

The Navigator

The Newsletter of Alamo Squadron

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



January 2018

IPMS/USA Chapter of the Year:

1998-1999 & 2004-2005

IPMS/USA Regional Chapter of the Year: 2016

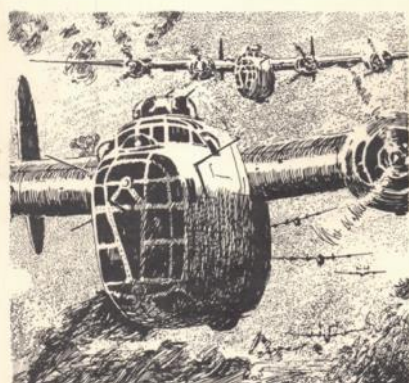
Escape! From the Island of Misfit Models!

Len Builds the "Four Fans of Freedom" in USCG Colors



Rob, "The Masked Bandit", Previews
His Vinyl Masking Technique

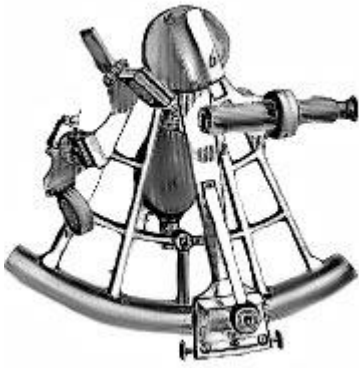
THE SAMS MODELIST
VOLUME 12 NUMBER 3
25¢



47 Days to Model-
Fiesta 37!



Dick Dives into Alamo Squadron History
With a Review of "The Modelist"



President's Column

By Len Pilhofer

IPMS #49932



President's Message – January 2018

Here we are again at the threshold of yet another year. We stand at the gateway between both years and we're able to look positively in both directions. Alamo Squadron has had a very successful 2017. We also stand looking out into the future with plans for additional growth and modeling greatness. More on this below.

2017 saw the most successful ModelFiesta to date. ModelFiesta 36 had a record of 652 entries and for those of you that were there, you can certainly attest to the filled contest tables as well as the very busy vendor tables. The success of this show can be directly attributed to the efforts of the members of Alamo Squadron. Everyone stepped up and helped produce the best show in Region 6. So far in 2017, the same level of effort has gone into the planning for 2018's ModelFiesta 37. As of the first of the year we are 37 days away...almost there. We will be having a couple of more planning meetings and then on Friday, 16 February, many of you will be joining me to set up for yet one more very successful show.

2018 will see the presentation of Texas' IPMS National Convention bid for the 2020 "Nats". This will occur at the IPMS National Convention in Phoenix in August. I know several of you will join me there this summer and the bid team is very optimistic that a very, very solid bid is coming together that will compete extremely well against other potential bidders.

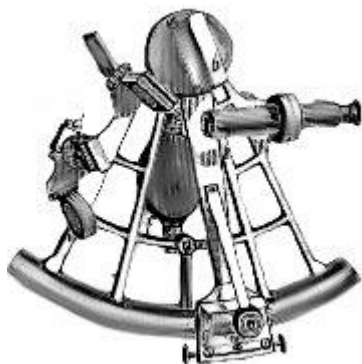
Modeling Greatness

I mentioned this term above: I define modeling greatness as you, the scale modeler, having your own "modeling victories" while at your work bench. These

victories reinforce the increasing skills we all have acquired by learning from your friends in the club and other sources. Did you get a coat of paint down better than you ever have before? That is a modeling victory. Did you get that seam filled and sanded to an absolute smooth state? That is a modelling victory. It is these victories that when combined add up to modeling greatness. I am looking forward to not only my own modeling greatness of 2018 but yours as well. Please join me in our shared victories!



ModelFiesta 37!



Club Announcements

"Your greatness is not what you have, but in what you give." - Alice Hocker

I continue to be optimistic with the start of each year; many models to build (many to buy.) But modeling is more than plastic and glue, it's an escape, it's a chance to improve, it's a way to feed my creative nature. How is the quote related to my optimism about the New Year? Answer: Bachelor Build Night of course. Bachelor Build Night was conceived as a way for modelers to share camaraderie and knowledge. Len and I host BBN the 2nd and 4th Thursday of each month. We each open our home to modelers and provide dinner. And in return, I have learned so many new things about plastic modeling. Consider participating in BBNs this year and share your friendship.

-Craig Gregory, Editor

Bachelor Build Nights

The focus of these gatherings is to build models as well as comradery with a secondary goal of watching, discussing, and learning different techniques. There will be no official club business at these meetings; only modelers sitting with their kit, building it, and talking about any topic you desire. Each build night will run from 5-9 PM.

All dates fall on a Thursday night. If you wish to host a BBN please let Len or Craig know and we can add

to the dates listed here. Build night dates for the first half of 2018 are as follows:

11 Jan @ Craig's	25 Jan @ Len's
8 Feb @ Craig's	22 Feb @ Len's
8 Mar @ Craig's	22 Mar @ Len's
12 Apr @ Craig's	26 Apr @ Len's
no BBN	24 May @ Len's
14 Jun @ Craig's	28 Jun @ Len's

Monthly Contest Schedule

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

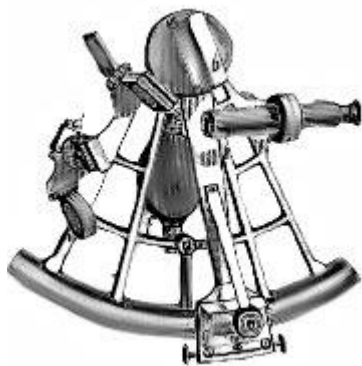
4 Jan	Model of the Year
1 Feb	Marines
1 Mar	Open
5 Apr	Open
3 May	Quarterly: TBD

Donation to IPMS Support the Troops

Thanks to the generosity of a number of Alamo Squadron members, we collected a handful of airplane and automotive kits at the December meeting for the IPMS Support the Troops program. The shipping box wasn't quite full so a P-47 "Bug" by Revell was added from the personal stash of The Scrooge. It seems Scrooge had already built up a few of those P-47s.

Alamo Squadron has a long history of contributing to the IPMS Support the Troops program and it is with the Best Wishes of the Christmas Season that these contributions will have arrived at their destination by the time this newsletter is printed.





Cover Story

Escape From The Island Of Misfit Models!

Model, Story, and Photos by Len Pilhofer
IPMS# 49932



Alamo Squadron's annual White Elephant gift exchange for 2017 was, as in year's past, a huge success. We had a good turnout of members even though San Antonio was getting socked with a rare snow storm that very evening. Luckily the ground temps were still above freezing so the roads were wet but not too dangerous.

As is traditional at the White Elephant is a collection of gifts, a vast majority being unbuilt model kits, and these are, for the most part, kits from club members' stashes that they have no vision of building. They either got it from a previous gift exchange, bought it years ago when it caught their eye but as the years went on they lost interest in it. In a way, I kind-of feel sorry for these kits...they are the kits that no one wants to build. It reminds me of the "Island of Misfit Toys"...or in our case, the "Island of Misfit Models".

However, for a lot of these they really are solid kits, not just the new, fancy Tamiya F-14 Tomcat or a Takom King Tiger with the full interior. For this past year's White Elephant I ended up going home with a Hasegawa 1/200 scale US Coast Guard HC-130H. The kit looked rather old (but I would stop short of calling it "vintage") and that it had been sitting on a shelf for at least 20 years, if not more. I wasn't too excited about the kit when I first saw it; it is not a kit I would



personally pick out at a show or even a hobby shop. Small scale aircraft are not "my bag, baby" and even more so, Coast Guard is not a subject that attracts my attention, either. Although, I have to admit, the color scheme is catching.

On the way home that night this kit sat on my passenger seat very politely and very quietly...like most kits. I looked at it and the first thought that came to my mind was how it was going into my stash for years to come. Maybe I would re-gift it next year? Maybe I would donate it to the Wounded Warriors program?



The Hasegawa HC-130H sat there politely on my front seat during the ride home. As I looked at it I came up with the idea to build it over my holiday break

Maybe I would save it for a beginner modeler to help them get into the hobby? By the time I got home my thoughts had changed and my point of view changed. This kit was a gift. When I wrapped the kit that I gave away I wished that it would give joy and happiness to whomever received it. So, why not enjoy this HC-130H kit? In the end, the enjoyment of *building a model* is what Alamo Squadron is all about...the subject is irrelevant. I did not go to bed with visions of sugar plums dancing in my head but instead with a plan to build this kit over the Christmas holiday and give myself some Christmas cheer! I also decided to share this Christmas cheer with all of you and document this build for the Navigator...because, you know, I'm always looking for newsletter content.

The Kit

I have always been a fan of Hasegawa kits: good, solid Japanese quality kits. This one is no exception albeit a bit simple and low in detail and parts count...but hey, its 1/200 scale...what more could you want? This kit in particular is a 1999 re-boxing of the Hasegawa 1/200 scale USAF C-130H kit that was first produced in 1987. In fact, the instructions are from USAF C-130H kit and painting/marketing instructions are for a USAF 3-tone camo version of this bird. However, the decals for the USAF version are not included. A separate painting and marking guide is included as well as a decal sheet specific to the US Coast Guard HC-130H. You can build a USAF C-130H but you'll need



Cover Story

Escape From The Island Of Misfit Models!



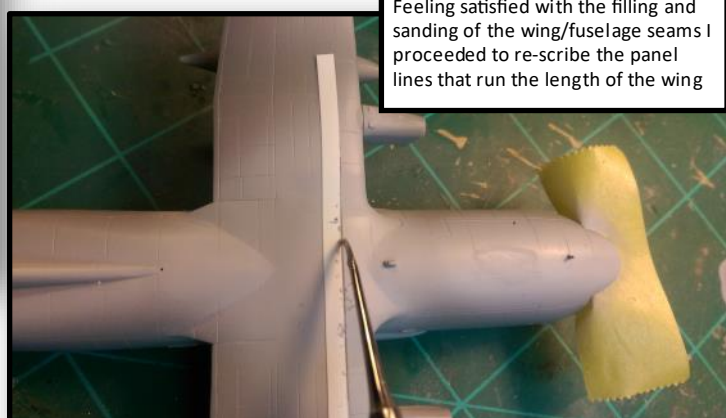
A typical Hasegawa kit: good quality with engraved panel lines...I was actually looking forward to building it

to get your own decals. For me? Let's build this one straight from the box and make it into a colorful USCG bird! Here is a link to the Scalemates listing of this particular kit: <https://www.scalemates.com/kits/977701-hasegawa-10604-hc-130h-hercules>.

Construction

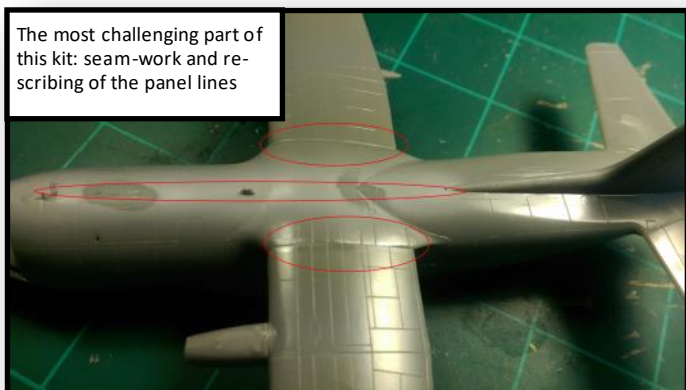
Construction was pretty straight forward. I built it up as a complete model but with the propellers not attached. This allowed me to paint the entire model a base white without getting any white paint on the propellers or have to mask them. I painted the propellers separately and attached them after the primary painting steps were complete. I attached the landing gear prior to painting – something I do not do with my 1/48 scale aircraft builds – and decided to hand-paint the tires and wheel hubs as this is easily accomplished in 1/200 scale. Finally, I also attached the windscreen to

the model and decided to mask and paint it in-place. Sometimes, on my larger builds I will leave the glass/canopy off and paint it separately. But again, working in this small scale allows me options I would not normally consider.



Feeling satisfied with the filling and sanding of the wing/fuselage seams I proceeded to re-scribe the panel lines that run the length of the wing

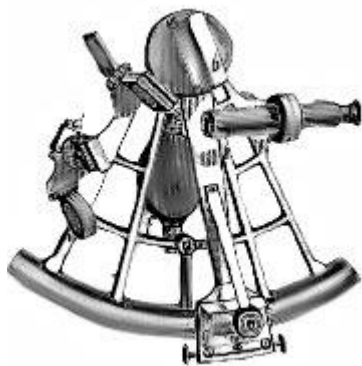
On an aircraft with engraved panel lines I usually try to make the joint between the two fuselage halves as smooth and clean as possible with lots of careful set-up before I apply the glue. This way, I preserve the panel lines to as much as their original condition as possible. I decided this kit would be a good one to practice my fuselage joining along with the inevitable re-scribing of panel lines after the mating of fuselage halves as well as the wings. This is where I spent most of the time on this kit. It turned out to be good practice and in the end, I was pretty happy with the results. In fact, I think it is the thing I like most about this build.



The most challenging part of this kit: seam-work and re-scribing of the panel lines



Re-scribing of the top of the fuselage and wings complete!



Cover Story

Escape From The Island Of Misfit Models!

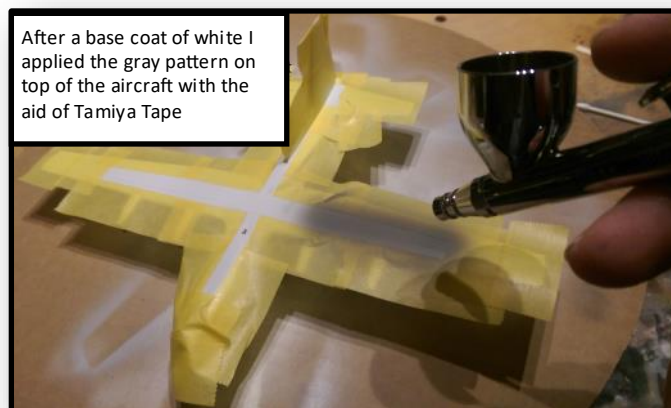
Painting

I primed with Tamiya light gray primer. This allowed me to look for construction flaws (primarily in the joint areas) and when some were found, I went back with filler (in my case, CA glue) and sandpaper and took care of them. Once the final primer coat cured I then laid down a base coat of Tamiya X-2, gloss white. The only other color that needs to be painted is a gray pattern on top of the aircraft. The instructions call for Mr. Hobby/Mr. Color H317, FS36231 and I



I opted to cut out small, individual polygons of Tamiya Tape in order to mask-off the front office of the Herk

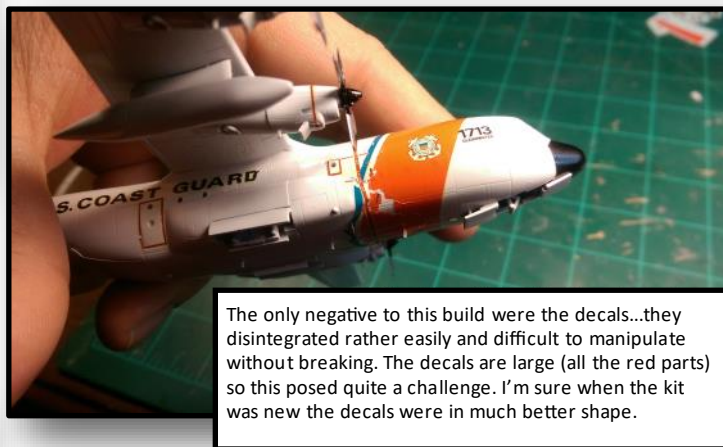
already had some of this on hand. I masked with good old Tamiya Tape and the gray went on without issue. I also hand painted the wheels and tires as well as the propellers (as mentioned previously). An overall Vallejo gloss varnish was then applied to prep for the decals.



After a base coat of white I applied the gray pattern on top of the aircraft with the aid of Tamiya Tape

Decals

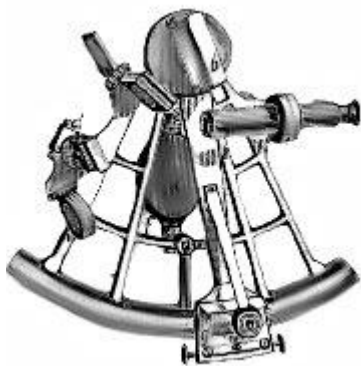
This build gets its bright orange/red color scheme from decals. They are relatively large when compared to the size of the model. As it turns out, the decals in this particular kit did not stand the test of time and they ended up being a challenge to apply. Some of them folded-up or broke even before they went on the model. Further, some of them broke and ripped as I was trying to move them around into final position on the model. I told myself not to get too upset over this because I had no intention of competing this model...it was a good practice model and I was, in the end, giving it a good home. So, no big deal as I kept reminding myself. I sealed the decals with a coat of Vallejo satin varnish. The Vallejo line of acrylic varnishes are my go-to varnishes...all 3 flavors (flat, satin, and glass) are easy to apply and even easier to clean-up in my airbrush. I thin these varnishes about 50/50 with Vallejo airbrush thinner.



The only negative to this build were the decals...they disintegrated rather easily and difficult to manipulate without breaking. The decals are large (all the red parts) so this posed quite a challenge. I'm sure when the kit was new the decals were in much better shape.

Done!

The model looks good and I'm happy that I tackled this model instead of putting it into my stash for years to come or give it away at next year's gift exchange. It was good practice as well as getting my out of my comfort zone of building larger scale aircraft. A huge thanks to the mystery Santa that brought this kit to the club meeting that night.

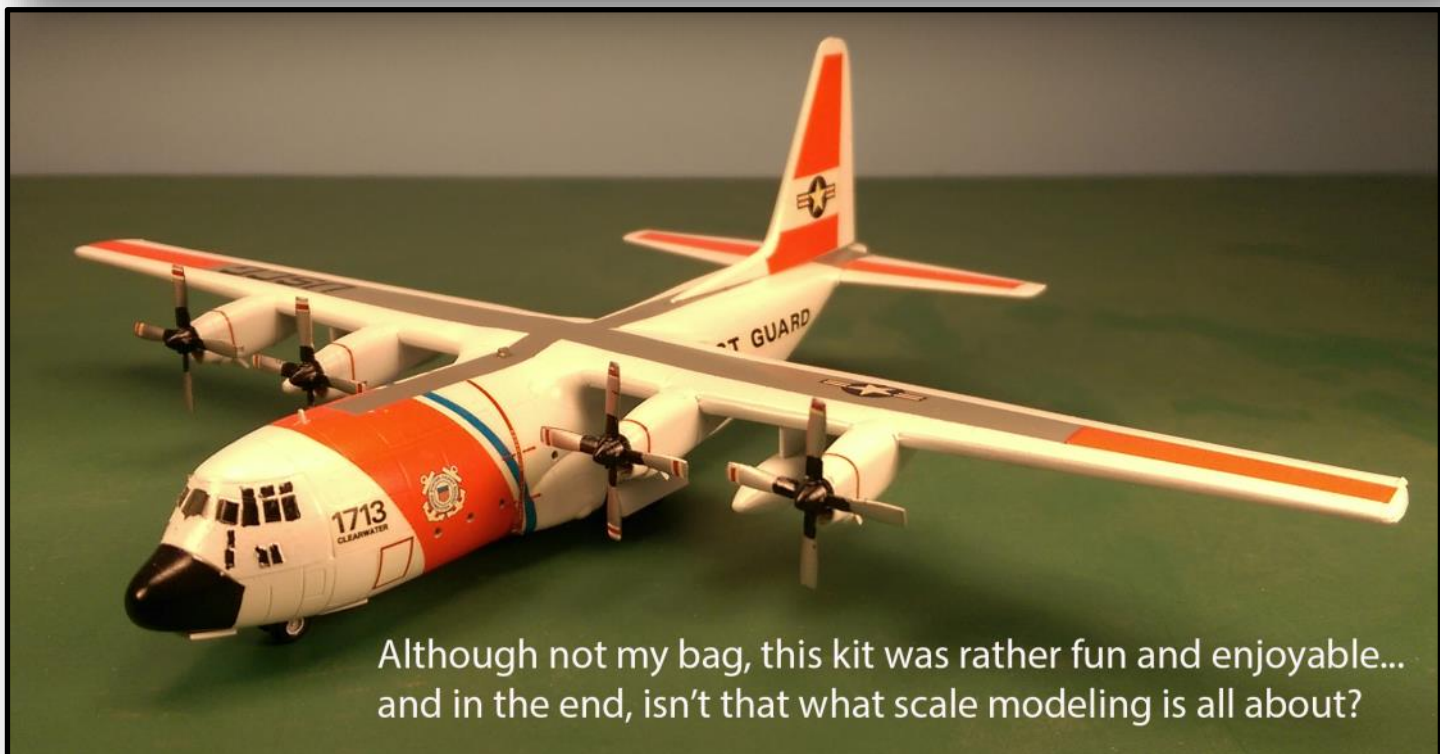


Cover Story

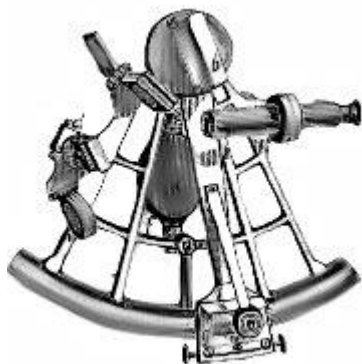
Escape From The
Island Of Misfit Models!



The completed wing/fuselage joint with augmented scribing came out pretty good...a modeling victory!



Although not my bag, this kit was rather fun and enjoyable... and in the end, isn't that what scale modeling is all about?



Club Members How To:

Camo Painting with Vinyl Film

Story and Pictures by Rob Booth

IPMS #37548



I will be doing a demo of this masking method at the January club meeting. Here is a run-down of the method, so you can try it yourself beforehand and have questions ready for me at the meeting.

So, let's say you've been through Lee Forbes Modeling University's school of building the Supermarine Spitfire in every Mk and variant ever conceived. You're halfway through the 623 potential variants of the prettiest fighter aircraft ever made, and it hits you ... Why have I used \$10.00 worth of Tamiya masking tape and at least an hour to do the camo on these things every time I make one? Surely there's a way to make a set of masks that can be reused. I know they're out there on the internet for sale. Well, if you do multiple aircraft with the same camo patterns, or even if you're just going to do one and want to be really accurate, here is a solution for you.

Several manufacturers of graphics grade vinyl make a semi-transparent film that can be used to mask your models. I purchased some pre-cut sets from Kenny Loup at Gator's Masks a few years ago. A set for 1/48 Spits has served me well through a couple of builds now. I also bought a set of masks for 1/48 Me-410 splinter camo and a progressive overlay set for the

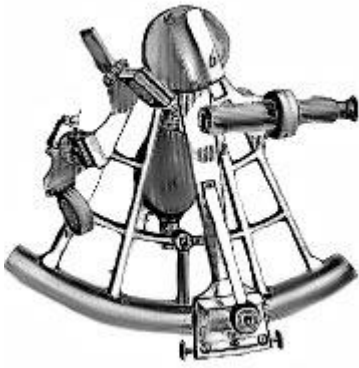
Saab Viggen in the "splinter" camouflage scheme, but haven't mustered the courage to try that behemoth yet. If you find a pre-cut set for the subject you want to model, this is probably the easiest route to take. But they aren't always available for what you might want to do.

Anyway, after my success with the 1/48 Spits, I decided to try my hand at reducing the concept for use in 1/72 scale. I had a significant amount of "waste" vinyl left from the Me-410 masks, and figured it wouldn't be too hard to make a set for 1/72 Spits using the leftovers.



After taking wingspan and length measurements of both the instructions and actual kit with a steel modeling ruler, I derived the correct ratio for adjusting the copied images of the kit instructions to the correct dimensions of the actual model kit. I made a couple of paper copies, just in case. I have used this same method to make paper masks for the same camo masking purpose in the past. Usually, the side view and the top and bottom views are in different scale, so you probably need to make two different passes at the appropriate ratios. Now, on to the vinyl.

Place the re-sized copy of the kit instructions under an



Club Members How To:

Camo Painting with Vinyl Film

appropriate sized piece of picture frame glass and tape the edges for a secure hold (copy side “up” through the glass of course). Next, cut a suitably sized piece of the masking vinyl to make a “wing” or other component mask. Peel the full piece of vinyl from the backing and carefully apply it to the opposite face of the glass above the kit instructions (or other reference copy, as appropriate). Using a black fine point marker, trace the outline of the wing and the major panel lines as a placement reference. Draw another outline of the wing about $\frac{1}{2}$ inch outside of the first line (more on why below). Using a red (or other color) marker, trace the edges of the camouflage pattern, and be sure to note the color of each area somehow (ie: color “A” and color “B”, or “34079”, etc.).

At this point, prep and paint your kit with the **lightest color** of the camouflage scheme, and set aside to dry thoroughly.

Put a fresh, new no. 11 blade in your X-acto knife handle. Cut along the outside line of the wing edge marking to produce a piece of vinyl that is the same shape as the wing, but bigger. This will allow you some “lap” to wrap the edge under the surface to be painted. Next, carefully cut along the camo edge lines, continuing past the actual wing edge line out to the outline cut. When you have done the last camo line, on the last component, presto, there are your masks. You’re ready to mask the kit.

You have already painted the lightest color of your camo scheme, so that is the color you will want to mask over. Double check this prior to putting the masks on the model or you will have a “backwards” camo pattern. Using the wing edge lines and panel lines as a guide, position the vinyl on the surface of the wing, and gently smooth out the mask. Work from the middle out. Using a soft cloth over your finger will help. Make sure the edges of the mask are well-adhered to the surface, so paint doesn’t creep under the vinyl.

A couple of things about painting using this masking method:

- Mix your paint colors a little thinner than usual, and plan on a few light coats to cover.

- Dial down your pressure a bit, and hold your airbrush farther away from the surface of the kit than usual. The idea is not to spray directly at the edge of the mask, as too much air pressure will “lift” the vinyl, ruining your efforts.

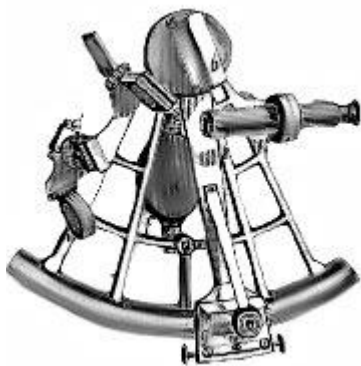
- It is advisable to aim the paint spray from above and behind the edge of the mask surface.

- If you have an area where two edges are close together, shoot from straight above, and not too close.

- Use light misted coats of paint to avoid paint creeping under the vinyl due to the “wetness” of the paint.

When you are satisfied with your painting efforts, peel the masks from the model sooner, rather than later. Try to do this when the paint is “dry”, but before it cures, particularly if you are using acrylic paints. If you wait too long, the edges of the paint may pull up with the mask, or stay with the surface of the model, causing a ragged effect. If you wait too long, run the point of your hobby knife **LIGHTLY** and **CAREFULLY** along the edge of the mask to keep this from happening.

The masks can be kept, re-used, and stored indefinitely for your next project. Place the original full sheet of the vinyl back on the paper carrier, and then put the painted pieces back in the “holes” where the fit. Store in a zip-lock baggie in a cool, dry place.



Feature Story

History of Alamo Squadron Story and photos by Dick Montgomery

IPMS #14003



In a Place Not Too Far Away, and in a Time Long, Long Ago

This is the first in a series of historical articles about Alamo Squadron. This article reaches back to the San Antonio Modeler's Society, which was the predecessor to Alamo Squadron. Using issues of the SAMS newsletter, the *MODELIST*, we seek to get a sense of the members of SAMS, the club's focus on the hobby, and the conditions of the club as seen by using archived issues of the *MODELIST* that have been carefully archived. Thanks to Bob Angel, who provided the hard copies of the *MODELIST*, to be scanned and archived, and also to Bob for his series of article related to the growth and demise of SAMS.

Let's step into the Way-Back Machine and set the date for November, 1969. A modeling club is formalizing its organization and structure and rolls out the inaugural issue of the club newsletter. That modeling club is known as the San Antonio Modeler's Society (SAMS) and the club publication is labeled as "The Modelist".

- Looking back at some historical events that took place in 1969 one will find such events as:
- The Beatles' "Abbey Road" album goes #1 in US & stays #1 for 11 weeks.
- "Bridge over Troubled Water" single is recorded by Simon & Garfunkel.
- "Sesame Street" premieres on PBS TV.
- Author Alexander Solzhenitsyn is expelled from the Soviet Writers Union.
- The US army announces an investigation of Lt. William Calley for the alleged massacre of civilians at a Vietnamese village of My Lai in March, 1968.
- Vice President Spiro Agnew accuses network TV news departments of bias and distortion in their reporting.

- Apollo 12 (Conrad/Gordon/Bean) launched for the 2nd manned Moon landing.
- Wendy's Hamburgers is founded by Dave Thomas and opens in Columbus, Ohio.
- Apollo 12's Charles Conrad & Alan Bean become 3rd & 4th humans step on the Moon.

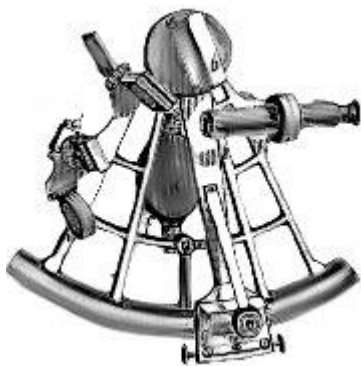
That's a short list of events that will jog the memories of those who were born in the 1950's and the first few years of the 1960's. Some of these events sound familiar. For example, V.P. Agnew's claim that TV news media was bias and that they distorted events. This sounds vaguely familiar since the current occupant of the White House has taken that claim to a new level. Time will tell if it works out better now than it did for Agnew.

Astronauts Conrad, Gordon, and Bean were launched to the moon in November and returned safely after a very successful flight. The next Apollo mission did not go so well, although the 3 astronauts on Apollo 13 returned safely. "Sesame Street" is still going strong, as is Wendy's.

The one significant event for modeler's in San Antonio did not make the National List of Important Events. A group of modelers created the "San Antonio Modeler's Society", SAMS shortened. Documentation of the momentous event exists in the form of Volume 1, Series 1 of "The SAMS Modelist", a publication produced by members of SAMS. One of the bits of information contained in this inaugural issue is a Membership List. A few of the names on the list might sound familiar.

SAMS Directory

Mark Anderson
Bob Angel, Jr. (Bob, although inactive since 2001, remains a member of Alamo Squadron having re-



Feature Story

History of Alamo Squadron

ceived a Life Membership for his outstanding contributions and leadership.)

Tommy Brower

Fred Burns

John DeLaGarza

Frank Emmett, Jr.

Lesley England

Jim Ennis

Sterling Essenmacher

Phil Friddell

Frank Garcia (a Memorial Trophy, presented at a number of ModelFiestas, was named after Frank shortly after his passing. The trophy was awarded to the Best U.S. Navy Jet as determined by the judges)

Vance Holiday

James Jasso

Jack Lucas

Fernando Mendoza

Jerry Mohr (Dick Montgomery managed the disposal of Jerry's "model estate" in 2008, some years after Jerry's passing)

Dick Montgomery (a Life Member, and member with longest record as "active member of Alamo Squadron".)

Griffen Murphey

Alfred Overdahl

David Ott

David Reagan

Greg Ripps

Mike Salyers

Dean Shirley

Halbert Stanford

Richard Tait

Myron Tingle

Bill Todd

Danny Waelti

Leo Ziegler (Bob Angel, with some assistance by Dick Montgomery, managed Leo's "model estate")

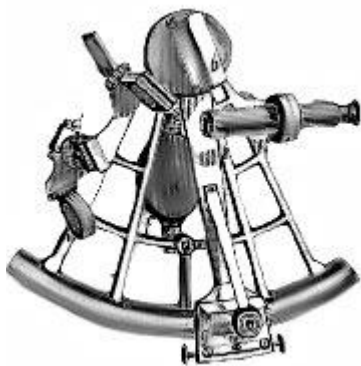
The official title of the club was, "San Antonio Modeler's Society" and the publication was officially giv-

en the title of, "The SAMS Modelist". There are only a handful of **Modelist** publications that have been preserved. Bob Angel was kind enough to loan these documents to the author, which are now scanned and preserved in digital fashion. The **Modelist** was printed on legal-sized paper which makes it rather cumbersome to store and scan. The newsletter was mimeographed, and while some issues contain drawings, none contain photographs. For those who are not familiar with the mimeograph process, a paper, roughly similar to paper with a carbon sheet attached, is inserted into a typewriter, with each page being typed manually. Typos were a real pain to correct when using mimeographed forms so typing skills were in high demand. Today, one can view "printing via mimeograph" as not much more technologically advanced than writing on clay tablets with a quill.

The officers of SAMS, in November of 1969 were President Phil Friddell, Vice President Robert (Bob) Angel, and Editor Gregory Ripps. The typing and printing of the **Modelist** fell to Greg. Greg started this issue of the **Modelist** with a summary of the contents.

President Phil Friddell provided some introductory comments about the Modelist. Bob Angel's article on the "Tojo" is featured. In later issues of the club newsletter Bob would continue providing articles about a number of aircraft subjects. Vance Holliday was the SAMS armor expert and Vance's article in this inaugural issue introduced readers to the various manufacturers which produced armor kits. Editor Greg Ripps provided a basic description of what attendees to the IPMS National Convention might find when they visited Wichita to attend the upcoming convention.

Editor Ripps also included an IPMS/USA Membership Application on the front page which readers could remove from the newsletter and then mail to IPMS to obtain membership. The newsletter contained 4 pages, 1 page being the list of members previously mentioned.



Feature Story

History of Alamo Squadron

There are some basic “truths” which become evident when studying the newsletter.

1. It was labor-intensive. Greg had to type the entire contents, setting the typewrite to handle the double column format and margins on the left and right sides of the pages, as well as the top and bottom margins.
2. The modeling focus of the club, as a whole, was “aircraft”. Armor was a distant second to Aircraft.
3. The club leadership encouraged members to join IPMS/USA, dedicating some space in the Modelist to provide a membership application. Articles about the National Convention can be found in various issues throughout the lifespan of SAMS as well.
4. The leadership of the club was very much aware of the importance of a formal structure and organization of the club as seen in the labeling and branding of club and newsletter with specific titles.

Thus ended the first “Modelist”. SAMS had set a direction and with the publication of the “Modelist”, had formed a club “personality” that was easily recognizable.

Vol 1, Number 2 of the SAMS Modelist, Jan-Feb 1970.

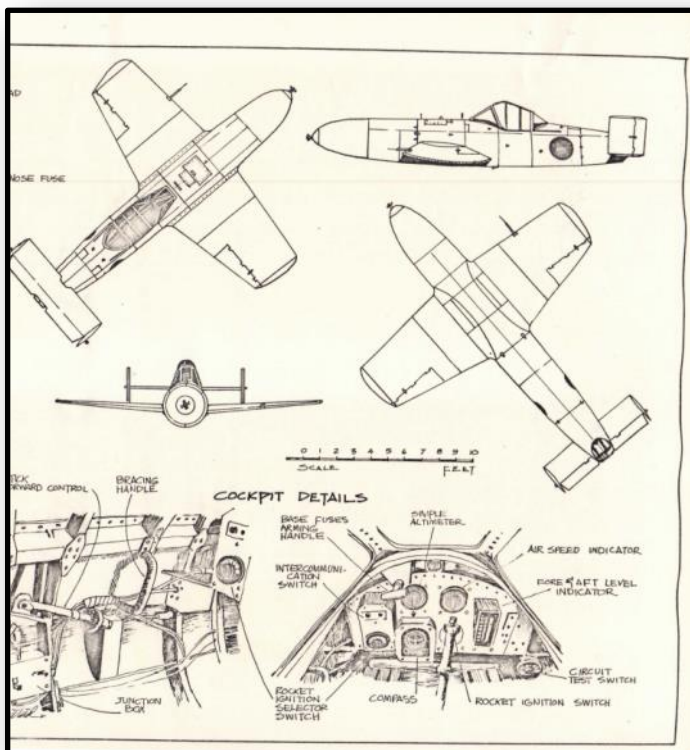
Volume 1, Number 2 of the SAMS Modelist was issued covering January and February of 1970. It appears that the inaugural publication was well received and energized a number of members. This 2nd issue ran 10 pages and contained a number of articles by several contributors. The Modelist staff grew with the addition of Jim Wogstad and Mike Salyers. Jim was an excellent artist and would contribute illustrations for articles. Mike contributed a column featuring newly released products. Don Morgan, who was identified as a non-member, contributed an article on the Curtiss Model 75H, a simplified version of the P-36A. President Phil Fridell’s column also included a mention of “Supercontest”. Phil thanked several indi-

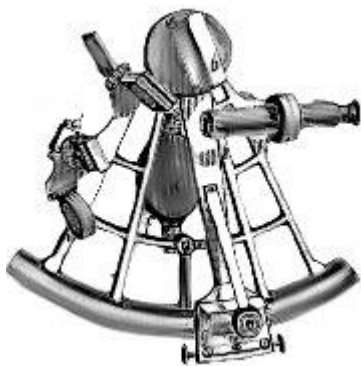
vidual for their excellent judging skills, but no other information was printed about the event.

Articles included a single page review authored by Sterling Essenmacher, of the Craft Master (Airfix) B-25, ending with a wish by the author for “good luck” to find the builder, stating that “good luck” would be needed in order to build the kit.

Phil Fridell contributed an article summarizing the process of converting the Airfix/MPC Bf-109 to an “F”. Phil’s article was followed by an article on an armor kit comparison by Vance Holliday, comparing and contrasting the Revell and Tamiya T34/85. Vance also added a paragraph on scratch-building a 1/48th Pz.KPFW. III/F. This paragraph was labeled as “part 1” of a series of articles on this project. Vance closed out his contribution with a short list of armor kits that were recently released.

Page 5 of this issue featured a beautifully rendered illustration of an OHKA. There were usual views from





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above, below, or to the side of the aircraft, as well as some cockpit and interior detail. This drawing was most certainly the work of Jim Wogstad, but Jim's name does not appear anywhere on the page.

Bob Angel contributed an article on the Fairey Battle, the piece being more of a historical account of the Battle, and concluding with a comment about the Airfix Battle, which was on the market at the time.

Sharing page 6 with Angel's Battle is an editorial by President Phil Friddell. The editorial was a rather scathing "call-out" of those members whose attendance at meetings dropped off in the winter months. The article goes on to invite those members to consider approaching the Secretary to drop their membership.

Editor Greg Ripps filled page 9 with an article entitled, "The Effect of the Airplane on World War I – Part One". Consider that, at the time of the publication of this issue of the Modelist, there were still WWI veterans that were alive. Now, some 40 years later, that is not the case.

This issue ends on page 10 with a series of short paragraphs by Mike Salyers, about "recent releases". Mentioned are the Artiplast (listed as Aliplast in the article) G.55, a Hasegawa F-102A, and A.I.R B-254, some decals by MicroScale, DeFrey, and A.B.T., the Monogram P-39 in 1/48th scale, and some publications.

Vol 1, Number 3 of the SAMS Modelist, Mar-April 1970.

A number of Hobby Shops supported SAMS during its brief lifetime and Dibbles Hobby Shop is the name that pops up in the newsletter and SAMS history more often than any other. The first "advertisement" of a hobby shop can be seen in this, the 3rd issue of the Modelist. Right there, on the cover page, is a small "ad" for Dibbles in the form of an "ink stamp" image

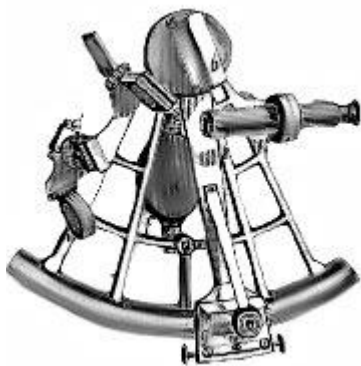
of the return address stamp that Dibbles placed on outgoing mail.

On page 1, the President and Editor are listed, as well as the "Artist", those being Phil Friddell, Gregory Ripps, and James Wogstad. The Vice President and Secretary of SAMS are not listed. Those contributing to the content of this issue are listed and they are Robert Angel, Frank Emmett, Phillip Friddell, Daniel Hagedorn, Vance Holliday, Donald Morgan, Gregory Ripps, and Michael Salyers.

The President's Message begins with a "Thanks" for the contributions that have been received by the staff of the Modelist. The President goes on to say that those doubts about the success of the Modelist seems to have faded due to number of contributions being received. President Friddell summarized an idea put forward by member Frank Emmett. Frank said that he would submit a series of "Blow Torch" articles about jet aircraft. This idea, it was intimated, might get some resistance by the "prop" aficionados but that was part of the reason for the planned articles, to widen the view of what can be considered as "interesting aircraft".

This comment certainly reinforces the historical view that MODELIST, as well as the club, were focused on aircraft. President Friddell continues by saying that while Emmett's article was appreciated, that the drawings accompanying the article were done in pencil, and that pencil drawings could not be printed, and that future contributions were best done in ink.

Of course, this situation is a far cry from the current technology used by those producing the current of Alamo Squadron, which contain full color images, clip art, and other common components unheard-of in SAMS day. One gets a sense that the MODELIST was beginning to reach that level of quality that those involved with its production had set as their goal. There was genuine quality to the content, as is easily seen in the articles published in these early issues. There was room for improvement, as seen by the instructions to



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produce artwork to be contributed in ink, and there was also evidence that the MODELIST was reaching modelers outside of the greater San Antonio area.

One page 1, a letter from a reader in Austin received a copy, and was provided some very positive feedback to the staff. The comments came from Mike McMurtrey, a member of IPMS/Austin at the time of the publishing of this issue of the MODELIST. Even though Mike lauded the effort going into the newsletter, he apparently did not like the name, MODELIST, stating that it sounds rather “awkward”.

Content in this issue

Dan Hagedorn contributed an article entitled, “The Douglas B-26 In Latin America”. The article includes some illustrations that appear on page 3. Bob Angel’s article, “Hellcat-A Forgotten Fighter” starts on page 6 and is preceded by some artwork on page 5, and with captions for those illustrations on page 4. Phil Fridell’s “The Problems of Gloss” share page 7, with Bob Angel’s article, Phil addressing a problem that apparently is timeless, still causing grief with modelers to this day. Don Morgan’s article, “The Boeing P-128B (F3B-1)” may be a misprint since there is a handwritten correction to the title, labeling the subject as an F4B-1. Morgan’s articles reference some “Profile” publications as references and the article also serves to “review” the Monogram kit.

As the President’s Comments mentioned, Frank Emmett’s article, “The Blow Torch” is launched. Emmett quickly acknowledges the “prop” bias of most of the SAMS members, but goes on to state a case for the significance of jet aircraft, and of his growing interest in jets. Mr. Emmett’s intent, as stated in the opening paragraph of his article is that he will present the, “development, use, markings, and the personalities surrounding them”. Further stated is the goal of reviewing kits, and providing suggestions on modifications and conversions of those kits. Indeed, a lofty task, but it is very much in line with what one finds on

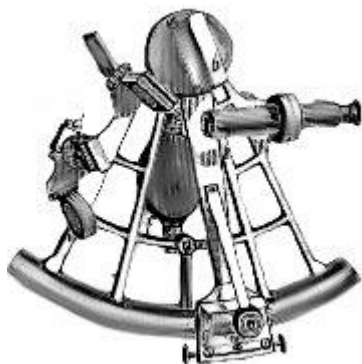
the “web” today, and in current publications. In the remainder of the article the author gets down to business by reviewing the Hasegawa RF-101c.

In the previous issue of the MODELIST, Greg Ripps contributed Part 1 of, “The Effect of the Airplane On World War I”. Part two of this article appears in this issue on page 10. On page 11, Mike Salyers continues his series of reviews of modeling publications, kits, and related products.

While the primary focus of SAMS can be clearly seen as 1/72nd Prop WW II aircraft, Vance Holliday continued to insert some diversity into the MODELIST with his article on scratch building a 1/48th Pz. KPFW III/F (Part III of this article, and a kit review of the Airfix Grant/Lee.

Thus, ends Issue # 3 of the MODELIST. Clearly the publication was a success and there were a number of individuals who were making contributions to each issue rather than leaving the content up to the editor. Behind the scenes it is clear that there was some talk about just who was being represented by the MODELIST, and whether the MODELIST was pushed any particular agenda. In answer to that concern, this issue of the MODELIST, in several articles, clearly stated that the opinions being expressed were those of the authors, and not of the SAMS club or person or group. Readers were free to agree or disagree, and to express their views and to submit content to the Editor.

One gets a sense that SAMS was in good shape and that there was certainly room for those with interests other than Prop 1/72nd models. It appears that the leadership of the club, as well as the MODELIST, were open to criticism, and that those who offered criticism would be invited to offer suggestions and content to the newsletter.



About Alamo Squadron

Executive Board 2017-2018



President:
Len Pilhofer
IPMS #49932

president@alamosquadron.com



Vice-President
Herb Scranton III
IPMS #48314

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.

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

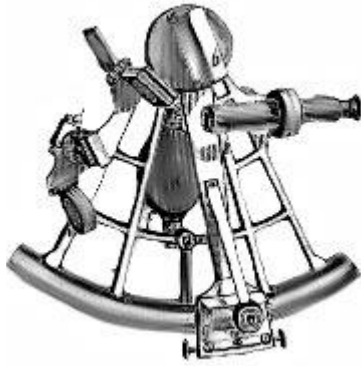


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Upcoming Events

IPMS Region 6

Next Meeting: Thursday, January 4th, 2018 at 7:00PM

Location: Northside Ford of San Antonio

**January 28, 2018
CALMEX XXXII
Lake Charles Civic Center
900 Lakeshore Dr
Lake Charles, LA 70601
www.ipmsswamp.com/calmex.html**



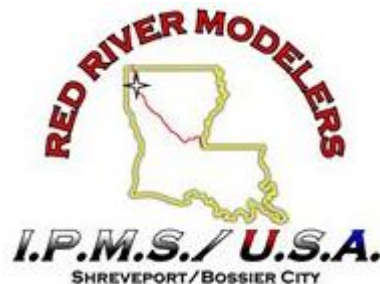
**February 17, 2018
ModelFiesta 37
San Antonio Event Center
8111 Meadow Leaf Dr
San Antonio, TX 78227
Alamosquadron.com/modelfiesta.html**



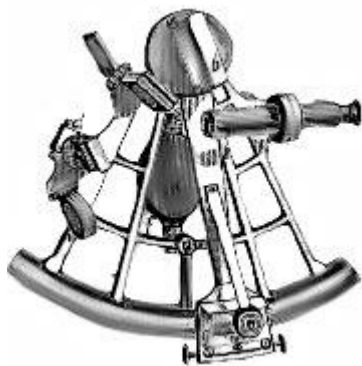
**March 3, 2018
MCMA Showdown 2018
Dr Pepper StarCenter
1400 South Pipeline Rd
Euless, TX 76040**



**March 24, 2018
RiverCon VII 2018
620 Benton Rd
Bossier City, LA 7111**



Final Words ...



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

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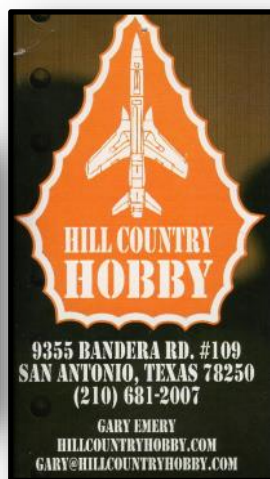
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