

# The Navigator

The Newsletter of Alamo Squadron

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



September 2018

IPMS/USA Chapter of the Year: 1999 & 2005

IPMS/USA Regional Chapter of the Year: 2016

IPMS/USA Regional Newsletter of the Year 2017

## Nats Report: 2018



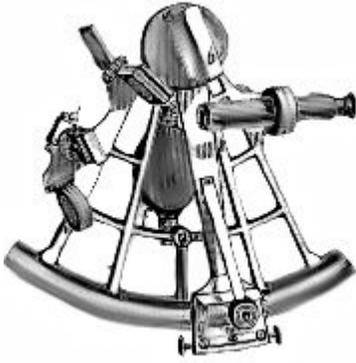
### Alamo Squadron Hits The Ground At Phoenix!

#### *Inside This Issue:*

Star Trek's USS Reliant Comparison Build—  
Part 3

History of Alamo Squadron: The Club  
Comes of Age





# President's Column

By Herb Scranton III

IPMS #48314



## President's Message: September 2018

Greetings fellow club members,

Summer is almost over and I hope everyone has had some vacation time or at least some fun time with the family. I'm looking forward to some cooler weather.

As you may know the IPMS Nationals were from the 1<sup>st</sup> thru the 4<sup>th</sup> of August and several of our members attended. Len Pilhofer and I drove out on the 31<sup>st</sup> with my car full of models and met the rest of the crew in Phoenix on the 1<sup>st</sup>. We checked in on the 1<sup>st</sup> and started to set out our models in the contest room and then proceeded to the vender's area. There was a lot to see and so many goodies to buy. I came home with some model cars, tools and decals and the back of my car had lots of new items from other members. Thursday and Friday saw the contest tables filled with lots of awesome models. Friday evening at 7pm the contest room was closed for judging. All of the Alamo Squadron members were involved in judging. I signed on as a novice judge but was put in as a regular judge because of lack of automotive judges. Judging continued until all models were judged which was around 11pm that night. Saturday morning Len Pilhofer did a power point presentation for our bid for the 2020 nationals. Len did an outstanding presentation and now we just had to wait till the banquet that night to find out who got the bid. The banquet started out with some IPMS official business and then they announced that Alamo Squadron got the bid. This will be a Texas Nationals involving most of Region 6. Planning has already started but our Model Fiesta has priority now and planning in earnest won't start till after the 2019 nationals. Congratulations to Dick Montgomery, Rob Booth, and Len for the fine work to get us started for 2020. I had a good experience at the nationals; I entered my 32 Ford Vicky and got to

get experience judging at the nationals. I met lots of modelers from all over and some super people in the vender area. I would encourage my fellow members to attend the Nationals in Chattanooga in 2019. I want to thank the folks in Phoenix for great time.

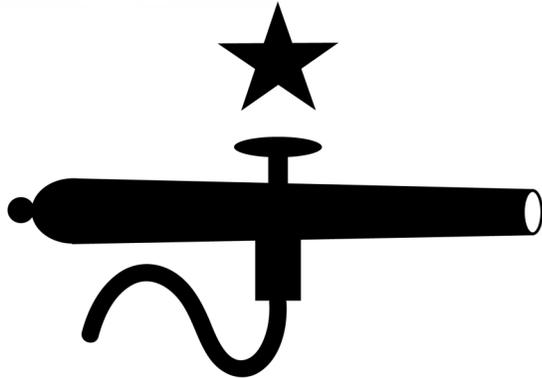
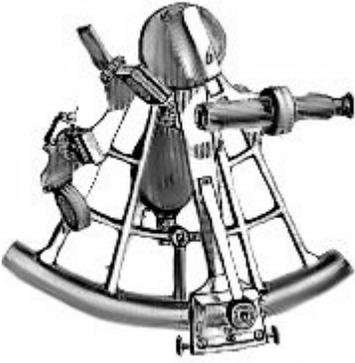
Len will have a little time at our September meeting to talk about 2020 and Model Fiesta. I want to thank Keith Rule for conducting August's meeting while Jose and I were at the Nationals. It's nice to be back and I'm looking forward to September's meeting.

Cheers, Herb Scranton III



**Phoenix: Here We Come...**

# Club Announcements



**COME AND MAKE IT**  
IPMS/USA NATIONAL CONVENTION  
**SAN MARCOS, TEXAS**  
JULY 29 - AUG 1 2020

Probably some of the biggest news ever to hit Alamo Squadron is that the club, along with several other Texas clubs, have been chosen to host the 2020 IPMS/USA National Convention. We will be hosting it in San Marcos, Texas at the Embassy Suites Hotel and Conference Center. While we are many months away from the event—22 to be exact—planning is indeed underway. The core leadership team has been identified: Len Pilhofer will be the Convention Chair, Jeff Schmitz of Houston will be the Treasurer, Dick Montgomery will serve as Registrar, Tom Moon of Houston will be our Contest Coordinator, Rob Booth will be the Awards Coordinator (there will be A LOT), and Craig Gregory will be the Vendor Coordinator.

For now, club members can stay tuned to the planning by being involved with the club meetings as Len plans on brief updates from time to time. Detailed planning will commence after the 2019 National Convention in Chattanooga, TN. While it is too early to start making plans for summer of 2020 after Chattanooga 2019 we will start looking for volunteers for summer 2020. Stay tuned for more updates...

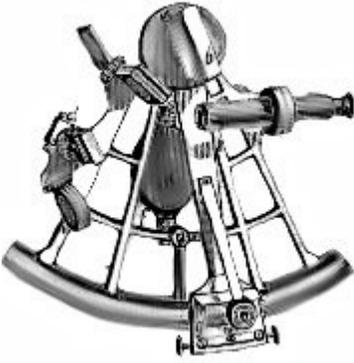
## Dick Montgomery: IPMS/USA Life Member

Good news continued to bless Alamo Squadron last month with the naming of Dick Montgomery as a Life Member of IPMS/USA. This is not a small thing as being elevated to this level requires diligent documentation of the member's achievements as well as a vote of the National Executive Board. When one wanders around the national convention hall each summer very few "Red Badges" are observed. This is because this status is reserved for only those that have truly given very, very much of their time and effort to the positive growth of IPMS/USA as a whole. We all know how deserving Dick is of this honor as we see his effort first hand at all of our meetings and events but it is nice to know that the National Executive Board agrees with our thoughts as well.



Dick Montgomery receives the coveted "Red Badge" from IPMS/USA President Ron Bell at the 2018 IPMS/USA National Convention in Phoenix





# Club Announcements

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## ModelFiesta 38

ModelFiesta 38 planning has officially kicked off and the committee held their first, full length meeting after returning from Phoenix. The theme and award classes and categories have been set. They posted to the ModelFiesta website: [www.alamosquadron.com/modelfiesta](http://www.alamosquadron.com/modelfiesta). The date of the show will be Saturday, February 16th 2019. 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 will be bringing this up at future meetings but for now keep your calendars free for those 2 days in February.

## Alamo Squadron Birthdays

We are celebrating two months of birthdays in this issue (since we did not a chance to publish them in last month's edition). From last month, members celebrating one more orbit around the sun: Rob Booth, Vincent Benavidez, and Jerry Reyes. For the month of September: Herbert Scranton III and Miguel Lopez. Best wishes for the happiest of birthdays and here's to hoping your significant other got you that magical kit you have always wanted!



## Alamo Squadron Build Days

The next Alamo Squadron Build Day is Saturday, 6 October from 12:00-4:00 PM. The intent of these build days is to move more of the social and building aspect of our meetings to a more conducive environment...and what better environment than a hobby store! There will be no set format but if a member wishes to see a first hand demo on a certain technique then this is the perfect opportunity to make it happen. We hope that many club members will take the opportunity to participate. And added bonus is that we will be able to recruit for Alamo Squadron while at this establishment answering any and all questions of passers-by.

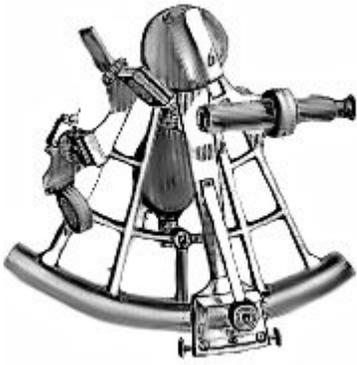
## Monthly Contest Schedule

<b>September</b>	<b>The Color White</b>
October	Open
<b>November</b>	<b>Out of Your Element</b>
December	No Contest
<b>January</b>	<b>2018 Model of the Year</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:

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



# Cover Story

## IPMS Nationals 2018

Story and Photos by Len Pilhofer

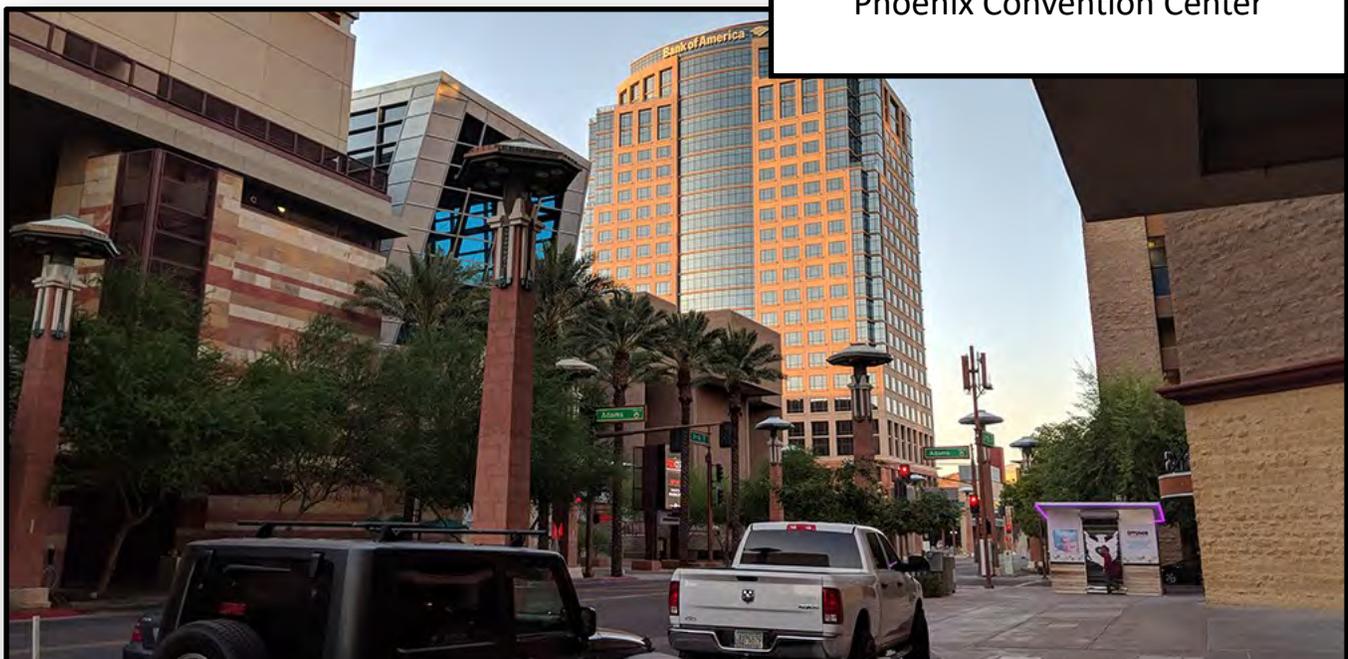
The 2018 IPMS/USA National Convention was held on August 1st through the 4th in Phoenix, Arizona. The host club was the Craig Hewitt chapter which is also located in Phoenix. Several members of Alamo Squadron either drove or flew out west for the show: Myself, Herb Scranton III, Dick Montgomery, Rob Booth, and Jose Valdenegro. We are all in the unanimous opinion that Steve Collins and his crew from Craig Hewitt did an outstanding job with this year's show. It went so well that time just flew by for at least myself. It seemed I did not have enough time to see everything there was to see. Some of the numbers from the convention:

Contest Entrants: 424  
Models Grand Total: 3,523  
Model Entries: 2,367  
Models in competition: 2,723

What follows are just a few of the models and related scenes from the show...



Phoenix Convention Center





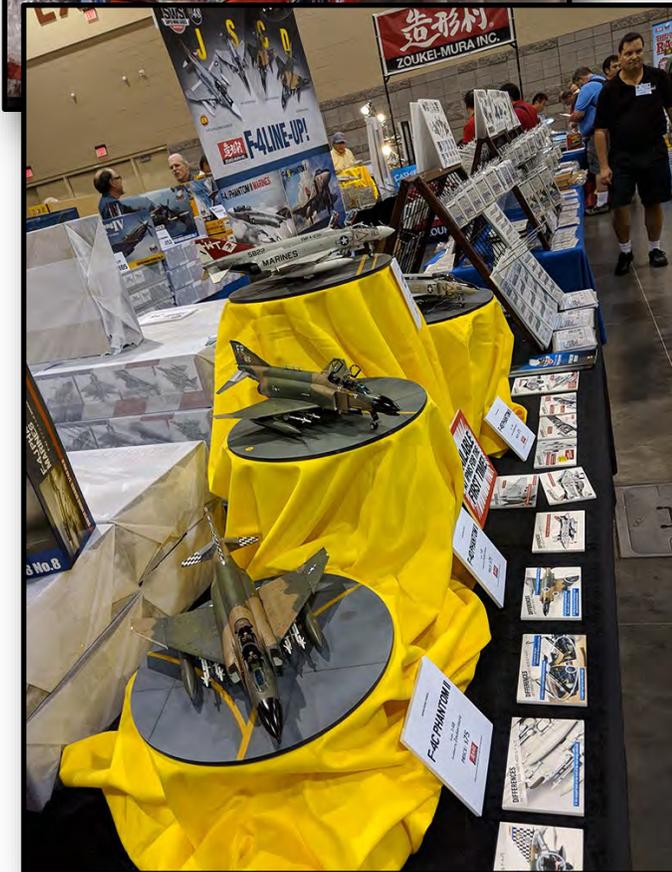
# Cover Story

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## IPMS Nationals 2018

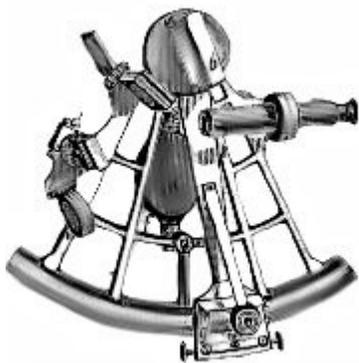


A few shots of  
the Vendor  
Hall



# Cover Story

## IPMS Nationals 2018



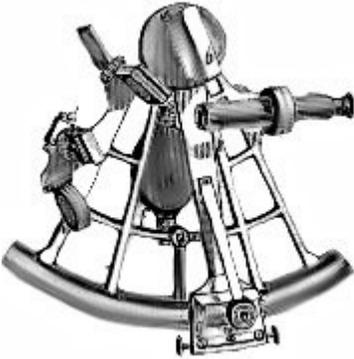
### Alamo Squadron Entries





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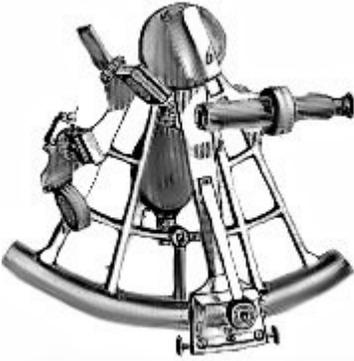
## IPMS Nationals 2018



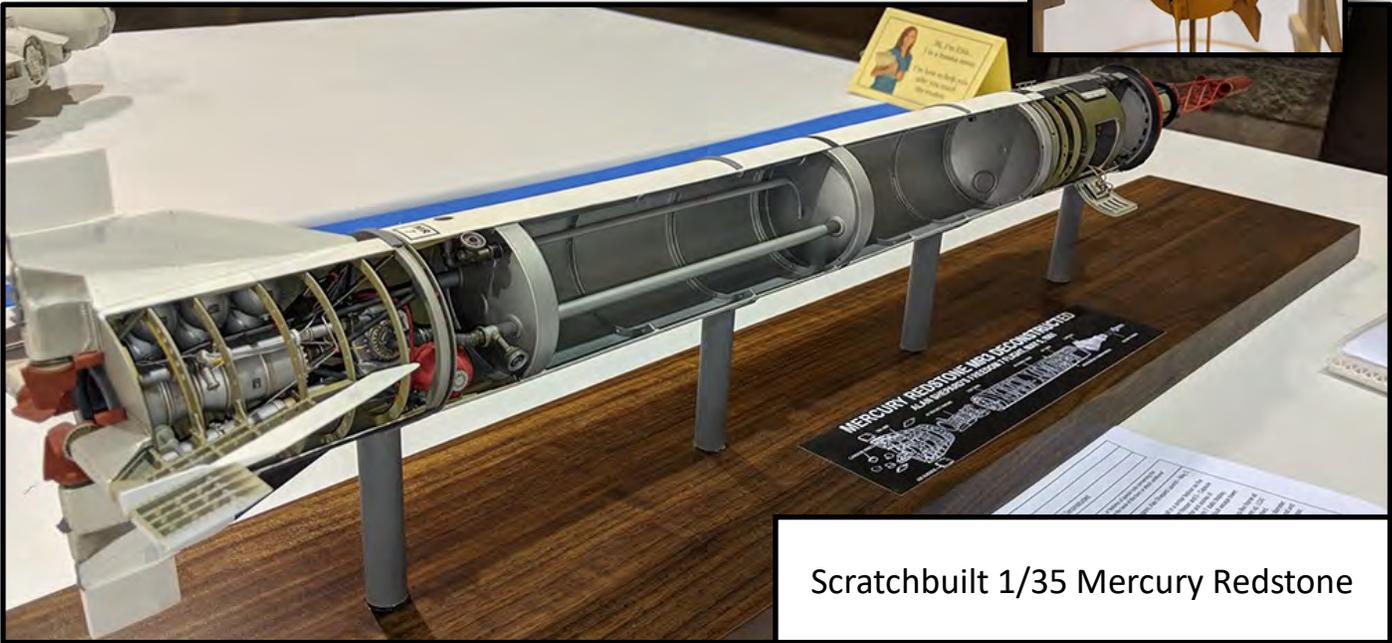
Scratchbuilt  
1/48 C-54



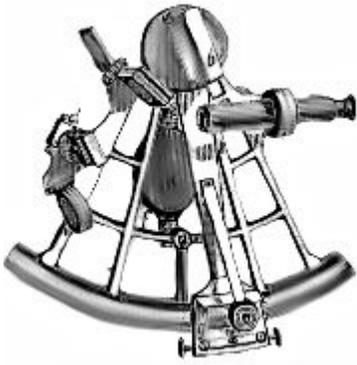
# Cover Story



## IPMS Nation- als 2018



Scratchbuilt 1/35 Mercury Redstone

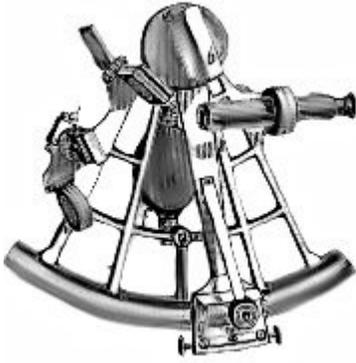


# Cover Story

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## IPMS Nationals 2018





# Cover Story

## IPMS Nationals 2018

Let the Judging Commence!

WHAT TO LOOK FOR . . .  
THE IPMS JUDGES' HANDBOOK IS OUR GUIDE



- ⦿ Construction
- ⦿ Painting, Finishes, Weathering
- ⦿ Improvements and Added Details -  
*Give credit for what is accomplished*
- ⦿ Scope of Work - *How extensive, how complicated, how difficult?*
- ⦿ Accuracy - *A final tie-breaker*





# Cover Story

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## IPMS Nationals 2018



Judging Hangover Breakfast

Awards Banquet

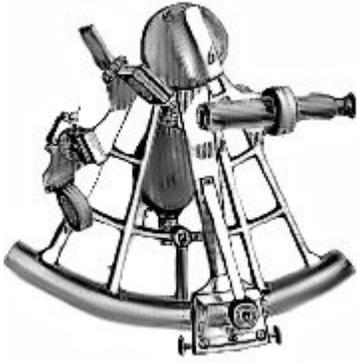




# Cover Story

## IPMS Nationals 2018





# Cover Story

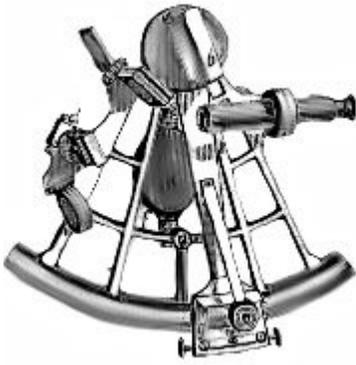
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## IPMS Nationals 2018

Best of Show



# Feature Story



## U.S.S. Reliant Part 3

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



**T**his is a story of my struggle against my own mediocrity; a build of the AMT/ERTL original issue U.S.S. Reliant, kit# 8766 in 1/537 scale. First I was amazed from re-searching the Reliant kit is that the saucer section is actually the same saucer section from a NCC-1071 Refit kit. That means that the Reliant and Enterprise are roughly the same size; I always thought that the Reliant was smaller.

There are relatively few parts to the kit. The secret to this build is a good paint job which influences the order of assembly. But because of the unusual shape and structure of the model, it is difficult to paint. On to the build: I attacked the Reliant as three separate builds brought together before final painting and detailing. Here are the deviations from the instructions. The saucer section is built as per instructions, except for attaching the bridge after painting. I built the “roll cage” (weapons platform and warp pylons) as one assemble. The warp nacelles are assembled without the pylons.

The warp nacelles were tackled first. The finished model rests on two clear plastic supports positioned under the nacelles; weight is added accordingly to the

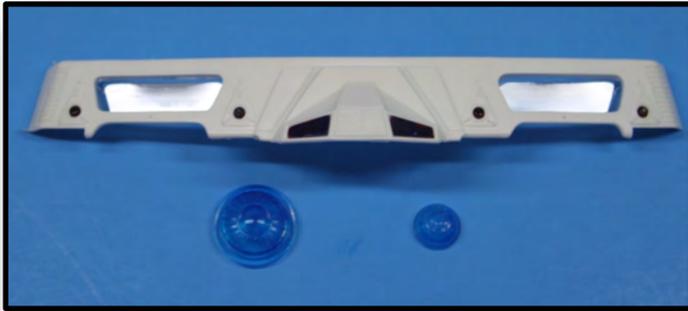
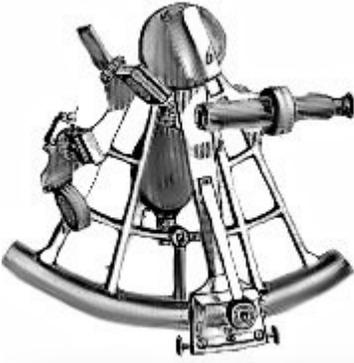
rear of the nacelles so that the ship does not rest on her nose. I used Elmer’s Glue-All to secure BBs in the rear of the nacelles as noted in the instructions. I decided to simplify the painting of the warp grills to all black instead of duck egg blue (Model Master 1722) with black ribbing. I primed and then painted the grill areas gloss black (Tamiya X-1.) I would mask the grill details when I applied the primary white base color.

I moved on to the saucer section next by attacking the aft hull bulkhead first. The bulkhead is the busiest part of the model. It contains two docking bays, the impulse engine manifold and four docking lights. The bay doors and docking lights are molded in clear plastic; the impulse engine exhausts are transparent red. (This may have been an attempt by the manufacturer to allow lighting to the model.) I wasn’t planning on lighting the model, so I painted the four docking lights transparent red (Tamiya X-27) and applied Micro Mask (liquid masking medium) to outer surfaces. I masked the outer surfaces of the impulse exhausts as well. I left the hanger doors unmasked to be painted with the primary hull color. At this time I painted the Impulse Drive Domes transparent blue (Tamiya X-22) and masked the upper surfaces. In hind sight I should have removed the docking bay alignment moldings on



# Feature Story

## U.S.S. Reliant, Part 3



the inside of the bulkhead. I didn't notice that the port bay was out of alignment !!!

I attached the aft bulkhead to the bottom saucer half. I permanently attached the impulse domes using Micro Kristal Klear and added the top saucer half. The fit of the aft bulkhead to the top half of the saucer could be better on the onset. However, I should have been more diligent; the result was misalignments and more gaps I had to deal with.



The aft bulkhead warps partially around the side of the saucer section and there were gaps here as well. The problem being that the side detail interferes with filling and sanding these gaps. I decided to sacrifice about 1/4 inch of the side detail.

With the rough assembly of saucer and nacelles completed, I moved on to the weapons platform and warp pylons. Because of painting concerns, I wanted to assemble, prime and paint the roll bar before attaching it



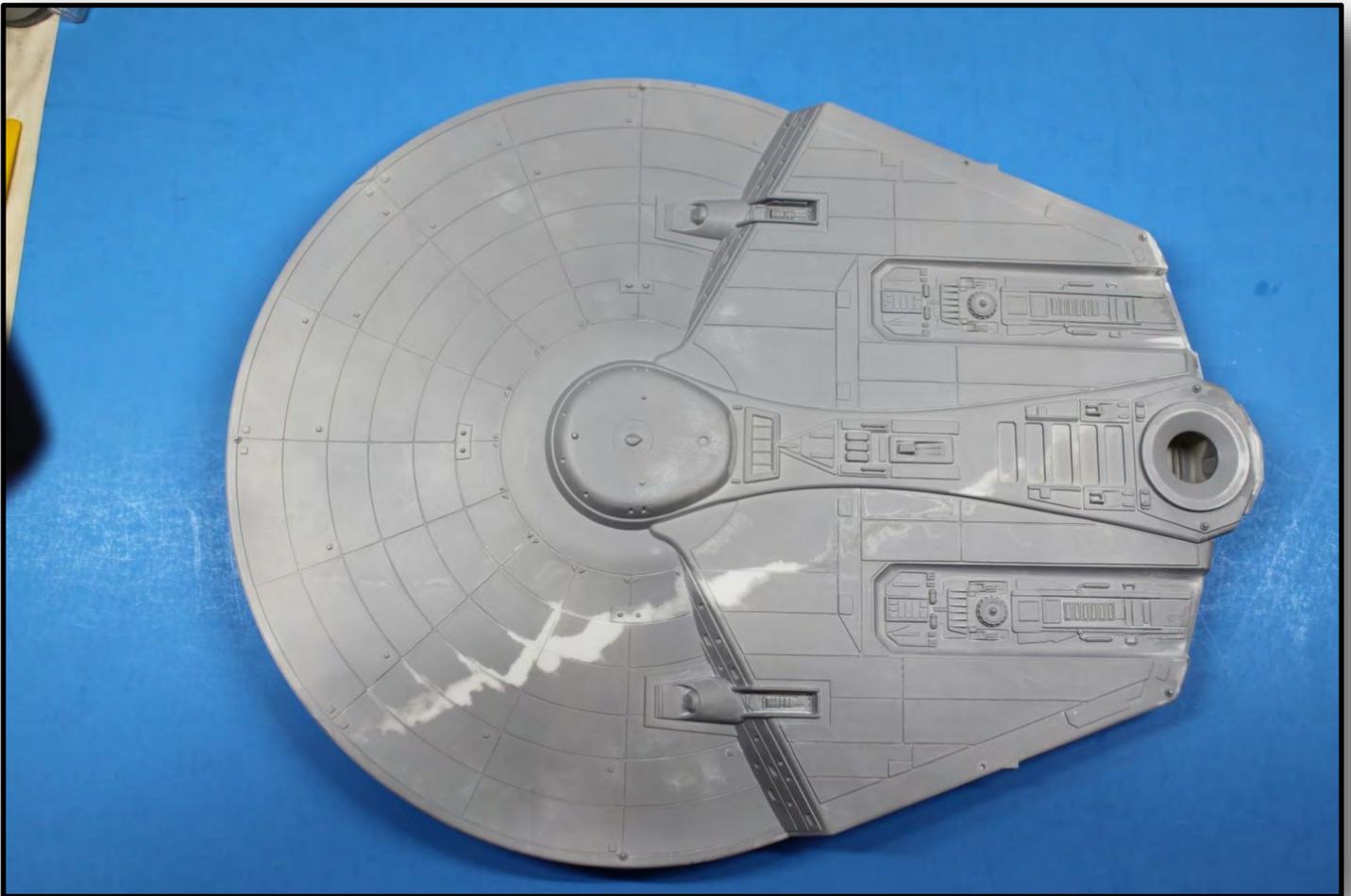
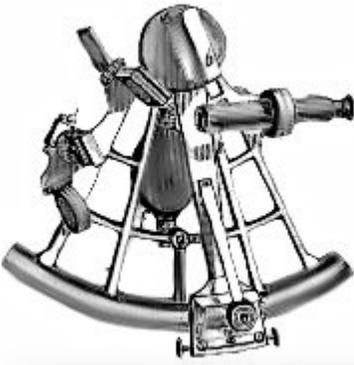
to the main hull. The assembly went reasonable well without major gaps or alignment problems. I primed the sub-assembly.

I began applying the primary base color; I mixed 1 small bottle of gloss white with 4 drops of light gray and 4 drops of buff (Tamiya X-2, XF-66 and XF-57.) I like me space ships white; this is a nice off white color. The main hull was primed with Tamiya Surface Primer (gray) and allowed to dry for several days. As soon as I applied the base color coat it orange peeled at several areas. I think it may be because I painted in the high heat (+90) and humidity of my garage.

I knew immediately that I would be stripping the paint. I stripped the paint on all three sub-assemblies using Simply Green. I let the parts sit overnight and scrubbed any remaining paint with a toothbrush. I had to soak the primary hull in halves; hence the white swath of plastic in the picture. Generally, Simply Green does not remove primer, but it does remove Elmer's and Micro Kristal Clear glues. So the BBs I added as ballast to the nacelles and the impulse domes were no longer attached. (To this day I have the larger dome rattling around the interior of the saucer section.)

# Feature Story

## U.S.S. Reliant, Part 3



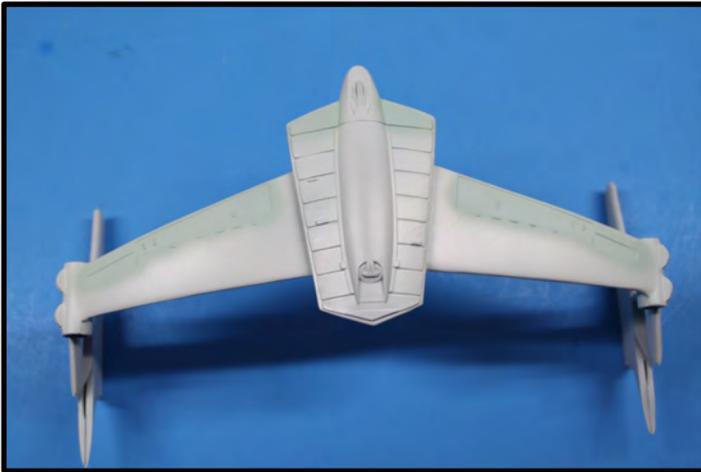
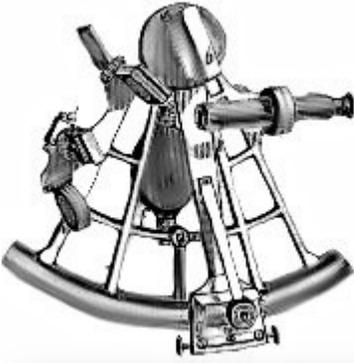
This build of the original Reliant was always going to be a predecessor to building a lighted more detailed reissued kit. Now I felt I just wanted to get it done with. But I realized I had some freedom to experiment with some ideas.

After dealing with seams and gaps the best I could (or wanted to at this point) I primed the main hull and roll bar and nacelle sub-assemblies again. I left the door from our living area to the garage open and waited until it was around 80 to paint again. There was no orange peel this time, but later paint was being lifted in some areas by masking tape. (I had never has this problem before.)

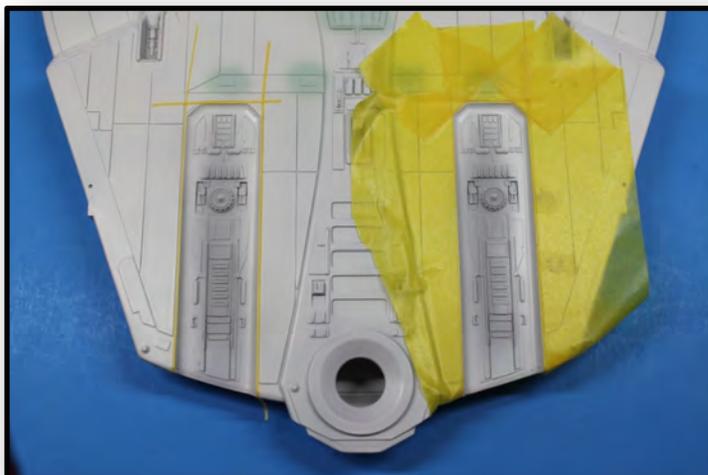
I proceeded to paint the duck egg blue areas on the roll cage and warp nacelles. I had thought of an idea to paint the more complex black on duck egg blue for the warp grills, and I wanted to try it. (Now that my hopes for a show model were dashed anyways) I allowed the duck egg blue to dry for a few days and sealed it with Future. My idea was to use an oil paint pen to paint the raised rib detail of the warp nacelles. The first path of the pint pen went well; only the top of the ribs were touch by the pen. However, paint had unknowingly saturated the tip and when I made my second path; paint flowed into the rib valleys. I had solid black grills again.

# Feature Story

## U.S.S. Reliant, Part 3

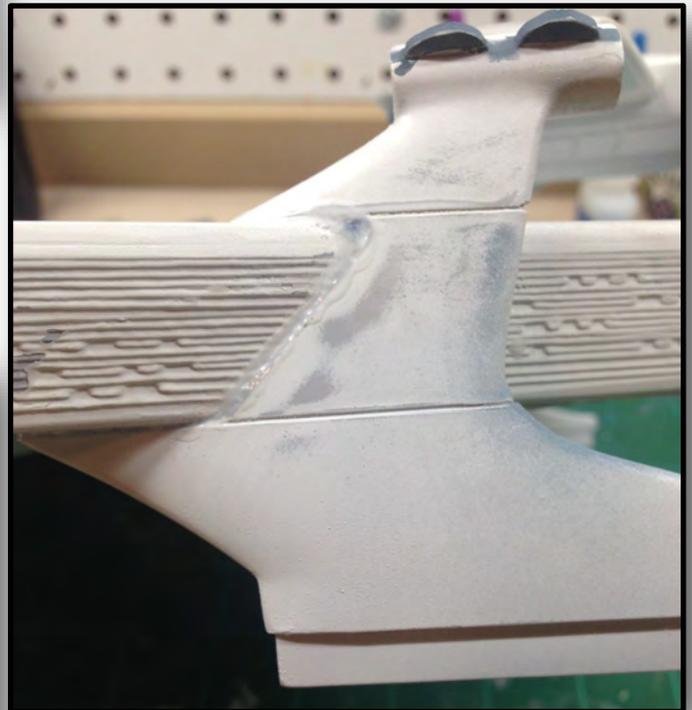


I then masked out and painted the areas of intermediate blue (Model Master 1720). (I liked intermediate blue so much that I dropped an open bottle on my garage floor. Resulting in a Jackson Pollock painting on my garage floor, socks, jeans and miscellaneous items around my painting area.)



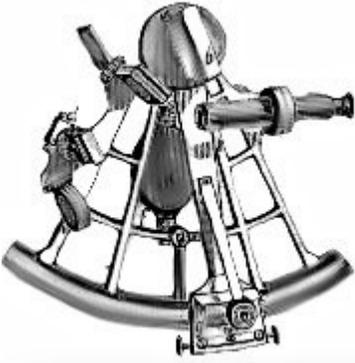
With all the sub-assemblies painted with the base coat, intermediate blue and duck egg blue trim colors, I attached the roll bar to the main hull. The kit is known for the poor fit in this area. (I was not disappointed ?) There were large gaps between the warp pylons and the hull below, above and along the side. I was suppressed that by using several rubber bands to pull the roll bar into position, the warp nacelles ended up in perfect alignment.

I used super glue as a filler (a lot of super glue applied in layers.) I finished by laying a piece of masking tape to form a line for the interface between the pylons and the hull side. And used Squadron Green Putty to fill in the rest of the seams.



# Feature Story

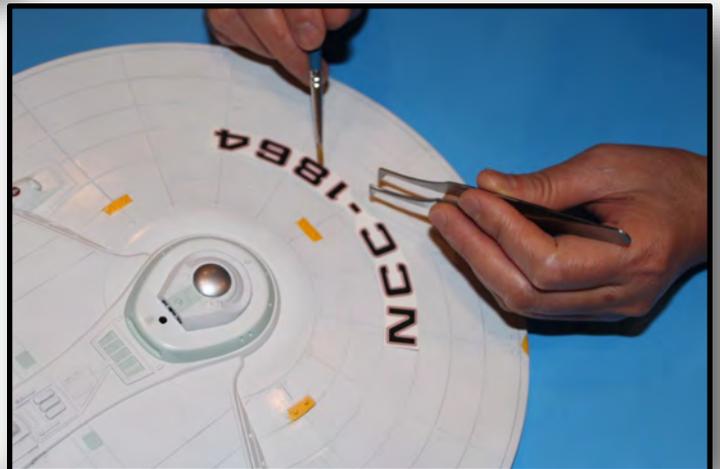
## U.S.S. Reliant, Part 3



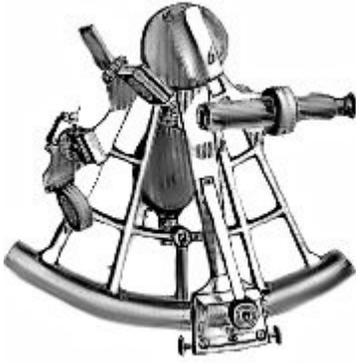
Since this was a build of the original kit release, I order decals from HAD Modelworx to replace the heavily yellowed kit decals. The decals were excellent and I had no problems. But note that the carrier is not mask and the decals had to be trimmed before application.

OK; this was a tough build for me. But most of the problems were a result of my stupidity. As long as I don't look at the bottom, or notice that the impulse domes are missing, I am pleased with the final build.

Remember that the main hull, roll bar and warp nacelles were all pre-painted and detailed (minus decals.) Now only touch up of the roll bar/main hull interface was required. There were no gaps between the warp nacelles and pylons; no cleanup was necessary. I masked all the trim areas and touched up with the base color. After 48 hours I applied a gloss coat of Future in preparation of decaling.



# Feature Story



## History of Alamo Squadron: Alamo Squadron Comes of Age: 1986-1991

by Dick Montgomery



IPMS # 14003

**B**y May, 1986 Alamo Squadron had shown that the club and its membership could hold a successful annual event (ModelFiesta). Even though there were a few results that could not be described as “successful”, the first five ModelFiestas, and especially IV and V, established a strong foundation upon which Alamo Squadron was to build ModelFiesta into one of the larger local events held in Texas. Thanks to those who travel to ModelFiesta each year, we all (the modeling community in Texas, New Mexico, Oklahoma, Arkansas, Louisiana, other parts of the USA, and Mexico) benefit from an event that is enjoyable and stimulating. And, as a social organization, Alamo Squadron was functioning well, led by members with the leadership skills, supported by members who helped Alamo Squadron continue its positive evolution as a modeling club. That having been said, there were two issues that caused dissention and unrest with Alamo Squadron, and to the point at which some members withdrew from the club and never returned. The first of these issues centered on the procedures and practices followed at ModelFiesta, and the other focused on the very nature of the club, itself.

Before launching into these two challenges faced by Alamo Squadron, a brief summary of the Officers and club staffers will serve to shine a well-deserved spotlight on the members that served the club during the mid 1980’s. The second major issue that was alluded to previously will be addressed in section of this article summarizing ModelFiesta VII. The first issue, that of the nature of the club, follows the list of officers shown below.

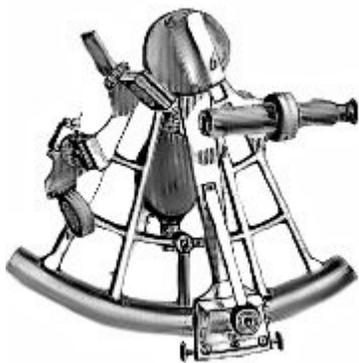
### The Nature of Alamo Squadron

From Alamo Squadron’s roots with the San Antonio Modeler’s Society, and in the first decade and a half of the history of Alamo Squadron, the primary focus, and at times, the only focus of modeling interest by the majority of members was aircraft. There were a few members with interests outside of aircraft, however, the newsletters in the archive clearly show that almost all presentations, demos, and programs that were scheduled for club meetings revolved around aircraft.

During the mid to late 1980’s a small contingent of members began to advocate for a change in the name of the club. Their view was that the label, “Alamo Squadron” was an indication that the club was aircraft-centered. There is no doubt that this was, in fact, the

Dates	President	Vice President	Sec/Treasurer
1986 Sept-1987 Aug	Bob Rodriguez	Unknown	Unknown
1987 Sept-1988 Aug	Tom Nelson	John Collins	Ruben Barrera
1988 Sept-1989 Aug	Bob Rodriguez	John Collins	Unknown
1989 Sept-1990 Aug	Ruben Barrera	Unknown	Unknown
1990 Oct-1991 Sept	Russell Mapes	Dave Brizzard	Paul Lemmon

# Feature Story



## History of Alamo Squadron: Alamo Sq Comes of Age: 1987-1991

case. A study of the programs, demonstrations, and presentations that were scheduled at the monthly meetings supported this view. A series of debates at a few club meetings led to a parting of the ways. A majority of the club membership favoring remaining with the by-now well known and historical brand of Alamo Squadron. Some of the comments made during the debate were along the lines of the term, Squadron, not only being used for aircraft, but also for ships, Sci-Fi Spacecraft (Star Wars), and armor formations. In the end, the view that carried the greatest weight was that the branding of the club as Alamo Squadron was important in the sense of name recognition, and for historical consistency. Some of the members could not accept this view and they left Alamo Squadron and met as a newly formed group. Some friendships and acquaintanceships were ended by this unfortunate event, but in the long run the debate had a very positive effect on Alamo Squadron. The documentation in the archive shows that this time period was a turning point in the nature of the club, and that, as the years rolled by, Alamo Squadron evolved into a social organization that not only accepted the idea that all modeling genres were of interest, and that all genres of modeling should be accepted and encouraged by the club and its membership. That view is now a hallmark of Alamo Squadron. Today (2018), and for many years preceding 2018, there has been a strong contingent of auto modelers, real space and sci-fi modelers, armor modelers, Gunpla enthusiasts, and figure painters. If there's a model of "it", there's an Alamo Squadron member who builds "it".

Meanwhile, back at the club meetings: During 1985-86 the club met at what was then called the SASA Building. That facility is now called the Pyramid (due to its unique shape) and is currently the home of SNB- or S Bank, located near the intersection

of 281North/Loop 410. Interestingly, the Dec, 1986 club newsletter identifies John Collins as the Program Chairman, and also indicates that John would videotape upcoming programs. Future programs were identified as, "Glues and Fillers", "Paints and Airbrushing", a Swap Meet, and films from Randolph AFB.

During 1986 and 1987, the club began to show an interest in genres of modeling other than aircraft. The April 1987 club newsletter documents that John Collins was going to present a program on weathering ships. The paragraph stated that even though most club members did not build ships, John's weathering techniques were applicable to non-ship subjects.

John also made a very significant and long-lasting contribution to Alamo Squadron. John was the creator of the logo that Alamo Squadron now uses and the official club logo.

### ModelFiesta VI

Dick Montgomery and Phil Perry served as Co-Event Directors. John O'Brien, Brian Herold, and Brian Shepard played significant roles in the registration procedure and ran the process once the doors opened. The Vendor Coordinator was Bob Carr and the Chief Judge was Bob Rodriguez.

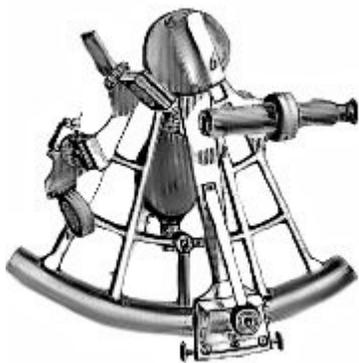
ModelFiesta VI was held on February 28, 1987 at the Holiday Inn at Vance Jackson on IH 10. First indications were that there were 207 entries. A recount showed the number to be 203. This was not a record-setter. MF-I and MF-IV both had a greater number of entries by a margin of 59 and 39 respectively.

MF-VI was the first ModelFiesta not held at Wonderland Mall. In the previous Navigator, it was pointed out that the Region 6 Regional Convention, hosted by Alamo Squadron, was held at the Holiday Inn at Loop

# Feature Story

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## History of Alamo Squadron: Alamo Sq Comes of Age: 1987-1991



410 and IH-10 West, and that contest was followed by MF-VI, hosted at the Deluxe Inn at IH10 on Vance Jackson.

Between MF-V and MF-VI ModelFiesta, as an event, changed in dramatic fashion. To guide the contest staff through the change the club selected two experienced members to direct the contest, Dick Montgomery and Phil Perry. MF-VI would be the 4th contest directed by Montgomery and the 1st for Perry.

Mike Derderian had established, in ModelFiesta IV, the foundations upon which future ModelFiestas would be based, especially in relation to category offerings. In ModelFiesta VI another major component of the modern ModelFiesta contests was put into place. That component was the use of the Committee System of judging. Bob Carr served as the Vendor Coordinator, a staff position that he would hold in numerous future ModelFiestas. Russell Mapes served as the Registrar and Bob Rodriguez served as the Chief Judge.

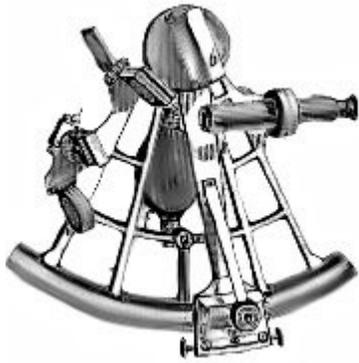
Finances became a major issue at MF-VI. For the first time it would be imperative for the contest to generate a substantial profit, or at least a sufficient amount of income fund the following year's competition. It was the first contest to take place in a site other than Wonderland Mall and was, therefore, the first contest for which there would be a rental fee for the site. The new location was the Holiday Inn @ Vance Jackson on IH 10. A change in location meant that the contest would be much more expensive than all five of the previous competitions combined. Due to the increased costs of moving to a new site the contest registration fee rose from \$2.00 to \$7.00. The jump to a \$7 fee brought ModelFiesta up to a point which was similar to that found at other Central Texas club competitions.

The second significant change was the abandonment of the Points System/Computers for judging, and the adoption of the Committee System. In a sense, the club membership chose to bury the Points/Computer system by their choice of contest leadership. Dick Montgomery and Phil Perry were asked to coordinate the event. Both were opposed to the continued use of the Points/Computer system. For Montgomery this was a complete about-face, especially in the light of his involvement in the early use of the Points/Computer system. All ModelFiestas since MF-VI have used the Committee system and the growth of the event over the years indicates that going to the Committee system was a positive change. This appointment of the contest leadership and change of judging system led to strained feelings and personality clashes between several members of the club. Although it took several years for the conflict to fade it finally disappeared. Some club members departed, some stayed, but the club and the contest moved forward and prospered.

The trophies presented at MF-VI reflected the increase in registration prices. The trophies took on a more professional appearance than in previous contests. The wood base was increased in thickness which gave it a "heavier" feel. The wood was of higher quality than that used in previous contests and was shaped with a more professional touch. Like the trophy for ModelFiesta V, the MF-VI trophy featured the new club logo showing three F-16s buzzing the Alamo. The artwork, originating with ModelFiesta IV, had the same components as the previous year, just in a different location.

There were numerous changes and edits in the categories for MF-VI. The Armor Class went through a major facelift. The reorganization of the Armor Class

# Feature Story



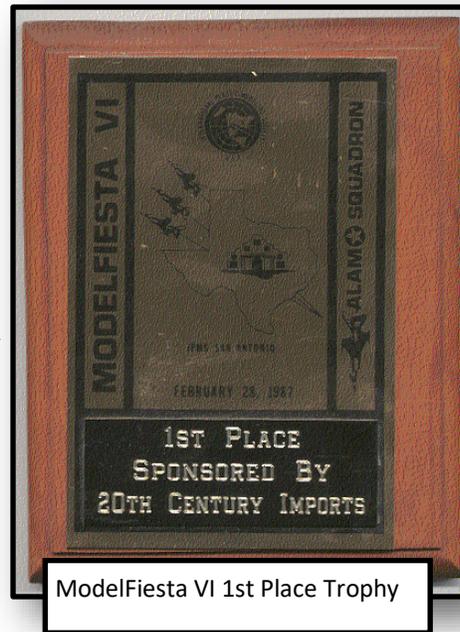
## History of Alamo Squadron: Alamo Sq Comes of Age: 1987-1991

featured eight categories, only one of which was a holdover from previous competitions. That category was for armor conversions and scratchbuilt subjects. The new structure for the remainder of the categories was based on a combination of chronology and type. AFVs were split into "pre" and "post" categories using the date, 1945. VE-Day was the official cut-off point for models in these categories. Halftracks were given a category to themselves. Wheeled vehicles and artillery also received a single category. Models smaller than the standard 1/35 scale were split between AFV and Non-AFV entries.

The Figure Class was augmented with new categories. Six categories were available for entrants. A single category gathered all Fantasy subjects into it, and a single category was created for all non-fantasy figures 75mm or taller. Two categories for figures between 54mm and 74mm were created, one for mounted subjects and the other for unmounted subjects. The last two categories were for the mounted or unmounted subjects 53mm or shorter.

The Ship Class was modified to sort entries by scale and power source. Engine powered ships were split into 1/400 or 1/700 scale categories. Wind and oar powered vessels were gathered into a single category.

The Automotive Class was renamed, "Vehicles" due to the fact that not all entries in the Automotive Class were "automobiles". A small point, but true, nonetheless. The entire class was re-organized into three categories. Stock & Custom vehicles were gathered into a single category. All Competition entries were placed in a single category. "Large" vehicles were grouped together regardless of subject. The definition for "large" vehicle has been lost over time, but it can be assumed that it probably referred to trucks or models that were simply "large models".



ModelFiesta VI 1st Place Trophy

As for the remainder of the Classes, Spacecraft were still placed into the same Class as Open/Miscellaneous. Scratchbuilt aircraft were placed in two categories based on scale, either 1/48 scale or 1/72 scale. The usual "Best of" awards were offered for Armor, Aircraft, Figure, and

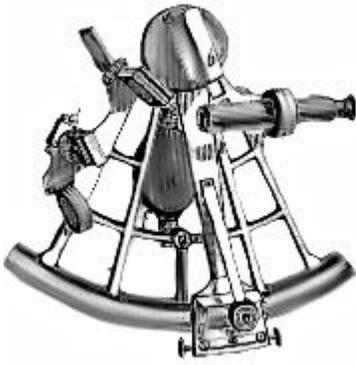
Open, as well as "Best of Show." No Theme Award was offered.

ModelFiesta VI was a success. The new venue, although crowded, was sufficient to the task. The use of the Committee System of judging in place of the Points System was greeted with approval by entrants as it tended to speed the process of judging without causing any concerns about the equity or quality of the judging process. Although the contest was a painful experience for the club in several ways, a distinct "corner" had been turned and the contest and club grew from the experience.

### ModelFiesta VII

Ruben Barrera and John Collins served as the Event Co-Directors. ModelFiesta VII was held on February 27, 1988 at the Holiday Inn @ Vance Jackson on IH 10. Alamo Squadron had successfully hosted six contests by 1988, but there were significant problems within the organization. Two factions had drawn battle

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lines regarding the judging system employed in the competition. ModelFiesta VII was the contest which chiseled the use of the Committee System in stone.

Between MF-V in February of 1986 and MF-VI in 1987, an attempt was made by one of the opposing factions to "appoint" a contest director that was sympathetic to the Points/Computer system. A committee of concerned and respected club members was tasked with making the selection of a contest director for MF-VI, knowing that the future of the Points/Computer system, and possibly that of the contest, hung on their choice. The committee selected two club members who were in favor of the Committee system. The committee's decision marked the demise of the Points/Computer system and the institutionalization of the Committee system. MF-VI was successful and the reaction to entrants towards the employment of the new judging procedure was positive. An additional step, however, was necessary as the debate over the judging system had not yet died down.



For ModelFiestas I through V, the club, by consent of the membership, had appointed the contest director. The transition to MF-VI was not as smooth. In order to formalize the selection process an invitation was issued in the March, 1987 newsletter, some 11 months prior to the contest. Those interested in directing ModelFiesta

VIII were invited to serve as trainees under the guidance of three experienced club members. After having gained experience at MF-VII the trainees would be ready to handle the responsibilities of administration of ModelFiesta. The appointment of the contest director would be left to the club Officers.

In the meantime it was critical to select a contest director for MF-VII that would be able to establish leadership during a difficult period of time. Two club members were selected to direct MF-VII. Both had gained experience in previous contests by taking on various responsibilities. Both also had the ability to lead the club's efforts to conduct an annual contest, even with the undertone of discord that was present in the club. Due to the combined efforts of the contest directors and cadre of volunteers, MF-VII was successful.

The awards for MF-VII were different from previous years. Since 1988 was an "Olympic" year it was decided to forego the usual "plaque" design for the awards and to adopt medals instead.

### ModelFiesta VIII

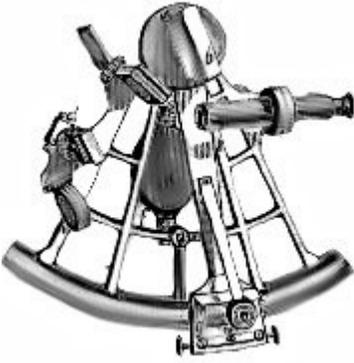
Serving as Event Co-Directors were Ruben Barrera and Bob Rodriguez, replacing John Collins many months prior to the event due to John relocating out of state. Serving as Registrars were Dick Montgomery and Brian Herold. Bob Rodriguez Ruben Barrera served as Vendor Coordinators.

ModelFiesta VIII was held at the Seven Oaks Motel & Convention Center on Austin Highway on February 25, 1989. MF-VIII was proof that the contest had matured from its early days. Only a well-seasoned and experienced contest staff could have overcome the

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problems that befell them on that Saturday morning as they reported for duty.

The problems that suddenly appeared on that Saturday morning were seeded some months prior to the event. One of the stalwart leaders in Alamo Squadron was John Collins. He and Ruben Barrera had successfully directed ModelFiesta VII and John was to direct MF-VIII as well. Unfortunately for Alamo Squadron, John left the San Antonio area and relocated to Atlanta, Georgia. John's departure placed the directorship of the contest squarely into the hands of another club member who had been on the contest leadership team in previous contests, but the transition of leadership allowed some details to slip through the cracks. The omissions did not become evident until the morning of the contest.

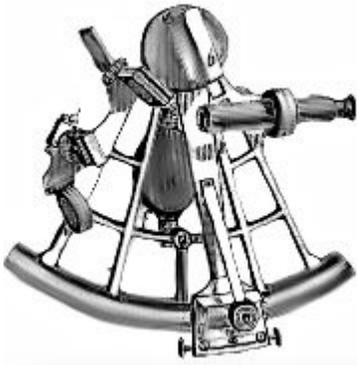
The first indication that there might be some became apparent at the traditional contest staff breakfast at a restaurant near the contest site. About 10 staff members met at about 6a.m. and learned that the contest director was not going to be able to be on-site during the show. Much to his chagrin, his job required that he work on that Saturday. It was determined that the Vendor Coordinators, Bob Rodriguez and Ruben Barrera would step into the role as co-directors for the show. Throughout the remainder of the day Bob and Ruben did an excellent job of picking up the leadership reins. There was nothing else to do except head to the event site and get the contest registration forms and judging forms laid out and ready to go. There were to be some 3 ring binders in which the registration documents were to be placed, ready for use at 10a.m. when the registration process was to begin. It was quickly apparent that no such documentation had been prepared. Dick Montgomery quickly enlisted the help of Brian Herold, who was tasked with going to a

nearby Target and returning with some notebook paper purchased from a nearby store, to create the registration notebooks written out by hand. The registration documents were ready and the registration area actually opened for business about 15 minutes prior to the advertised time.

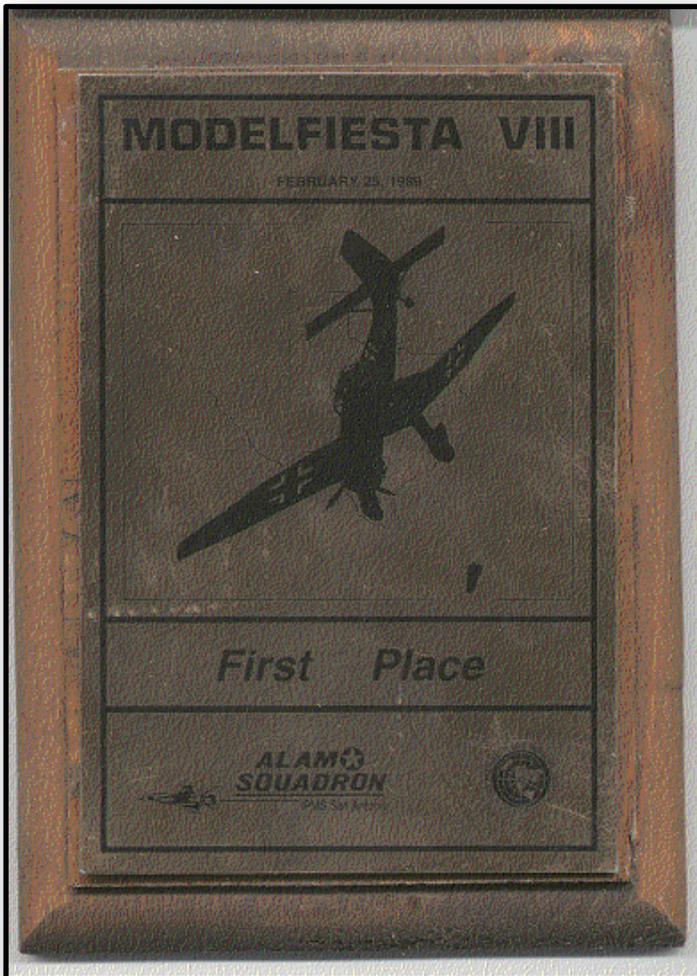
The third problem also manifested itself at about 8:30a.m., almost at the same time as the registration problems were being dealt with. At MF-VIII the club was still making the trophies for the show. The wood base was much nicer looking and more professionally done than in past shows thanks to a club member who was making the trophies "by hand". Attached to the wood base was a metal plate which was prepared by a trophy shop. The bases had been cut and stained, but the metal plates from the trophy shop had not been attached to the bases. In other words, all the components of the trophies were on-site but they were not yet assembled. Bob Carr and a group under his guidance began to "manufacture" the trophies and had the job done in short order. Because of the experience gained in previous ModelFiestas, and because the club membership turned out early and in large numbers to "work" the contest, the problems were solved. By 10a.m. all three major problems had been solved and the contest moved on to a successful conclusion later that afternoon.

Trophies- The ModelFiesta VIII trophy featured a Ju-87 in the diving position releasing a bomb. The records indicate that the artwork was known as "Styrene Stukas from Hell", and that there was some discussion of having that phrase printed across the artwork. The decision was made to exclude the phrase from the trophies even though the brochure incorporated the phrase. A small club "logo" was placed in the lower left showing an F-16. This design reflected back to F-

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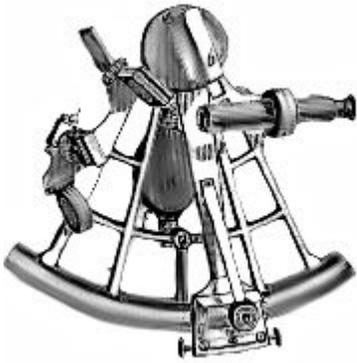
16 designs used on trophies from previous ModelFiestas. The IPMS/USA logo was placed in the lower right corner. The "place" designation (1st, 2nd, or 3rd) appeared in a horizontal space across the bottom of the trophy. The metal plate was a light gold color and the silkscreened images were all in black. Between ModelFiesta I and ModelFiesta VIII the artwork on the trophies continued to reflect an Alamo Squadron bias toward aircraft. Looking at the number of non-aircraft categories offered it is also evident that the contest was beginning to reflect the interests of other groups

of modelers, especially those who built Armor, Automotive, or Figure subjects.

Entries- ModelFiesta VIII had the 2nd highest number of entries at a total of 263, only three entries less than that for ModelFiesta I. A major disappointment was the low turnout in the Automotive Class. Only six individual models were entered across nine categories. That resulted in 21 unclaimed trophies. Another class which suffered a low turnout was that for Ships. There was only a single entry for nine trophies in three separate categories. The Spacecraft Class, consisting of two categories, had no entries at all. The class that attracted the most entries were Aircraft, Armor, "Youth & Preteen", and Figures. The number of entries, added to other revenue sources, were insufficient for the contest to turn a profit. In fact, this contest was one of a few ModelFiestas which did not make money. Fortunately, the club had the needed financial resources to host ModelFiesta IX the following year.

Judging- Other aspects of the contest provide an insight into the evolution of ModelFiesta. For those who have read through the history of earlier ModelFiesta contests it is evident that Alamo Squadron had employed a unique judging system. The system involved the use of computers to tally points granted by the judges. It is sufficient to say that there was some discussion about using the Point System and that it had, with some resistance, been put away after the 1986 Regional hosted by Alamo Squadron. The Points System had been replaced by the Committee system in ModelFiesta VI. To illustrate that ModelFiesta VI been a "point of no return" in regard to which judging system Alamo Squadron would use in future contests, one simply needs to look at Rule # 1 on the contest flyer. It reads, "*Judging will be by committee system or the contest director will die.*" The statement, of

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course, was partly funny, but also an indication of a permanent change in procedure.

*Plastic Only?-*

Rule # 6 is a sign of the times (1989) as well. The rule reads, "All entries, except figures, must be plastic." Most clubs, Alamo Squadron included, have evolved beyond that limitation.

*And the Award goes to...*

ModelFiesta VIII is notable because it was the first time that models were allowed to tie for 1st, 2nd, or 3rd place. This was not the last time that ties were allowed in ModelFiestas. Another evolutionary adaptation was that the "tie" rule disappeared. It is now felt that if inspected closely enough models will reveal work that will separate them across the three available awards slots.

### **ModelFiesta IX**

The information available in the archive regarding ModelFiesta IX is thin. In fact, only the Event Director is easily identified, and that person was Ruben Barrera. Ruben did an excellent job having cut his teeth as the co-coordinator for ModelFiesta VIII, and as an integral part of the contest leadership in other contests.

ModelFiesta IX was held at the Seven Oaks Hotel and Convention Center at 1400 Austin Highway, San Antonio, Texas. The structure no longer exists. It was destroyed by a fire some years following the move the club made to the Live Oak Civic Center.

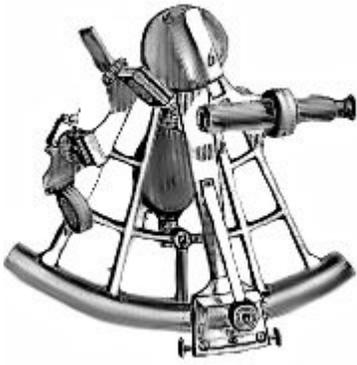


MF-IX continued the practice of allowing models to tie for awards positions. Other procedures from previous competitions also were used. As in all ModelFiestas since MF-VI the Committee System of judging was be used. Interestingly, the contest flyer indicated that only 2 hours were scheduled for judging, while 2 1/2 hours were scheduled for the Awards Ceremony.

The event was successful with a total entry count of 303. This was the first time that ModelFiesta broke the

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300 Entry barrier and the last time that the total entry count was below 400.

### ModelFiesta X

The Event Co-Directors were Ruben Barrera and Paul Lemmon. The names of other staffers are not recorded.

In 1991 Alamo Squadron hosted its 10th annual ModelFiesta. Nine years of experience hosting a large, annual competition paid dividends in a contest that, year after year, proved to be a success. With much appreciated support from model clubs in Austin, Houston, El Paso and Dallas/Ft. Worth, as well as independent modelers from all over Texas, Louisiana, and Mexico, ModelFiesta continued to expand in entry numbers and complexity.

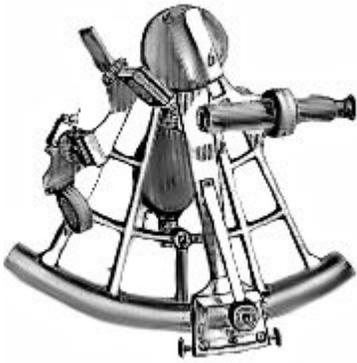
Ruben Barrera and Paul Lemmon were the co-coordinators for MF-X. This was to be Ruben's third competition as contest coordinator and Lemmon's first. The contest was held at the Seven Oaks Hotel located at 1400 Austin Highway in north San Antonio. Ruben and Paul didn't need to break new ground with MF-X. This contest was, for all intents and purposes, a duplicate of the previous ModelFiesta. As they say, though, "the devil is in the details", and the leadership team still needed to take care of the hundreds of details to make things happen, on time, and in the right way. In this Ruben and Paul were very successful.

The largest ModelFiesta prior to MF-X was MF-IX with 313 entries with MF-X, bringing in 492 entries. This large increase in entries required some quick on-the-scene rearrangement of the display tables. In part, this huge increase in the number of entries was due to

a new attitude within the Alamo Squadron membership and contest leadership. One of the criticisms that had routinely been heard (always in a friendly and helpful manner) was that the contest and club were dominated by an "aircraft" bias. In particular, this bias was a "1/72 scale aircraft" bias. To a large extent this criticism was justified. Inspection of the club DNA reveals parentage by aircraft aficionados, so a bias was to be expected. An inspection of the categories offered from ModelFiesta I through IX indicates that, starting with MF-VII the number of non-aircraft categories being offered began to climb while the aircraft offerings remained rather steady.

As the membership of the club grew in the 1980's the interests of the membership became more diverse. From a historical viewpoint one can see that there was, indeed, a creeping evolution toward a more eclectic approach to category offerings at the annual contest. At MF-X a great leap forward took place. The judging and administration of two main category classes were handed over to other clubs. The *Lone Star Brigade Modeler's Society of San Antonio* (an Armor group) was given the responsibility for the Armor area. The *South Texas Auto Modeler's Club* was given responsibility for the Automotive area. This was the 2nd contest in which the STAMC had responsibility for the Automotive division. Both groups suggested a list of categories to be included in their respective classes and the contest leadership followed those suggestions. Additionally, the two clubs organized the judges for their respective divisions. A look at the entry numbers shows that, for the first time, the number of armor entries almost matched that of aircraft entries. The impact of this approach is still having a positive effect on Alamo Squadron and on ModelFiesta.

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An interesting historical fact about MF-X is that the club, for the first time, used the X-Acto Bomber as the main logo on the contest brochure. The artwork was created by John Collins who later relocated to Atlanta, Georgia. The X-Acto Bomber is now the official logo of the club and is a prominent piece of the artwork on all ModelFiesta trophies.

The X-Acto Bomber also was a prominent feature on the trophies for MF-X. At this time, the club was still producing trophies by hand. A wood base of about 3.5" x 5.5" was cut from pine, routed around the edges and painted red (2nd place), white (3rd place) and blue (1st place). The X-Acto Bomber logo was printed on a piece of adhesive material and then carefully applied to the wood base.

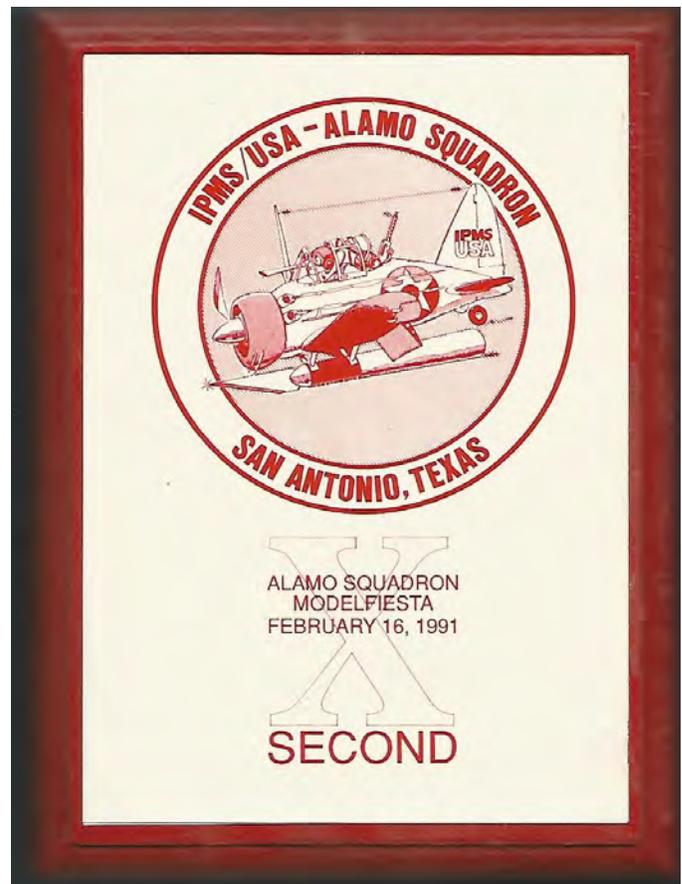
The Theme Award for MF-X was "Best Photographed Subject". The award was for the best replication of a photographed subject, and photos had to accompany the entry.

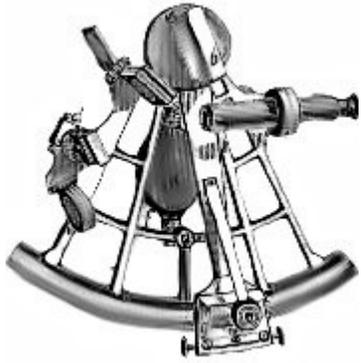
As in the two previous competitions, ties were allowed for 1st, 2nd, and 3rd place. Up to this time there were few objections to this practice but opinions were shifting. There was some discussion about requiring the judges to break ties but the decision was delayed for future discussion.

ModelFiesta X marked the origin of the first Memorial Award for a deceased member. Frank Garcia was honored with this first Memorial Award for U.S. Navy Jets, Frank's favorite modeling subject.

ModelFiesta X was the first contest to break the "400" entry mark, and at 494 entries, In the late '90's the bias toward 1/72 scale aircraft disappeared. Divisions for

Armor, Automotives, and Figures expanded and achieved parity with those for Aircraft. The Judge's Grand Award went to non-aircraft entries as often as it did to aircraft. Even the primary interests of club officers and officials were non-aircraft subjects.





# Upcoming Events

IPMS Region 6

***Next Meeting: Thursday, September 6th, 2018 at 7:00PM***

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

**September 8, 2018**

**SuperCon**

**Bob Duncan Community Center**

**2800 S. Center St.**

**Vandergriff Park, Arlington, TX**

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

**Fort Worth**



**Scale Modelers**

**October 6, 2018**

**Capitol Classic 2018**

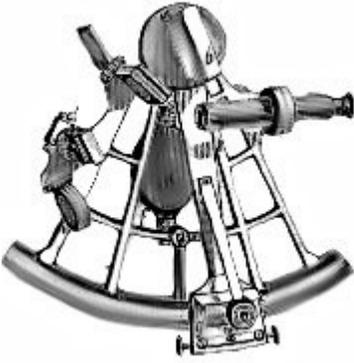
**Travis County Expo Center**

**7311 Decker Lane, Austin, TX 78724**

**Austin, TX**

**<http://www.austinsms.org>**





# About Alamo Squadron

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**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.



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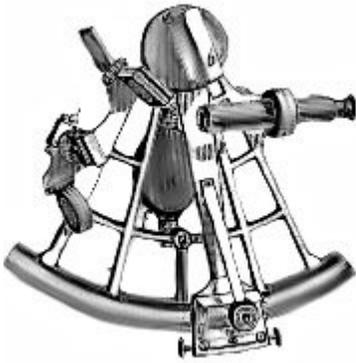
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Alamo Squadron has been hosting ModelFiesta since 1981. Locations have included the Wonderland Mall, a Holiday Inn, the Seven Oaks Motel & Convention Center, the Live Oak Civic Center and the new location in 2013, the San Antonio Event Center.

[www.alamosquadron.com](http://www.alamosquadron.com)



# Final Words ...



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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](mailto:pilhofer@hotmail.com)

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