journal in recent months. Enjoy a few pics of this build here.



Cover Story



“Old Faithful”

A 1/25 Scale Kansas Farm Truck

Model & Story by Dana Mathes, IPMS #43781

Photos by Dana Mathes and Craig Gregory



Many times our modeling subjects have a personal connection. So it was with this project. In 2015, on a visit to see a relative who farms in Kansas, I encountered his faithful truck. The vehicle screamed with character: a vivid depiction of my relative’s work ethic and tenacity. It struck me as an ideal modeling subject. After gaining his permission, I took a number of photographs of the vehicle (see below) and promised my relative that I’d build him a model of his truck.

The more I studied its intricacies, the more interesting the truck became. The Toyota pickup had had its bed and front grill replaced with fabrications based on structural steel components. The driver's door had been replaced. The left front fender had seen significant wear and tear. The mirror assemblies were different: the left being held on with a knife and the right missing its glass.

Undertaking a project to model this truck also gave me an opportunity to learn new modeling skills. As I’m primarily a builder of armor subjects from kits, attempting an automotive subject with extensive scratch building felt like a good challenge. I also decided that I would take some artistic liberties and weather the truck to reflect an older age and more wear and tear.

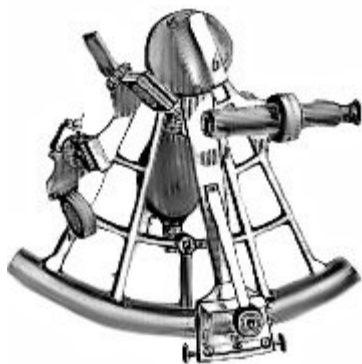
Please note that I normally don't take work-in-progress photos. I recognize that the in-progress photos below are not of the highest quality but they can help other model builders to see the approach and techniques applied. My thanks go to Craig Gregory for the better-quality photos of the finished model. Note that when these pictures were taken the name tag for the model had not yet been mounted to the base and the license plate decal was not yet installed.



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Base Kit

The first step was to find a base kit that would give me a good approximation of the cab. After some searching, I settled on the 1/25 Aoshima Toyota Hilux kit (see below). The kit indeed provided a credible cab but it had notable drawbacks. The interior and dashboard were for a vehicle in Japan: driver on the right. In addition, it was a low rider such that I'd have to find a way to jack up the chassis. Further attempts to find a driver-left dashboard proved to be unfruitful. These limitations led me to make this model an approximation of the actual truck and to model it as a curbside, which would not require the completion of the interior of the cab or detailing of the suspension and engine. My thanks go to Herb Scranton as he provided invaluable guidance and wheels and tires to match the photographs.



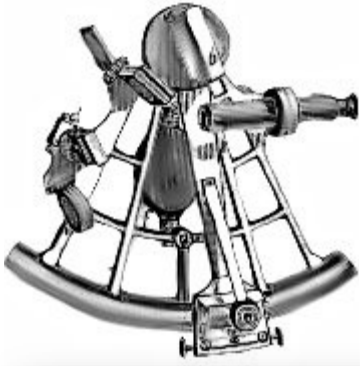
“As model builders, we risk being defined by the kits we build”.

Construction

The truck was built in subassemblies: the cab, the bed, the front grill, and the chassis. The front grill and the bed were constructed from Evergreen(R) strips, diamond plate, and metal screen. The dimensions were estimated from the reference photographs. Punched sheet plastic discs were used for the light fixtures.

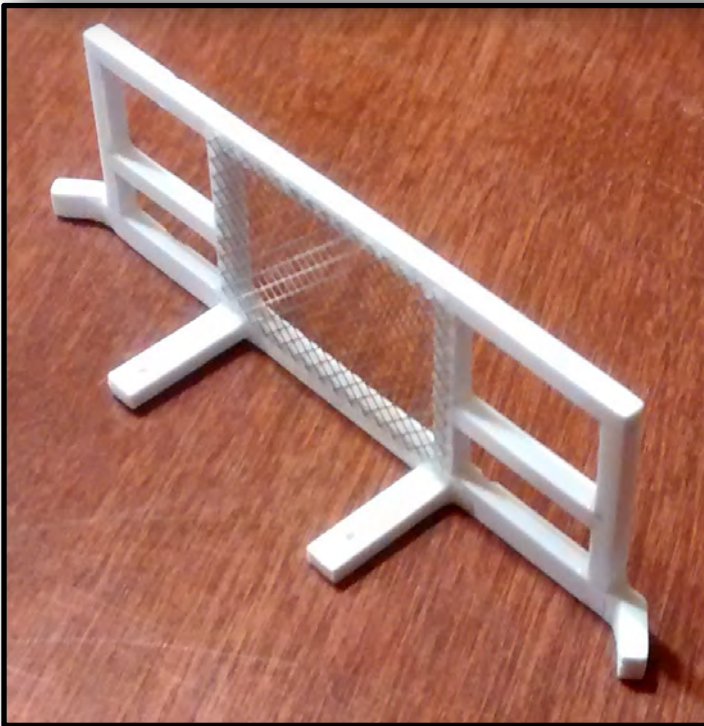


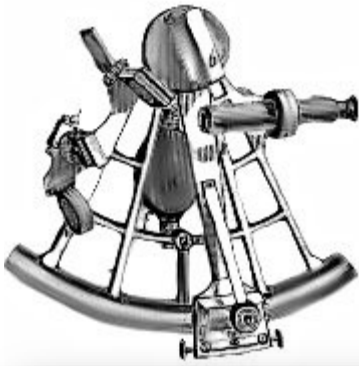
The chassis was modified to accept a radiator and spare tire from the Herb's spares box. A muffler and exhaust pipe were built from solder, a container that once held erasers for mechanical pencils, and thin sheet metal from an ointment tube. On the right side, a plastic rod and some tube stock were used to make a gas fill line and cap. Not being an experienced auto modeler, I simply jacked up the truck using Evergreen



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(R) rod. This was done by trial and error to match the photographs.

The original bed was sawn off of the cab and the gap on the back of the cab filled in with Evergreen(R) sheet. Next, the left front fender shroud was cut off. To replicate the crumbled are, polystyrene sheet strips were glued behind the fender and plastic putty was applied to fill in the gaps in an irregular way.

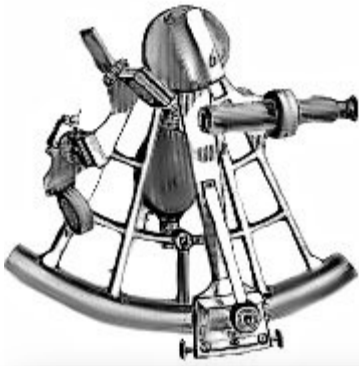
Detailing

The truck had many dents and dings. I attempted to replicate these with a fine bit in a Dremel tool and some work with a hobby knife. Electrical cables (wires) for the back of the lights behind the cab were added to the bed frame. The mirrors were modified to match the photos. I found a 1/35 scale bayonet in my spares box to match the knife that helped hold the driver's door mirror in place. A couple of photo-etch metal parts were attached near the radiator to match the hood latch mechanism in the reference pictures.

Painting and Finishing

After being scrubbed with soap and water to remove sanding dust, mold release, etc., the subassemblies and detail parts were primed with gray Tamiya acrylic paint. Anomalies that required further filing or sanding were dealt with and the parts were primed again. Tamiya Acrylics were used throughout with some details being painted with Testors ModelMaster(R) colors.

Tamiya NATO Black was used for pre-shading. The cab was masked such that the driver's door was painted semi-gloss black with various shading with NATO Black and white. The rubber seal for the windshield was also painted a lightened shade of flat black. Those areas were then masked and the rest of the cab painted a base coat of 50:50 Tamiya blue and flat blue that was progressively color-modulated with white and light gray. The lighter shades were randomly applied. A very thinned, lightened shade of the blue was used as a post shade color for the top of the hood and



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the top of the cab.

The same painting technique was applied to the chassis. NATO Brown was used for the base color of the chassis underside. NATO Black was the base color of the engine compartment, wheel wells, and radiator.

For the fabricated front guard and bed, a lighted shade of NATO Brown was the base color. The painting technique was generally the same for these sub-assemblies with the exception that the upper horizontal side of the bed was given much lighter shades of the base color. Post shading was done with a thinned, darker shade of the base brown color. The details on each for the sub-assemblies were then painted: exhaust pipe, muffler, lettering on the tires, etc.

See below pictures of the two of the sub-assemblies.

I generally used the same technique to weather the truck as I apply to armored vehicle models. First a coat of PFM (Future) was applied to protect the base coats from the enamels, oils, and thinners used in the

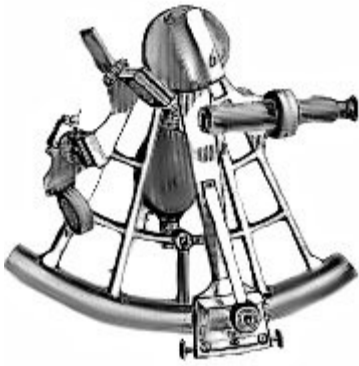
weathering process. Next paint chipping was done with four colors (black, gray, brown, and rust) using a fine brush and sponges. Secondly, a oil filter coat is applied of an earth tone that is complementary to the color planned for the base and the weathering.

Next, a dot matrix for various oil colors are applied to the model and thinner is used to pull the oil dots vertically down the model for streaking and color modulation (See picture of the cab with its matrix).

For the bed I assumed that the bed would drain to the rear but that grime and rust would build up along the edges so I modified the streaking technique accordingly.

While the oils were allowed to dry for a couple of days, the lens for the lights were installed. A thinned coat of AK grime color was sprayed on the undercarriage, grill, and the lower portions of the cab and bed. Several shades of metallic paint were dry brushed on





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wear areas such as the bed and tailgate. The sub-assemblies were then dry-brushed with Testors dark tan and armor sand. Heavier coats were applied to the areas most prone to dirt buildup. Additional shipping, scratches, and general wear and tear was enhanced with colored artist pencils.

Final assembly was then completed. The wheels were mounted to the chassis and the alignment checked. The blackened windows were installed. Then the cab, bed, and grill were glued into place. Detail parts such as mirrors, antenna, and windshield wiper blades were then attached. With everything now together, the model was sprayed with very dilute mixes of the dark tan and armor sand colors to pull the weathering together. Special attention was given to the tread surfaces as they would be a slightly different color than the dirt build-up on undercarriage and sides of the truck.

The base for the truck model was designed to emulate the gravel driveway where I saw the truck. Woodland

Scenics medium gravel was epoxied to a wood base. The gravel was painted in various shades of the dark tan and armor sand colors. Thinned variations of the colors were then randomly painted on the gravel to create more color variation.

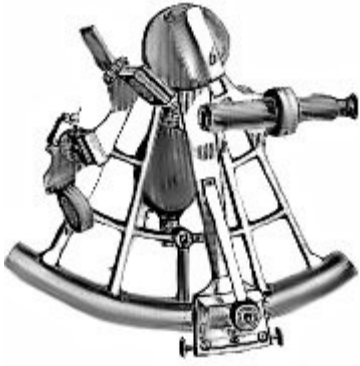
Items similar to those in the reference photos were then attached to the truck bed: mineral block, paper sack, lumber, chain, wire, etc. These had been separately painted and weathered. The thinned weathering colors were then sprayed lightly around and over the model to tie the model and the base together. An application of pastel chalks was the final step.



Summary

As model builders, we risk being defined by the kits we build. This project stretched my skills and interests and widened the breadth of my modeling. Trying something new and outside of my normal box was an enjoyable and healthy experience. I'd encourage you to consider the wide variety of subjects around us and try something new. Basic scratch building and kit-bashing techniques can open the new doors of creativity. Give it a try!





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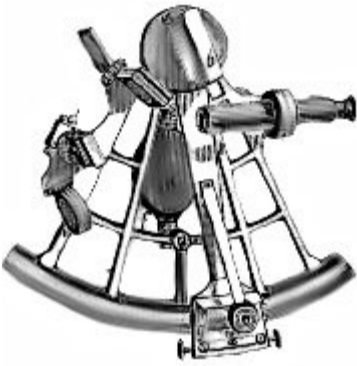
“Old Faithful” A 1/25 Scale Kansas Farm Truck



Feature Story

Building the Stratojet

Model, Story, and Photos by Michael Buckley



The 1960s era kit by Hasegawa is heavy-handed with raised panel lines and problems fitting sections due to its large size yet is the best available model of this extraordinarily dramatic swept wing jet fighter with its distinctive bubble canopy and under-slung pods for six jet engines. The Stratojet held only two crewmembers, unique for such a large airplane.

Challenges, Mistakes, Outcomes

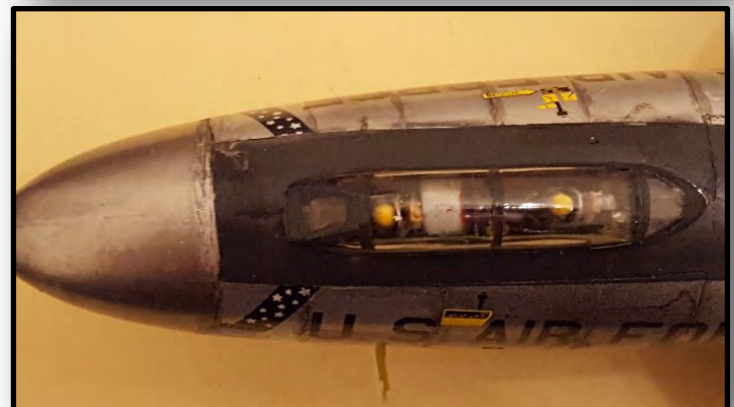
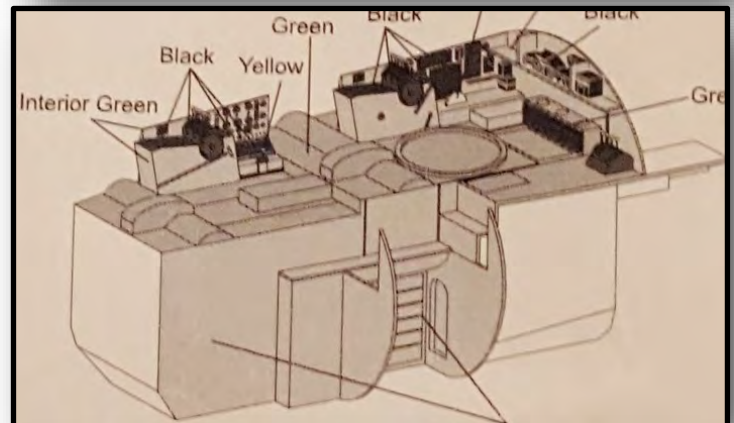
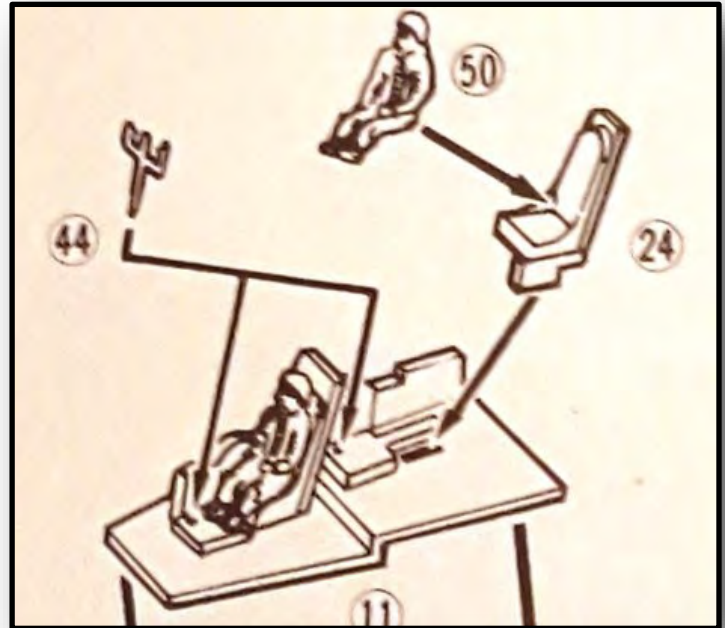
This model is big with 18-inch wingspan, and just over 16-inch fuselage. A bargain at Hill Country Hobby consignment section, I knew it would be challenging given the fit issues, my mistakes would be showcased painting large surface areas, but the outcome could have considerable WOW factor for its large swept back wings and graceful proportions.

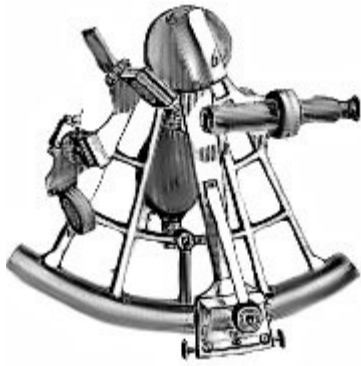
Cockpit Lacks Detail

A known limitation was a barren cockpit, with kit instructions pictured above left showing minimal details. I learned of a resin insert made in Czechoslovakia by Pavia, instructions shown above right, sold through Hannants UK at a price in excess of the Model itself -- and a six week wait for the parts. My rule is 15 hours per model build, and it became increasingly clear that the cockpit alone would exceed my budget. New rule is to spend time on features that can be seen -- as the finished bubble Canopy shows little of the super detail buried inside the fuselage

Parts Fit, Gluing, and Alignment Issues

Instructions were vague despite exploded view above, where the only indication of main landing wheels' balance feature embedded in the hub, were in this drawing. See if you can find it. The close-up photo shows the feature installed on the both rear main wheels -- when in fact one each were to be on the right-hand





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Building the Stratojet



side of each bogey. Fit issues re-quired an almost perfect undercarriage placement and at least five hands to hold each of the tandem main gear, the fuselage and enormous wings exactly level in place, and the two Outrigger landing struts, at perfect balance to one another. I just didn't know how to do this.

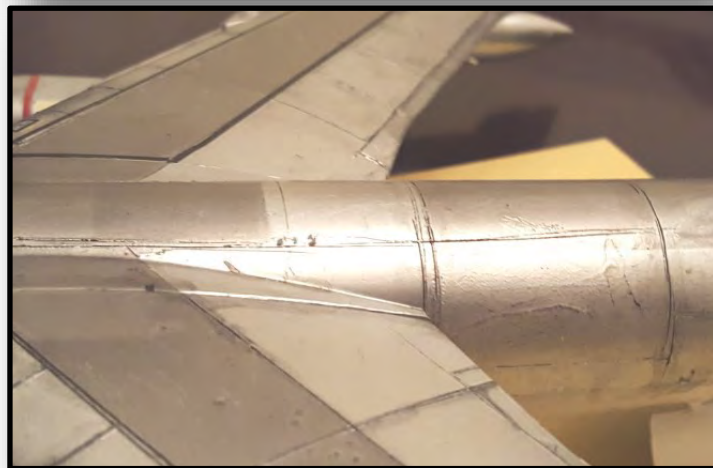
Scribing, Gouging, and Over Painting

From a distance, the finished B-47 seems acceptable in left photo above, excepting the woefully ancient decals which barely preserve the famous blue banner Strategic Air Command stripe. Original raised panel lines were reduced, and re-scribing attempted. My experience as a newbie to this craft was rough, with scribing tool skipping out of line, and gouging lines too deep, experimenting with new acrylic metallic paints, the black gloss undercoating and subsequent multiple coats of various shades of aluminum, dark aluminum and titanium shades sometimes work, and sometimes muddied one to another as shown in the photo at right above.



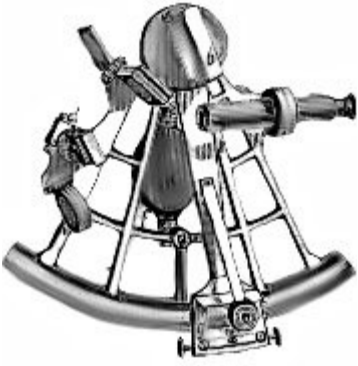
Unforeseen Reactions: Pledge / Future and Acrylic White

Somewhere there is a list of paint interactions, but I have not, hence was surprised when heavy coats of Pledge/ Future pooled in awkward ways on the fuselage bottom acrylic white paint. Suspicion also focuses on my over super-gluing in the gear bays positioning of the main wheel bogeys, which despite using setting solution, filtered down the fuselage and yellowed the white as seen in the photo at left.



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Building the Stratojet

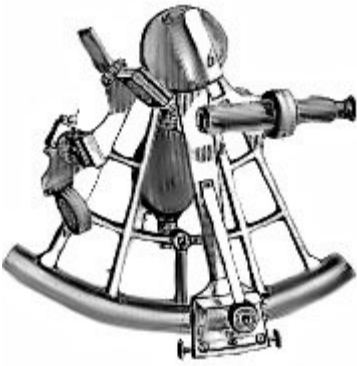


Outcomes

This build contained for me several lessons —need to master fit, need for precision in gluing, scribing, and above all masking and painting—all required particularly for large scale models, as imperfection will show even larger. The proportions of the B 47 Stratojet are beautifully maintained in this vintage Hasegawa pressing, and given some better scribing, masking and gluing skills, and more careful airbrushing, along with a set of sharp aftermarket decals, this kit would certainly have the predicted WOW factor.



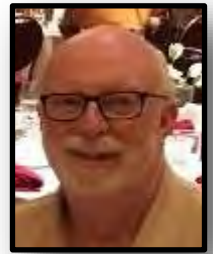
Feature Story



Cruisin' to CALMEX

Story and Photos by Dick Montgomery

IPMS # 14003



IPMS S.W.A.M.P. (South West Area Modelers of Plastic) hosted its annual show, Calcasieu Model Exposition, more commonly known as CALMEX, on January 28th. CALMEX has long held the position of being the 1st model contest of the calendar year in IPMS Region 6, a region including Texas, Louisiana, Arkansas, Oklahoma and portions of Kansas. This year marked the 33rd CALMEX event and was held in the Lake Charles Civic Center. The event has grown in recent years with model entry counts nudging the 400 mark, and with vendor space sufficient to accommodate 40 to 45 vendor tables. This year, CALMEX was quite a success, and getting to the event was half the fun!

For those traveling from San Antonio, it is almost a straight shot to Lake Charles, Louisiana, site of the CALMEX event. Just get on I-10 eastbound and keep going until you reach Lake Charles. If driven in a straight shot, with no side-trips, from San Antonio to Lake Charles is about a 6 hour drive, depending on the traffic in Houston. But there are plenty of things to see and places to visit before the trip is over.

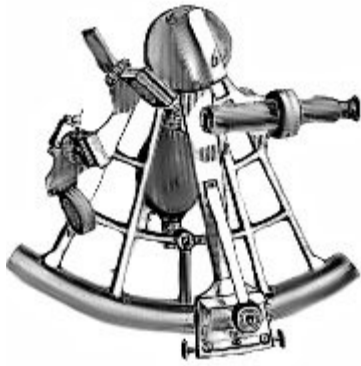
Traditionally, the first stop for those caravanning from San Antonio is the Buckee's, about 50 miles east of San Antonio, just east of the exit on I-10 to Luling.

Buckee's is a one-size-fits-all stop for gas, groceries, souvenirs, and other "necessaries" that all travelers must consider when driving long distances. Once considered by the Plastic Pilgrims travelling from San Antonio as the "largest" pit-stop on I-10 between San Antonio and Houston, the Buckee's at the intersection of Hwy 183 and I-10 is now, by comparison with other Buckee's stores along I-10 to be rather small. Nonetheless, this Buckee's serves as the first pit-stop for the San Antonio modelers traveling to Lake Charles.



Continuing on from Buckee's, the travelers can put to pedal to the metal and head toward Houston. Posted speed limits along this stretch of I-10 are 75 mph, with occasional slow downs for road construction. Houston traffic, for the most part, isn't as bad as other large cities, but it can be rather congested. The town of Katy marks the western entrance into the Houston area, and for the next 45 miles or so, one gets to be a part of a flood of vehicles, numbering in the hundreds of thousands per day, moving the 45 miles between Katy on the western side of Houston, to Lynchburg on the eastern side.





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Cruisin' to CALMEX

About 18 miles east of Lynchburg, and just west of Wallisville, I-10 traffic takes the Trinity River bridge to cross the river. Just as one clears the river, there appears, on the south side of I-10 (visible for those who are east-bound) a small lake, mostly obscured by trees. This body of water is a Army Corps of Engineers Bird Rookery. There is no longer an exit from I-10 to the frontage road allowing direct access to the Rookery. One must exit and continue east-bound on the frontage road for about a mile to get to a road that passes under I-10. Then the westbound frontage road will take you back to the Trinity River where the frontage road cuts back under I-10 putting you on the south side of I-10 and at the small parking lot at the Rookery. There are few visitors, but the stop is well worth the view. A wooden walkway provides access to a viewing area, and if luck is with you, there will be a number of birds to be seen. The lake is not what it was a couple of "hurricanes" ago. Vegetable now dominates a football field sized patch of water immediately in front of the viewing area. In past years fish and alligators were easy to see (and the "gators" were definitely "watching" you!) just feet away from the dock. I've not seen any gators in that same area in a rather long time.

Heading back to the parking lot and then merging onto I-10, one, once again, joins a rather large number of east-bound vehicles.

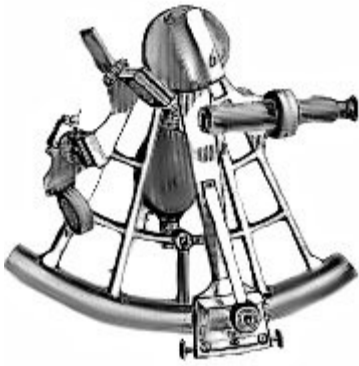
After about 22 miles, one reaches the cut-off for Hwy 73, which takes one of Winnie and Port Arthur. It's "Decision Time". Staying on I-10 will take you to Beaumont, Orange, the State Line and across the Sabine River into Louisiana, with Lake Charles just about 28 miles away. Or, one can exit I-10 and take Hwy 73 to Port "A" (For those who aren't familiar with "Texas Shorthand", Port Arthur is usually identified as Port

"A") with some great site-seeing opportunities just south of Port "A", leading into the coastal area of Louisiana and on to Lake Charles via a very scenic southern route.

I selected to "go south", so I followed the Hwy 73 exit and drove the 24 miles from I-10, along Hwy 73, to the intersection of Hwy 73 and Hwy 82. Following Hwy 82 South, one will (take a tour) of what oil refineries and facilities look like (and smell like) up close and personal. Storage tanks abound, as do structures that remind me of "Borg Spaceships". Structures that are made of pipes of all diameters and lengths, vents



releasing mist into the air through grates in the ground along the roadway, miles of chain-link fence surrounding these facilities, and, of course, large tank trucks hauling various liquids. The waterways in this area are active with barges and ships of various sizes. At the intersection of Hwy 82 and Hwy 87, one turns right (south) on Hwy 87. There are several bridges one passes over as one heads south on Hwy 87. Just south of the Valero Port Arthur Refinery one passes over a channel leading into Taylor Bayou. The road traffic was non-existent at this point and I was the only vehicle in my two-mile range of view once at the apex of



Feature Story

Cruisin' to CALMEX

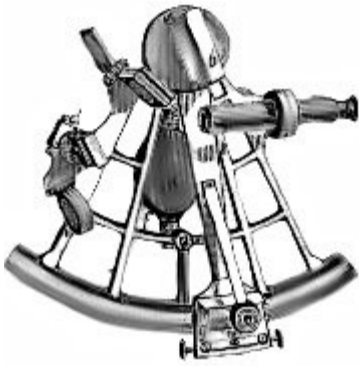
the small bridge over the channel, so I took the opportunity to roll down my window and snap an image of one of the numerous barges that are always on the move up and down the waterways. Proceeding south on Hwy 87, one arrives at the Sabine Pass Battlefield State Park. The Park is about 10 miles south of the Hwy 82/87 intersection, so its not a long drive. Arriving at the State Park, one is presented with the usual signage, plaques, and text shields that present the story of the battle that took place on September 8, 1863. Suffice it to say that the battle did not go well for the Union forces. The attempt to close off the Sabine River at its mouth and shut it down as a transport route for the Confederate forces failed.



The park is quite small but provides some very interesting views. Across the river, one can see some rather large vessels, and a rather interesting metal framework (visible on Google Maps as well) that appears to be some sort of vehicle used to “pick up” vessels and remove them from the water for maintenance. There are some foundations visible, of the Confederate structures that were part of the defensive structures built to control access to the river. It appears that I was the sole “tourist” during my short visit to the part. The

others present were all standing along the sea wall railing, fishing rods in hand or in rod holders, and staring out across the water. Leaving the park I decided to follow Hwy 87 southward until it terminated at “Texas Point”, the most “south-eastern” point in Texas which one can arrive at by driving. It didn’t take long to get there. The road was not well maintained, and in fact, hadn’t seen maintenance work in a long time. Ok. “Been there-saw that”, so I headed back north on Hwy 87, and enjoyed the view as I drove the 10 miles back to Hwy 82. As one would expect, there was a lighthouse, but it was not functional and had not been used in many years. A number of ships of all sizes were





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Cruisin' to CALMEX

moving up and down the waterways. Typical, I assume for a Friday afternoon. Upon reaching the turnoff to get back on Hwy 82 and continue eastward into Louisiana, one is treated to a nice view of the main bridge that carries Hwy 82 over the Sabine River. Turning to the right on Hwy 82, the bridge is clear-

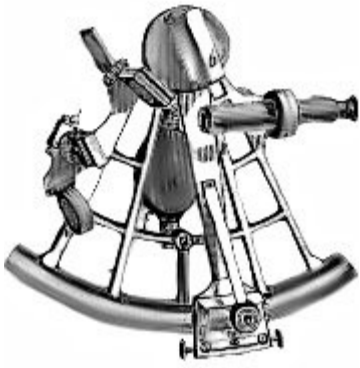


ly visible, and driving about 8/10ths of a mile, one can turn right on W. 7th Street. There is a gate on the left side of the road, and parking there and walking to the gate, one can get a good view of the bridge. After a few pictures, its time to get moving so, heading east on Hwy 82, crossing the bridge, and continuing southward on Hwy 82, the trip continues. On the east side of the bridge Hwy 82 parallels Hwy 87 on the west side of the river. The route that was just taken to get to Sabine Pass Battleground State Park is clearly visible, in some places separated by the waterway which is only 2/10ths of a mile wide. After a short distance of about 11 miles Hwy 82 crosses a bridge, and at the midpoint of the bridge one crosses into Louisiana.

For the first 19 miles the view is pleasant, but nothing spectacular. Traffic is extremely light, with a few side roads leading off of the main road, and very few stores along the route selling gas and groceries. But then, one

finds that this route begins to approach the shoreline. I chose one of the roads leading toward the beach, Long Beach Road. The beach is only ½ mile off Hwy 82, and there are some trailers and beach houses at the end of Long Beach Road, but the beach is open to the public. I parked and walked the 20 or 30 feet to the beach. January is not the “High Season” for beach goers so there was no crowd, and I rather doubt that even in the summer this spot gets many visitors. There is easier access for Beach-Goers just a few miles farther to the east. Other than a vehicle about ¼ mile down the beach from where I stood, I had the beach and view to myself. After spending some quality time taking in the view, and the sounds of nature, I got back in the vehicle, returned to the main road and continued heading east, toward Holly Beach, the small coastal “settlement” at which I would turn and travel to the north. The six miles of road before reaching Holly Beach are next to the beach and Gulf. And when I say, “next”, I mean only about 40 to 50 feet away from the water. There are not parking spaces, but the road shoulder is wide enough to park, and within a just few feet from the road you’ll be walking in sand.

At Holly Beach, the route turns away from the Gulf and travels northward through the Sabine National Wildlife Refuge. It’s a pleasant drive through a wetlands area for the first 20 miles or so, and then one arrives back in “civilization” as one approaches the intersection with I-10. Heading east on I-10, it is a short drive from Sulphur, La into the Lake Charles area. Mileage from Holly Beach into Westlake, and the hotel where most of the San Antonio Modelers stay for the night is about 44 miles. Total distance, of course, varies, depending on one’s starting point, but for me it was 454 miles including the diversions taken to the State Park in Texas and the beach-front view in Louisiana, a trip time of about 9 hours. Time very well

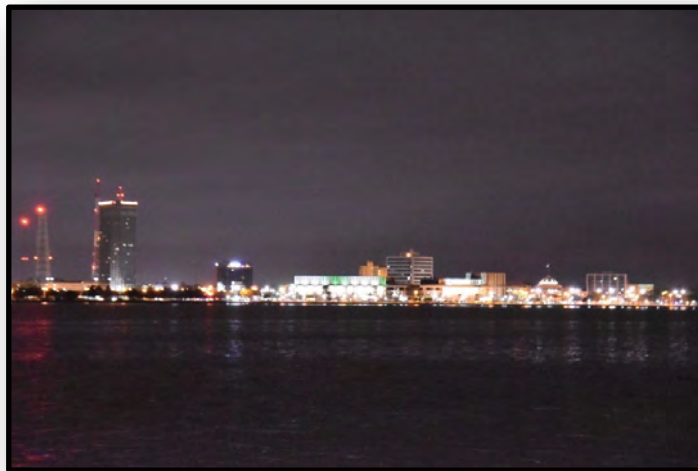


Feature Story

Cruisin' to CALMEX

spent!

The night was still young, so after a quick bite to eat, I headed over to a nearby Casino, the Isle of Capri. Usually, we take a brief stroll through the Casino, taking note of the rather sad faces of the gamblers, and the occasional smile of a winner or two. But on this visit my only interest was the view of the Civic Center, where the contest would take place on the following day.



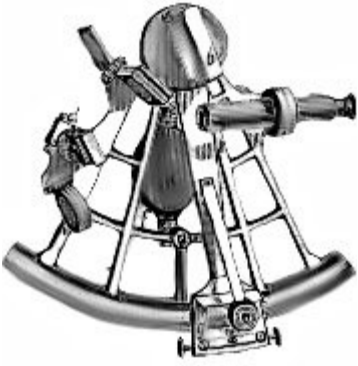
From the hotel in Westlake to the Civic Center in Lake Charles, one simply drives east across the I-10 bridge, takes the Lake Shore Drive exit, and very shortly ar-



rives at the contest location. The doors opened at 8a.m. and upon my arrival I took a few minutes to enjoy the view of the I-10 Bridge and the Casino on the far side of the lake. Entering the facility at about 8:30a.m. there were already vendors unloading and setting up their tables, as well as a few entrants sitting down to fill out the model entry forms. The forms used by the club to record entry registrations are, more or less, the same as for our own club and other clubs in the area. And, since the forms were posted on the SWAMP website, my paperwork was completed before the trip and my time in the Registration line was a matter of about 2 minutes. During the course of the morning the vendors finished setting up and were already accepting bribes to give away their merchandise. The event directors conducted a meeting for the judges and the paper trail used by the contest staff was described. Head Judges were identified, and team members met with their team leaders and Head Judges. The Snack Bar, staffed by club members and family sold the usual goodies and prepared the containers of Gumbo (Yum!!) supplied to the judging staff. The table

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upon which there were memorabilia honoring John Brewer, a SWAMP member who had recently passed away, was visited by many participants. The registration line swelling a bit toward 10am to 10:30am and by 11:30 most of the entrants had arrived, gone through registration, and had placed their entries on the contest tables.



One of the comments that was often heard was that, over the years the number of entries had steadily increased, and that the quality of those entries had also improved. The judges had their work cut out for them and some difficult decisions were made. In the end, the judging was completed, as expected, in a fair and open manner, and the event administrators began to sort out the contest documents in preparation for the Awards Ceremony.

Alamo Squadron was represented by a group of 10 members, 11 if you consider a proxy entry. While Rob Booth could not make the trip, a number of his models did find their way to the contest. Members in attendance were Charles Stone, Mike Holson, Dana Mathes, and Eric Syverson and his son, Sam. Also in attendance were Henry Nunez, John Kress, Keith Rule, and Herb Scranton and myself. Bob Bethea, who has held

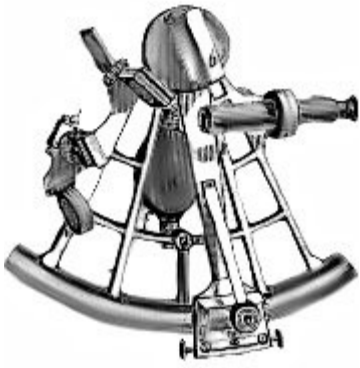


Alamo Squadron membership in previous years accompanied Henry and Dana to CALMEX.

The quality of the entries was quite high. In Category 101 (Origins to 1937) three entries were placed there by Alamo Squadron members. John Kress entered the Lockheed Vega, Keith Rule entered the Sopwith Camel, and the Pfalz was entered by Dick Montgomery.

Among Rob Booth's numerous entries were the Spitfire and Mosquito in Category 102. Keith Rule's 1932 Hudson was a stunner.

Some non-Alamo Squadron entries were eye-catching, such as the Nautilus, the Star Destroyer, and the Sci-Fi Armor entry. Dana Mathes attempted to record those in Alamo Squadron who were presented awards, but the list may not be complete or entirely accurate. There was some considerable ambient noise coming from elsewhere in the facility and the presenters did not take advantage of the microphone and the P.A. system used by the Raffle Prize presenter. So, we will bring this article to a close. This trip is evidence that "getting there" can be half the fun as it took some

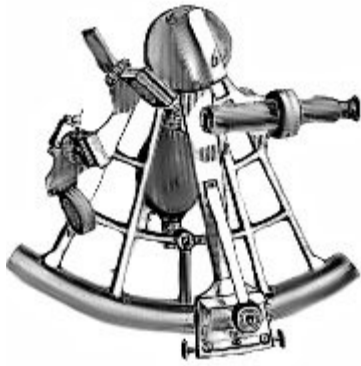


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hours longer to drive there and back than we spent actually on-site, but the time was well spent. We will end the article with the List of Awards (that we know of!) that went to Alamo Squadron members.





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Alamo Squadron 2019 CALMEX Results

Eric Syverson

- 1- 1/32 prop plane, Best Large Scale Aircraft, Best Aircraft
- 2- 1/32 prop plane
- 3 – John Brewer Memorial Award for his Yak-3

Sam Syverson

- 1 - Youth tank
- 2- -Millenium Falcon

Mike Holsen

- 1- 1/48 jet, F4E
- 2 – Helicopter
- 3- Goshawk
- 1- wheeled armor, command car, Best Armor
- 2- wheeled armor

Charles Stone

- 2 - 1/48 jet, Viggen
- 1- pre 1945 tracked, Panzer IV

Keith Rule

- 3 - Origin Aircraft, Sopwith Camel
- 2- Auto Categories (Various)
- 1- 65 Chevelle
- 1- 68 Nova
- 1- Commercial Auto, Lone Star Custom Truck
- 3 - OOB Corvette

Henry Nunez

- 2- Historic Figures <74 mm, Platoon Leader
- 3- Historic Figures , Rommel
- 2 - Hist. Figures, >74mm, Confederate Officer
- 2 – Historic Figures >74mm, U-Boat Captain
- 3- Group Build with Bob Bethea

John Kress

- 2- Origin Aircraft, Lockheed Vega

Dick Montgomery

- 3- Sci Fi, B-Wing Fighter

Rob Booth

- 2- 1938-1945, single seat 1/72, Spitfire
- 2-Rafael
- 3-Collection, Tex Hill Aircraft, with D. Montgomery

Dana Mathes

- 1- 1/32 Jet, F-4E
- 1- Post 1946 Armor tracked, Challenger 2
- 3- APC's, Warrior MCV
- 1- Artillery, M-110A2
- 1- Curbside Auto, Kansas Farm Truck, Best Auto

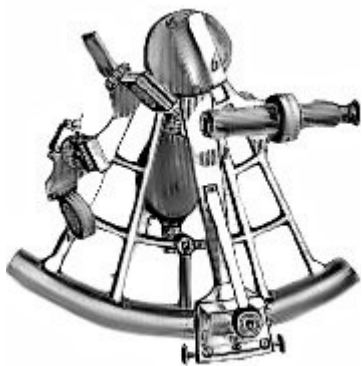
In Future Navigators any errors or misrepresentations in the above list will be corrected.

Congratulations to all! It appears that every Alamo Squadron member who attended CALMEX came home with an award!

Feature Story

History of Alamo Squadron: Recent History

by Dick Montgomery



This final article in the “History of Alamo Squadron” series will begin with an overview of the remaining ModelFiestas that have not been covered in previous articles, starting with ModelFiesta 32.

ModelFiesta 32 - MF-32 was held on Feb 18, 2013 and was the first ModelFiesta that was held at the San Antonio Event Center, 8111 Meadow Leaf Drive, near the intersection of Highway 90 and Loop 410. The SAEC was “scouted” by Kent Knebel and Lee Forbes as a potential site for ModelFiesta after the Live Oak Civic Center, home of ModelFiesta for the preceding 17 years, was closed, torn down, and replaced for land rented to companies that wished to set up in that rather “choice” location. All ModelFiestas, starting with MF-32 have been held at the SAEC. SAEC is roughly twice the square footage that the Live Oak Center provided, with a very helpful staff and management.

Kent Knebel served as the Event Director. MF-32 marked Kent’s “first time in the driver’s seat” as the Director of a ModelFiesta. Dee Jacobs logged in as Vendor Coordinator for the fifth time. Rob Booth served as the Chief Judge, a position he had held before. Unfortunately, the data for MF-32 is rather spotty. An entry total of 308 was documented by a collection of registration forms that were available, but notes indicate that this number was exceeded by quite a number of entries for which documentation was not available. Again, using data gleaned from documents that were retained, there were 118 entrants. The Theme at MF-32 was “The 1960’s” and was awarded to Jack Crumbliss and his English Electric F-1A Lightning. Best of Show was awarded to the USS Langley Seaplane Tender by Dave Straub. Crumbliss was from Bossier City, La, and Straub was from Albu-

querque, New Mexico. A complete Winner’s List is on file in the club archive.

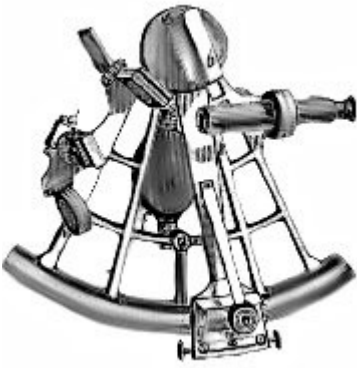
ModelFiesta 33 – Kent Knebel, Dee Jacobs, and Rob Booth assumed the same roles that they had held for ModelFiesta 32. MF-33 would be Dee’s “swansong” as she and her husband relocated out of state for a job opportunity after the event. Kent turned over the Event Director’s job to another person and held another leadership position during MF-35. The total entry count for MF-35 is documented at 581 entries. A complete Winner’s List is on file in the club archive. The Theme Award, “Critters”, was awarded to Tom Moon’s M8 Light Armored Car “Greyhound”. Tom has long been a resident of nearby Houston. Gregorio Zamacona is a resident of Mexico City and his Best of Show entry is identified as “SDKFZ”.

ModelFiesta 34 – The Event Director for MF-34 was Art Nicholson. Dick Montgomery had stepped into Dee Jacobs’ traditional role as Vendor Coordinator due to her relocation as previously mentioned. Rob Booth continued his string of duty assignments as Chief Judge. The theme for the event was “Lone Star”. Documentation shows that there were 165 entrants and 591 entries. As with the previous ModelFiestas listed in this article, a Winner’s List is on file. That Winner’s List showed that the Theme Award was presented to Angel Chrys for his P-51D Mustang. Paul Barrena was awarded Best of Show for his excellent scratchbuilt Fiat Model 642 Ferrari Transport Truck.

ModelFiesta 35 – ModelFiesta 35 marked a watershed moment in the history of the annual event. With the leadership of Rob Booth, much of the policies and procedures for the ModelFiestas seen at MF-35 were documented and established as protocol. In fact, there is now a ModelFiesta manual which is in the process

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of assembly and revision which will help future ModelFiesta Leadership Teams plan and execute future ModelFiestas. Working with Rob on the Leadership Team were John Kress and Craig Gregory serving as Vendor Coordinators. Len Pilhofer handled the Registration Station and Kent Knebel served as Chief Judge. Jerry Escobedo managed the schedule of Seminars and Demos. MF-35 saw 147 entrants with 574 entries being placed on the contest tables. The Theme was, “Kitbashed” and awarded to Alex De Leon for his 2-Pounder Portee “Deluxe”. Aaron Smischney was awarded “Best of Show” for his “Warlord of Decay”



ModelFiesta 36- ModelFiesta was held on Feb 18, 2017 and as the previous ModelFiestas, was held at the San Antonio Event Center. Len Pilhofer served as the Event Director, Craig Gregory handled the Vendor Coordinator’s job, Herb Scranton managed the Registration Station and Rob Booth served as Chief Judge. There were 653 entries in the contest. The Theme was “Everything is Bigger In Texas”, and the award for Best Theme went to Tom Moon for his Krupp 420mm Big Bertha, which, if you are familiar with the kit, is rather massive. Marc Schachter was awarded Best of Show with his awesome Hawker Sea Fury FB 11.

ModelFiesta 37 – MF-37 served as the IPMS Region 6 Convention and was held of Feb 17, 2018. Like sev-

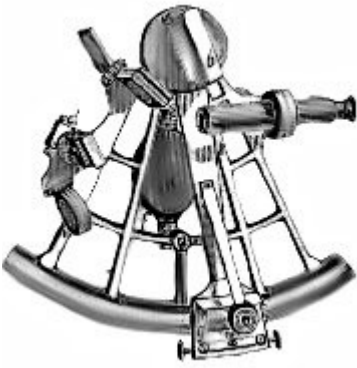
eral ModelFiestas prior to MF-37 a Data Team used an Excel tool organized by Jim Coatney to record a great deal of information about the event. Data included the names of all entrants, a description of all entries, the categories in which the models were entered, and the production of a Winner’s List and “slideshow” showing images of all winning entries. The Event Director was Len Pilhofer with Craig Gregory once again serving as the Vendor Coordinator, Herb Scranton managed the Registration Station and Chris Lenahan served as Chief Judge.

ModelFiesta 37 was a record breaking event. It was the largest Region 6 Convention held in the history of IPMS Region 6, it ranked first in entry counts for any ModelFiesta. With an entry count of 817 entries, brought to the competition by 176 entrants, it established a record that will be tough to beat. The Theme Award, “Oldies But Goodies” was presented to Charles Stone for his F-8 Crusader, and the Best of Show went to Alex De Leon for his Double Trouble cycle.



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ModelFiesta 38- At the time of this writing, ModelFiesta 38 is less than a month away. Once again, it will be held at the San Antonio Event Center with Len Pilhofer serving as the Event Director. Herb Scranton is organizing the Registration Station and Rob Booth is, once again, serving as Chief Judge. The Date Team is ready to generate another Excerl data base, using entry forms collected at Registration, and images taken by Mike Holson and Matt Neerman, that will create a Winner's List and slideshow (if time permits) for viewing during the Awards Ceremony. The Theme is, "Record Breakers". A new procedure put in place for MF-38 will allow entrants to "jump" the Registration Lines by pre-registering their models. If successful, pre-registration will become part of the S.O.P. for future ModelFiestas.

ModelFiesta has grown from a relatively small event to one which ranks as one of the larger events hosted by a local chapter throughout IPMS/USA. Branded as the "**International Contest of Texas**" it most certainly lives up to its well deserved reputation developed over the years. A "Well done" to all who have volunteered their time and talent to making ModelFiesta a very enjoyable and successful event.

Club History from 2015 to the Present

Alamo Squadron, by April 2014 was in the middle of its 36th year. The club, and its membership, continued to participate in, or organize various modeling activities. One of the more notable activities within the five-state area that makes up IPMS Region 6 (Tx, Ok, Ar, Ks, La.) dealt with a model display aboard the USS Lexington located in Corpus Christi, Tx. The July club newsletter ran an article about the origins of the Scale Model Exhibit on the USS Lexington.

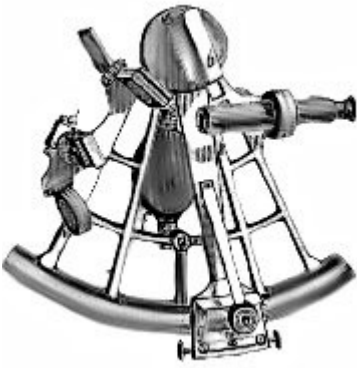
Randy Barnes, a member of Alamo Squadron, had noticed back in 2008 that while there were models on display aboard the "Lex", the display was generally in rather bad condition. Randy pitched a proposal that he had developed to improve the display, and in the intervening years, Randy was spectacularly successful. To this day, the "Lex" display rates as one of the best this author has seen throughout the U.S. The newsletters published in 2014 showed that the club continued to enjoy monthly "in house" contests at the meetings, presentations and demos of modeling techniques, and, of course, ModelFiesta, which was hosted in February at the San Antonio Event Center located just off Loop 410 near Marbach Rd.

In April, when elections for all club offices were held, the club selected Tom Sprawls to serve as the President. Art Nicholson was chosen to serve as the Vice President, and Dick Montgomery was chosen to serve as the Treasurer. In the summer of 2014 Tom Sprawls relocated to Salt Lake City for a job opportunity. Art Nicholson assumed the Presidency. Henry Nunez was invited to serve as the Vice President and accepted the offer. In the September issue of the club newsletter, it was announced that Henry Nunez had accepted the appointment to the Vice Presidency that had been offered to him.

The club newsletters throughout the remainder of 2014, and during the first months of 2015 revealed that there was a great deal of activity. The ABC course, created by Lee Forbes and Tony Ivone, was mentioned. The ABC had a history of being a good recruiting tool not only for the club but also for IPMS. The program has evolved over the intervening years and now exists as a "Build Day" held at a local hobby store. Techniques are shared, kits are discussed, and it is a fun experience for all. The WIP

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(Works in Progress) portion of the meeting continued to see some very interesting projects, and in ever increasing numbers. Programs during the meetings covered a variety of modeling subjects, from scratch-built, to armor, aircraft, autos, ships, and figures.

In April 2015, Dick Montgomery was elected as President, Henry Nunez was chosen as the Vice President, and Lee Washburn was selected as Treasurer. This E-Board set out its goals that “trended” the club toward a different path than that which the club had been tracking for a number of years. One of the first issues to be met dealt with the finances of the club and the club’s status as a social organization.

In 2014 the club was informed that the nature of the club’s checking account with a local bank was in need of a change. Since, almost from the origin of the club through 2014, the club checking account was, in nature, similar to any personal account that an individual might obtain. In 2014 the bank indicated that a change was mandated. The club account was morphed into a “small business” account, or an account that would be similar to that assigned to a small entrepreneurship. When announced to the membership, the arrangement set off some discussion regarding Alamo Squadron being changed into a “small business” with a club member being identified as the owner of the business. After some discussions with some banking institutions, and with some suggestions from several CPAs, that arrangement was ended. Alamo Squadron registered with the IRS as a 501c7. The bank and those CPAs who volunteered some time as informal advisors indicated that the club, by its very nature, matched the qualifications as a 501c7. Generally, a 501c7 is a social organization, primarily supported by funds paid by their members. “c7’s” are tax exempt. That requires that the club be a “social club” with

membership limited to those who adhere to the “social” nature of the organization. The club’s organizational structure must be aimed at pleasure, recreation, and other non-profitable purposes.

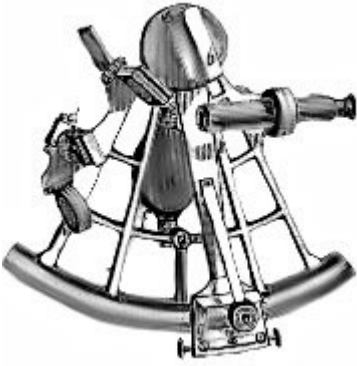
After some rather difficult and tedious paperwork was submitted and approved by the IRS, Alamo Squadron became a 501c7, and that information was shared with the bank in which the club held an account. The bank pushed all the proper buttons on their computers and that was that. Now, each year the 501c7 status is renewed, online, with a series of 7 or 8 questions being answered. Of those questions, most deal with the name and address of the person who serves as the President or Treasurer, and some basic questions about the club. Only one question points at the finances and that question asks if the club’s profits exceeded \$50,000 in the previous tax year. The answer, of course, is always a negative response. And that ends the steps the club needs to take each year in regard to taxes and to its 501c7.

What could have become a major sticking point in the financial status of the club was resolved, and then was verified during a phone conversation with an IRS agent. The agent was confirming the approval of the 501c7 application. The agent mentioned that the status of a “small business” caused more scrutiny than such accounts for similar clubs received, but after some discussion it was clear that the agent knew an error had been made. The impression was that this situation was not uncommon. In any case, the transition to a registered 501c7 was the proper course for the club to take and that, in the future, all that was necessary was the annual completion of the online “renewal” form.

Since this transformation of the club’s status has taken place, each of the three previous E-Boards and the current E-Board have handled renewal on time, and

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without issue. Clearly, as E-Boards transition in the future it is incumbent upon the outgoing and incoming E-Board members that they are very much aware of the action that must take place each year to renew the 501c7 status (there is no fee for doing so), and to know the process that must be followed in order to go online and go through the short procedure to complete the renewal form.

Each of the E-Boards for 2015-2016, 2016-2017, 2017-2018, and 2018-2019 also made other changes in procedures dealing with club finances. One of those procedures dealt with the budget for ModelFiesta. In the past, ModelFiesta, at times, had a budget, but that budget wasn't presented to the membership, and seldom was there open discussion about the budget. By 2015 the club had arrived at the point at which there were insufficient resources to hold the "next" ModelFiesta if the most current ModelFiesta was not profitable, or worse, if the income did not, at the least, meet the expenses of the show.

The E-Boards during these 4 years instituted a new policy in which the Event Director was directed to generate a budget for ModelFiesta, and then, to remain within that budget, exceeding anticipated expenses only with the approval of the E-Board. This procedure is still in place. Those ModelFiestas that were impacted by this procedure were ModelFiestas 35, 36, 37, and the upcoming MF-38.

To the credit of the Event Directors for these recent ModelFiestas, their budget requests were based on past expenses, and with changes in the processes and procedures within ModelFiesta, itself. Such actions as a focus on acquiring sponsorships for trophy packages, and a careful study of areas in which expenses could be reduced.

Rob Booth directed ModelFiesta 35 and Len Pilhofer

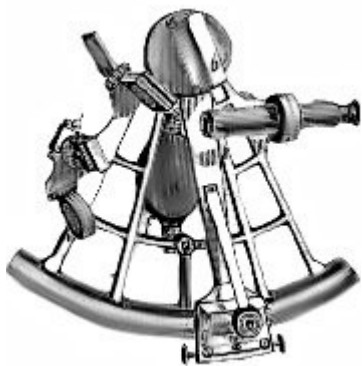
directed ModelFiestas 36, 37, and the upcoming 38. In all four ModelFiestas, the events made profits due to the careful planning and organization of these two Event Directors, and the leadership provided by the ModelFiesta staffers. Attendance rose for each of these three events to "top out" with the highest count of entries for any ModelFiesta at 817 entries. During this time the club treasury has most certainly grown to a point in which the club and ModelFiesta are now assured for the next three years.

The E-Boards during these four years did well in meeting one of the three main goals that those E-Boards laid out for their respective terms, that goal being "actively seeking was to reduce club expenses and increase club financial resources". As evidence of that goal having been met by each E-Board, the members are provided with the current club account balance each month by the Treasurer, and also with a description of any non-standard expenses incurred by the club, should any such expenses occur. In fact, during a previous review of the club Constitution it became a requirement for the club account balance to be provided to the membership present at each monthly meeting.

The 2nd of the three goals laid out and agreed to by each of the E-Boards over this 4 year period of time was, "encourage the development of leadership among the membership. This goal is important on many levels. Alamo Squadron is certainly a "social organization" but it is also a "social organism". It is a living, breathing organism. That organism grows and thrives when it's constituent parts (the members) act in a coordinated effort toward common goals. Not everyone has to serve as an officer or ModelFiesta Event Director. Not everyone *can* fill these roles. Some have jobs, children, or other professional and social obligations

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that they focus their attention and time upon. But all can volunteer to serve in some fashion during ModelFiesta, and some can share their particular modeling skills and techniques by presenting and demonstrating those techniques at a meeting. And all, regardless of their length of membership, modeling skill, or interests can, and should, support the club by an awareness of the club's goals, history, and Constitutional processes and procedures. In short, everyone can participate by simply being at the meetings, asking questions, and participating in various club function.

Certainly, during the last four administrations, the officers have shown their support for this 2nd goal, that of encouraging the development of new leadership within the club. Each of these club members (Dana Mathes, Dick Montgomery, Henry Nunez, Len Pilhofer, Herb Scranton, Jose Villanegro, and Lee Washburn) have served as officers, and as Staffers at ModelFiesta. And each has made a distinct effort to share their knowledge and expertise with others, who, hopefully will continue to help the club grow. Some of these individuals are either going to serve on the Leadership Team for the upcoming ModelFiesta-38, or they will be available to those who are chosen to serve on the next E-Board, to offer their knowledge of "how things work".

And lastly, the 3rd goal to which these four E-Boards have adhered is to, *provide a continuing series of programs, presentations, and demonstrations that inspire active participation among the membership.* Alamo Squadron's goals are, as expressed in the Constitution, *"to cultivate and promote an interest in the hobby of model building by creating a bond of friendship, good fellowship, and the exchange of information to foster the improvement in individual model building skills."* It is rather easy to see how the club meets this

"Purpose Statement".

If you've attended any of the Build Days, you'll see members, and non-member guests, sharing their interest and the hobby. That certainly addressed the "good fellowship" aspect of the club's purpose. Some can't make it to the Build Days, but they share good fellowship with other members and guests on the club's Facebook page. Over the four administrations since 2015, a major focus has been the scheduling of demonstrations, filling the "program" time slot at club meetings. This effort directly addresses the 3rd stated "purpose" of Alamo Squadron, that being *"the exchange of information to foster the improvement in individual model building skills."*

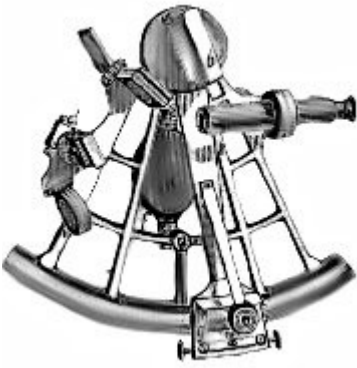


Craig Gregory helps out a new modeler with an airbrush

The membership has seen demonstrations such as, Len Pilhofer's May 2016 demo on soldering PE parts and Lee Forbes' demonstration of the use of Future during the decaling process. Members have seen demonstrations on rigging aircraft, different types of sanding materials, and types of putties. The W.I.P. (Works in Progress) allows for members to view modeling projects from their earliest stages of construction to the finished model which is often entered in the monthly

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club contest. The monthly program, the WIP, and the monthly club contest are definitely feeding off each other and certainly contributing to the growth of modeling skill among the members.



Alamo Squadron winners from Austin's Capitol Classic 2018

The three “purposes” for which Alamo Squadron was created, and for which it continues to address certainly make a difference in the enjoyment of the hobby by its membership. The outstanding leadership that Alamo Squadron has experienced, and the participation of the membership in various roles during the course of the years, has led the club into a rather elite position, not shared by many modeling clubs around the country. The club is now in its early 40’s, with members that participate in programs such as the Model Summit Program (thanks Craig Gregory), Build Days, the WIP program, monthly model contests with an annual Best Model of the Year contest from among the winners of the monthly contests, continuing donations to the IPMS Support the Troops program, an excellent club newsletter, “Navigator”, an active FaceBook page and a club website, continuing the IPMS chapter charter status, and with members participating in local shows in Texas, Louisiana, Arkansas, and New Mexico, and Oklahoma. Alamo Squadron has been the host chapter for a number of IPMS Region 6 conventions. Our club

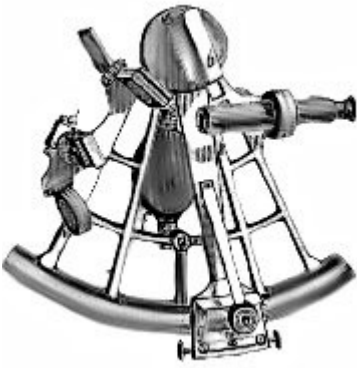
members have a long history of attendance at IPMS National Conventions at which members have served on the convention staff as volunteers, given presentations on various topics, served as judges, and have brought home hardware for their winning entries. Four Alamo Squadron members have gone “international”, visiting the UK in November to attend the Telford IPMS/UK convention. Most recently, Rob Booth and Dick Montgomery entered models in the contest, but also served as judges, a rather unique experience. It should be noted that Rob came home with a Gold Medal, and Dick came home with his entry stuffed in his dirty socks in his suitcase.

It should also be noted that the future for Alamo Squadron is quite bright. Our members to travel to the shows hosted by other IPMS and AMPS clubs in our five-state area, and often serve as judges as well as returning with their share of trophies. The numbers at ModelFiesta continue to grow and actually hit an all-time high of 817 entries at ModelFiesta 37 in February 2018. Vendor space is usually a sellout each year

Finally, it should be noted that Alamo Members, with the support of members from a number of IPMS Region 6 clubs, presented a “bid” for the 2020 IPMS National Convention while at the Phoenix Convention in 2018. Here’s a little background. A previous bid effort had been presented during the 2016 Nats for 2018, but the 2018 bid went to Phoenix rather than to the bid led by Alamo Squadron. During the Omaha convention in 2017, three club members agreed that it was time to make an effort for the Nats. Those three members were Rob Booth, Len Pilhofer, and Dick Montgomery, who, by coincidence, had car-pooled to Omaha. The ride home was close to 18 hours and by hour # 10, the bid outline had been jotted down with Len being picked as the Bid Organizer and Event Chairman.

Feature Story

History of Alamo Squadron: Recent History



There were a good number of team members in attendance at Phoenix when Len presented the bid, with representatives of a number of other Region 6 clubs who had signed off on the bid to give it support at the meeting in which bids were presented. Len killed it. A number of Region 6 modelers were at the table with Len and some Alamo Squadron attendees during the Awards Banquet. The announcement of Alamo Squadron's winning bid was met with great enthusiasm and anticipation by those individuals, as well as by the audience of some 400 + banquet attendees in general.



Lee Forbes receives his 20 Year IPMS National Judge's Pin

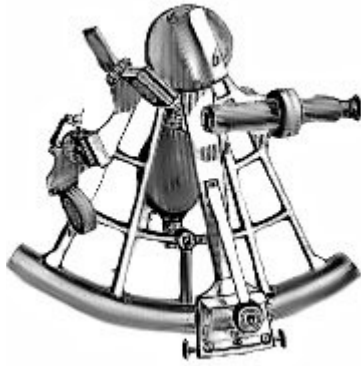
Other recognitions have come to Alamo Squadron over the years. Alamo Squadron was selected as the IPMS Region 6 Chapter of the Year as well as the IPMS National Chapter of the Year twice. An Alamo Squadron member served in staff positions for IPMS as Regional Coordinator and on the IPMS National E-Board in three different offices. Several members have served for a number of years as National Judges at IPMS Conventions with Lee Forbes receiving his 25 year pin for his service as a Nats judge. Two members have recently had articles published in the IPMS Journal, most recently Len Pilhofer's article about installing LED lights in a Star Trek kit.

Alamo Squadron's membership has had gains and

losses over the years. In some cases, we've lost members due to their passing from age or poor health. Members have helped the families to manage the disposal of the modeling tools, references, and kits of those deceased members on the occasion when our services were requested. We've also lost members who had to relocate due to job opportunities. We still see some of those former members at contests that we attend in other states or at the National Convention. In some cases, members simply cut ties with the club. The cause of these departures are numerous, in some cases being regrettable, but in most cases being one of a personal decision, to spend more time in other endeavors.

Today, Alamo Squadron is a social organization in which all modelers are accepted and invited to join in the fun. The club has members who have interests in all genres of modeling, with no genre being excluded and all being accepted. The club has members for whom their time of leadership has passed and some for whom their time of leadership is not far away, or even right now and in the next few months as the club approaches its annual election cycle in April. Alamo Squadron honors those who have led and served, and also encourages members to volunteer their time and talent either in the present or future. Alamo Squadron depends upon the membership to volunteer to serve in some capacity, and the club continues to thrive because members do, indeed volunteer, and participate as Members of IPMS Alamo Squadron.

Alamo Squadron has manifested itself as a very successful social organization with a very interesting history over the last 40 years. I wonder who those "future" members will be and how they will contribute to Alamo Squadron, ensuring a positive and vibrant club with a great history over the next 40 years?



Upcoming Events

IPMS Region 6

Next Meeting: Thursday, February 7th, 2019 at 7:00PM

Location: Northside Ford of San Antonio



**February 16, 2019
ModelFiesta 38
San Antonio Event Center
8111 Meadow Leaf Drive
San Antonio, TX 78227**

<http://www.alamosquadron.com/modelfiesta>



**March 30, 2019
RiverCon VIII 2019
Bossier City Civic Center
620 Benton Rd
Bossier City, LA 71171**

<https://www.facebook.com/RiverConIPMS/>



**March 30, 2019
Tulsa Modelers Forum Contest
Bixby Community Center
211 N. Cabaniss Ave, Bixby, OK 74008**

<https://www.tulsaipms.org/>



**April 27, 2019
ModelMania 2019
Stafford Convention Center
10505 Cash Road, Stafford, TX**

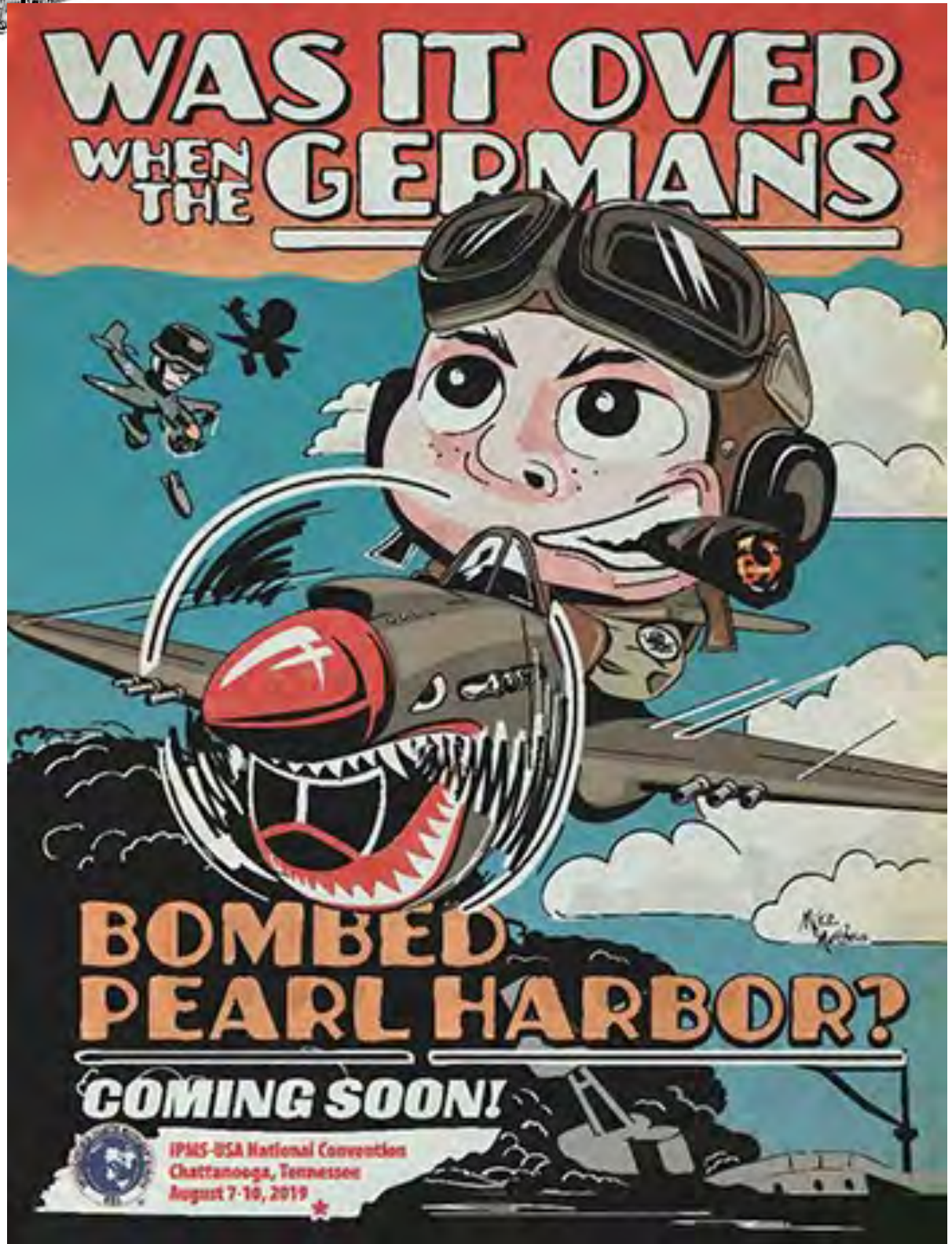
<http://www.ipms-houston.org/>

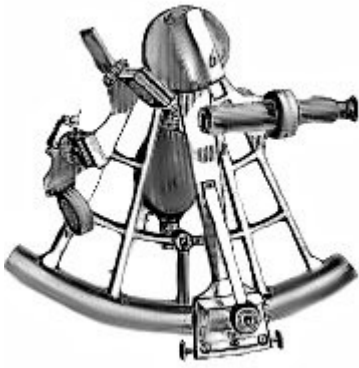


Save The Date!

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

Chattanooga, Tennessee





About Alamo Squadron

Executive Board 2018-2019



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



Vice President:
Jose Valdenegro
IPMS #50490
vp@alamosquadron.com



Treasurer:
Dana Mathes
IPMS #43781
sec-treas@alamosquadron.com

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.



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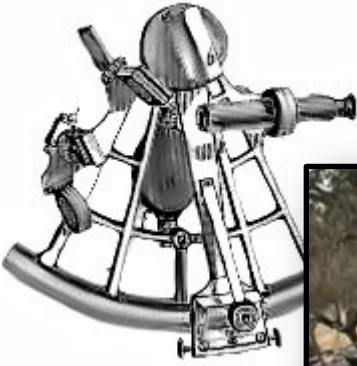
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Alamo Squadron has been hosting ModelFiesta since 1981. Locations have included the Wonderland Mall, a Holiday Inn, the Seven Oaks Motel & Convention Center, the Live Oak Civic Center and the new location in 2013, the San Antonio Event Center.

www.alamosquadron.com



Final Words ...



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

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

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