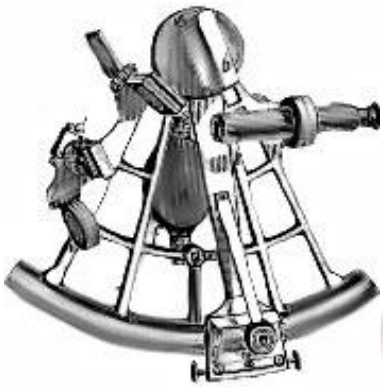
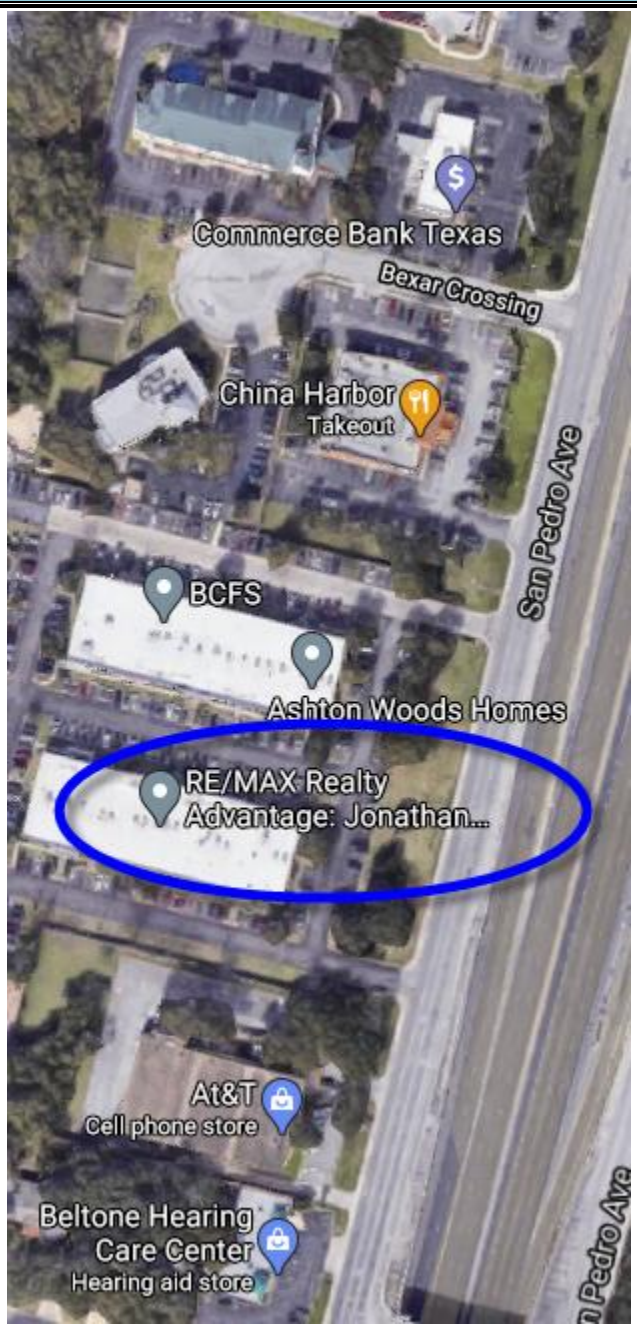


The Navigator

February 2021

For Modelers, By Modelers, About Modeling

New monthly meeting spot



Hosted by: RE/MAX Realty
17319 US Highway 281 North
Suite 206
San Antonio, Texas 78232

Next Meeting:
Thur Feb 4 at 7PM

At press time, a video conference call setup may be in the process of being considered as an alternative venue for remote/online participants this Thursday evening.

Watch for an email announcement.

IPMS Alamo Squadron regrets to announce the rescheduling of its 40th annual ModelFiesta event

February 20, 2021 would have marked the 40th edition of IPMS-Alamo Squadron's ModelFiesta scale modeling event, held continuously since 1981. The MF 40 planning committee had begun putting together great things for this celebration, just about the time the COVID-19 pandemic set in. We had hopes that the virus would subside before our planned go or no-go decision date this month.

Our group discussed a multitude of contingencies through the ebb and flow of cases, preventative measures, governmental restrictions, etc. that affect what kind of event we could eventually host. We had come to the decision that we'd rather offer something for the modeling community to attend safely, even at the sacrifice of our contest, than nothing at all. We were confidently on track to do so.

However, the current resurgence of COVID-19 cases, and the unpredictability of when we can plan to safely gather for such events, we feel compelled to cancel the event planned for February 20, 2021. It is just not worth the chance that anyone in our modeling community might be exposed and contract this awful virus, just to attend a hobby show.

For those vendors that have already paid for tables our vendor coordinator will be working with our club treasurer to get your refunds sent ASAP. Expect to be contacted soon after the holidays with your refunded money.

So, please mark your calendars to be at the San Antonio Event Center on ***February 19, 2022***. We now have another year to plan what will be a stellar event, ModelFiesta 40 – The International Contest of Texas! We will keep you updated on our plans as things progress.

Please stay safe, have a blessed Merry Christmas, and keep on modeling!

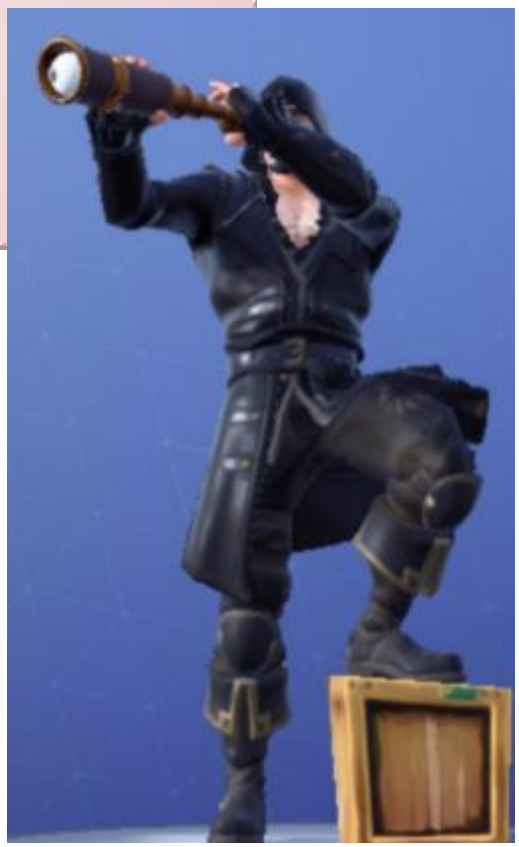
… The members of IPMS Alamo Squadron, San Antonio, Texas.

Local Modeler Colleague looking for….

"I need to know who is willing to give his/her IPMS journal from September/October 2020 (the X-Wing Fighter model on the cover). I can pick it up."

Thank you!

- ***Gerardo Escobedo Sainz***
- ***(210)286-3564***
- ***San Antonio, Texas***



Hazzah!!!!

A new plastic emporium ("Hobby Shop") has been spotted in our local vicinity.

Thanks to Mike Gallegos for using his recon skills to find this little gem. Here is his review as well as some business contact information.

"Hello Everyone

I was able to visit a new hobby shop located in Kyle, Texas about nine minutes north of San Marcos.

*Its name is **LionHeart Hobby.** The owner is Rudy Cline, wife Danielle & son Marc. Rudy has offered trophy sponsorship and assistance with our group when needed during Model Fiesta along with participation as a vendor when the show returns.*

Extremely nice family and great to see a new hobby shop opening rather than closing.

He sells new, consignment models and buys model collections.

The store front is rather small but he is expanding quickly. They have an active Website & Facebook page as well.

https://lionhearthobby.com/
https://m.facebook.com/LionHeartHobby/

I was wondering if we could get permission to welcome them and help promote knowledge of their presence with a small article in the Navigator.

Thank You all for taking time to read & have a terrific evening!"

From Mike Gallegos


Audi
Su-27UB


GERMAN TANK CREW
Pz.Kpfw.III Ausf.N
BLITZ
Minerva armoured car
1/35 Scale
U.S. ARMY
M1A2 V2 TUS
Visor


USMC AH-1Z
UH-1D "Huey"
AH-1Z VIPER
Revell
Su-27UB
MiG-21PFM
MiG-21MT
F-6D/K


DIORAMAG
Lysander
LEGACY


GREX
GCK05

Model of the Year – 2020 Winners

Here were the mini visual reminders of the monthly contest winners from which the "Model of the Year" was selected for 2020:

Month (Theme)	1st	2nd	3rd
Jan	No contest due to 2019 Model of the Year Vote		
Feb (Fabulous 50s)			
	1/48 TBM-35 by Kent Knebel	1/144 272-200 by Julio Caro	1/48 RCN Sea Fury by Rob Booth
Mar (Open)			
	1/25 Granddad's Truck by Dana Mathes	1/48 P-38 by Rowdy Bricco	1/25 '32 Ford Coupe by Keith Rule
Nov			
	1/35 M9 ACE - Dana Mathes	Cadillac - Keith Rule	Firebird - Keith Rule
Dec	No Monthly Contest due to the Holiday Party		

And the winners were…

(Photos provided by Len Pilhofer)

1st Place Dana Mathes – Granddad's Pickup

2nd Place Keith Rule's USS Indianapolis

3rd Place Rob Booth's Sea Fury

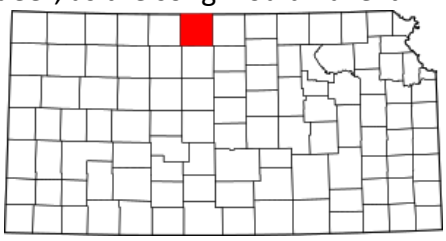
Feature Build – Model of 2020

(Ed: An encore article from the February 2019 Navigator about Dana's award winning build.)

Granddad's Pickup: 1/25 1955 CHEVY STEPSIDE PICKUP TRUCK
By Dana Mathes

(Ed: Dana showcased this model as part of the "Works in Progress" portion of the January 2020 club meeting and a sneak-peek pic appeared in the February 2020 newsletter. The model ***placed first*** *at ModelFiesta 39 in the 440 – Trucks Commercial/Emergency category and* ***won*** *the "It's Personal: Every Model has a Story" theme sponsored by Dibble's Hobbies.)*

Last year I built a model of my cousin's farm truck. As I thought about other vehicles linked to family members, my paternal grandfather's old green pickup came to mind. My Granddad, Lloyd E. Mathes (1887-1977), raised cattle and grew wheat in northern Kansas (see map below) on the land that his grandfather, a German immigrant, homesteaded in 1875. The cabin where the famous song "*Home on the Range*" was written is in the same county. I must confess that I've never seen any antelope there playing with the deer, as the song would have it.



Smith County, KS

This model has two personal connections for me: my Granddad and my brother. Granddad used a sturdy 1955 Chevy pickup for work on the farm. It was the first vehicle that my brother and I ever drove. During visits to the farm, we could "find 'em and grind 'em" in the pasture: a place where we could do little harm.

I built this model to give to my brother as a reminder of good times. We both searched for a picture of the pick-up but were unable to lay hands on one. So, the model depicts the rugged truck as it looked (c.1975), based on our collective memory, out in the pasture ready for fence repairs. Besides playing snooker and enjoying Red Man tobacco, Granddad was known to like Pabst Blue Ribbon and Coors beer on occasion, so in his honor I've included a discarded Coors carton in the truck bed.

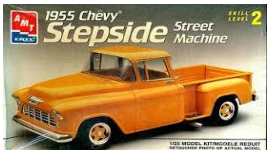
Project Description

This is a kit-bashed model with many added details. AMT offers two kits for the 1955 Chevy stepside truck. I used the Cameo kit for the basic truck and then supplemented it with specific parts from the Street Machine it to create a stock truck. There were no frills on the old pickup as it was a working farm truck.

Kitbash Origins:

← 1/25 1955 Chevy Cameo Pickup (AMT) was the base kit.

1/25 1955 Chevy Street Machine (AMT) kit provided the rear fenders, tailgate, taillights, bumpers, grill, hitch, mirrors, and steering column. →



References

As I had no pictures to refer to and only some recollections to go on, I sought out references to help make the model accurate. My thanks go to Herb Scranton III for his technical consultation and the parts he provided that enabled the completion of this project. In addition to memories and Herb's help, I inspected a junked Chevy Stepside pickup and referred to OEM drawings and internet pictures of restored vehicles. EBay and Tractor Supply websites were helpful for photos of parts and farm tools.

Reference Photos:

*Above are two reference photographs of **Unrestored Trucks**.*

*Above are four reference photographs of **Restored Trucks.***

Detailing

The kits were both nicely done and offered a good foundation of the project. However, I wanted to get closer to what I remembered the truck looking like, so I added several scratch-built and accessory items.

The most difficult detail to add was the side-mounted spare tire. This involved the removal of the under-bed spare tire rack from the kit, the modification of the left fender, and the fabrication of the spare tire rack itself. As noted, one advantage of doing an automotive project is the wealth of detailed photographs available on the Internet. There are dedicated websites to Chevy trucks. Photos of the spare tire rack were also on eBay.

After consulting these photos and OEM drawings for the spare tire mount, I constructed the mount out of brass wire, plastic sheet and angle, and some PE parts from my spares box. To undertake the surgery on the fender, I first mocked-up the placement of the tire, the bed, and the fender and then traced out the tire outline on the fender. I then drilled a series of small holes along the line and then cut the chunk out of the fender with a saw. To make the dished part of the fender (under the tire), I cut out a section of an unused Cameo kit fender and glued it into the gap in the fender upside down. Using sprue dissolved in liquid cement, I filled in around the joints and sanded it until it evenly matched the circumference of the tire. The spare tire mount was then glued onto the bed and the fender was glued in place over it. The under-bed spare tire rack provided in the kit was removed from the chassis by drilling small holes around it and sawing it out. Some filing and sanding made it look like it had never been there.

Modification of Fender and Mount for Spare - Reference and Construction Photos

Other scratch-built details included: a floor-mounted gear shift lever, floor mats, tailgate chains, an antenna, and taillight wires. I chose to ad-lib a bit by creating homemade, non-OEM floor mats from AFV Club textured film (designed for anti-skid texture on tank models). I didn't remember what the real ones looked like, but knowing my Granddad, it was unlikely that worn ones would have been replaced with ones from the dealer. Reference pictures of some old trucks showed that this was common practice.

Punched discs from an old soda can (free aluminum sheet) were placed as reflectors

behind the front headlight lenses. More PE parts from my spares box were used for the tailgate chain fittings and to make hinges and latches for the toolbox. Purchased accessory details were used for the instrument cluster faces and the license plate. I researched Kansas license plates and got as close to the ones used in the mid-70s as I could.

A working farm truck rarely has an empty bed. My recollection of the truck required that it have tools and supplies and be on the job. Modeling these details was almost another project into itself. Herb provided the spare tire, tools, oil cans, and toolbox from his spares box. As noted above, I consulted many websites, such as Tractor Supply's on-line catalog, to get dimensions, colors, etc. for these items. eBay has pictures of vintage tools, toolboxes, and oil cans.

The crate side and the lumber are made from purchased scale lumber. The jack block and the wooden fence posts come from skewer and pop sickle sticks. The steel posts were fabricated from plastic angle and sheet. The home-made post driver, which I was more familiar with as a teenager that I wanted to be, was built from plastic tube and a discarded pencil lead container cap. The old seed bags come from a paper sack and the rags are tissue paper. I attempted to make a Redman tobacco pouch to put on the dashboard, but I couldn't quite pull it off, so a generic rag took its place. I was able to locate 1/25 scale beer cartons online which could be printed. Pabst Blue Ribbon was not among the selections, so Coors it was. Decals to represent oil can labels and a window sticker came from the spares box.

Staging the Accessories

Painting and Finishing

On-line references provided the OEM paint colors. They were available from scale modeling vendors as enamels. The truck being modeled had seen about twenty years of service on the farm. I did not remember the truck being damaged or very dinged-up, so I did very little in terms of putting dents in it. However, the paint was certainly faded and reflected its time in the sun and weather.

The paint sequence was as follows: primer, bare metal color on the areas where I intended show the paint worn off, rust colors on the areas to be shown rusted, pre-shading of the panels with dark gray, base color coat, multiple color modulation colors applied randomly on panels, and color modulation colors (very light) sprayed specifically on the roof, tops of the fenders, etc. The color modulation was done by progressively lightening the base green color with the ivory color of the bumpers and light tan. It took me three tries to get the paint right on the truck body and bed. The interior surfaces had much less color modulation applied, with the dashboard receiving the greatest amount. An acrylic matt varnish was used as a seal coat for the steps to come.

Interior and Chassis Prior to Weathering

Painting the Bed of the Truck before the Base Color Coat Application

Primer, Pre-Shading, and Rust Undercoat

Applied Prior to Base Color Application

Base Color Applied with Color Modulation

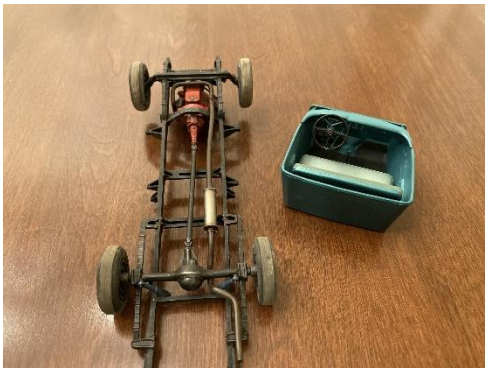
(Model is staged with subassemblies on the base and with unpainted accessories)

A few paint chips were then painted on with various acrylic colors and artist pencils. The next step in the weathering was an AK streaking grime filter. A series of oil applications came next: a multi-color dot matrix, dark brown pin washes around details, and rust-colored oils on those areas that were painted rust colors previously. Dry brushing was done with various Modelmaster® metalizer colors and shades of tan.

After all the various detail parts were glued on, some more work was done with artist pencils on the details and some pastel chalks on the tires, wheel wells, and lower portions of the truck. AK oil and gas colors were applied to near the hood, on the oil cans, and near the oil filler cap.

Weathering the Interior with Dot Matrix Oil Treatment

Interior and Chassis after Weathering



Weathering the Cab and Bed with Oil Dot Matrix

Prior to this step, some sanding was done with fine grade sandpaper to take off some of the base coat on the roof, hood, and fender surfaces to reveal the undercoats. A clear seal coat was then applied.

Weathered Sub-Assemblies Ready for Final Assembly

Final Assembly of the Model

Once the truck was assembled and the accessories added, additional weathering was done with artist pencils. The base was made from a board covered with model railroad grass cover.

Finally, A Kansas pick-up would not be a real truck without some bugs on it.
Large grasshoppers were ubiquitous on the farm. So, I used acrylic greens and yellow to paint some insect splatters on the windshield, bumper, grill, and hood.

Remembering the truck with my brother was a lot of fun. The ultimate seal of approval came when he, as demanding a judge as you would ever encounter at a contest, looked at a picture of the model and pronounced it accurate.

Completed Model with Base and Accessories


Granddad's Pickup
Kansas c.1975

From Toy to Museum Exhibit: Upgrading a 1/18 UH-60Q Dustoff

By Dana Mathes

Project Background and Scope

Recently, I had the opportunity to do an internship at the US Army Medical Department (AMMEDD) Museum at Fort Sam Houston in San Antonio. The museum's director became aware of my modeling interests and described a project to me. An Army nurse, who had served in the Middle East, had donated a model of a Blackhawk helicopter with ambulance markings to the museum and he wished to use it in one of the museum's exhibits. His vision was to have the model weathered as it would have appeared in service and display it hovering over the museum's *War Global War on Terrorism* exhibit. That display included several pictures of Blackhawk medivac aircraft and even doors and panels from these helicopters that had come under fire (see photos of actual Blackhawks below).

Despite never having worked on a helicopter project, I accepted the mission and began to look over what was essentially a piece of trench art. With some research I determined that it was a 1/18 Elite Force toy MH-60 helicopter that one might use with modern G.I Joe "*action figures*" (see photos below).

The donor had added a crude Forward Looking Infrared (FLIR) turret assembly on the nose. It appeared to have been crafted from some type of epoxy putty and had part of a marble inserted to represent the FLIR turret itself. The helicopter had been weathered a bit with silver metallic paint. Hand-painted ambulance markings had been added to the model and a 1st Calvary unit marking decal had been glued onto the nose. Besides being a little dusty, the model was in good shape with only a little handling damage to the landing gear and fuel tanks. The model's interior looked to have been modified and was complete with litter racks. This may have been installed by the donor.

References and Scope

Like most modelers with a new project, I began by scouring the internet for information on Blackhawks. I found that the ambulance aircraft in this service were most likely MH-60Q Dustoffs; aircraft specially designed to be air ambulances. There was quite a variety of antennae and external features on these Blackhawks because of on-going avionics upgrading programs. The only potentially helpful modeling accessories in this large scale were crew figures and a decal sheet for an Australian Blackhawk that included all of the maintenance panel stencils.

In order to define the scope of this project and guard my sanity, I made three key assumptions. First, I wanted to respect the donor and the fact that this was a piece of trench art. Therefore, the goal was not to attempt to make it into a competition grade model. Rather, the purpose of the project was to help museum's visitors to have a sense of what a medivac helicopter looked like overhead. Secondly, since this model was going to be "flying" about ten feet off the ground, most

small details would be unseen and unappreciated by the museum's visitors and were therefore unnecessary. Thirdly, the interior was sufficient for the purpose of the display and needed no work. Based on these three assumptions, no attempt was made to fill in all of the seam gaps on the helicopter and only the most egregious misalignment problems were addressed. Next, just those external details and markings that were large enough to be seen from afar would be added. Finally, the painted-on markings would be preserved.

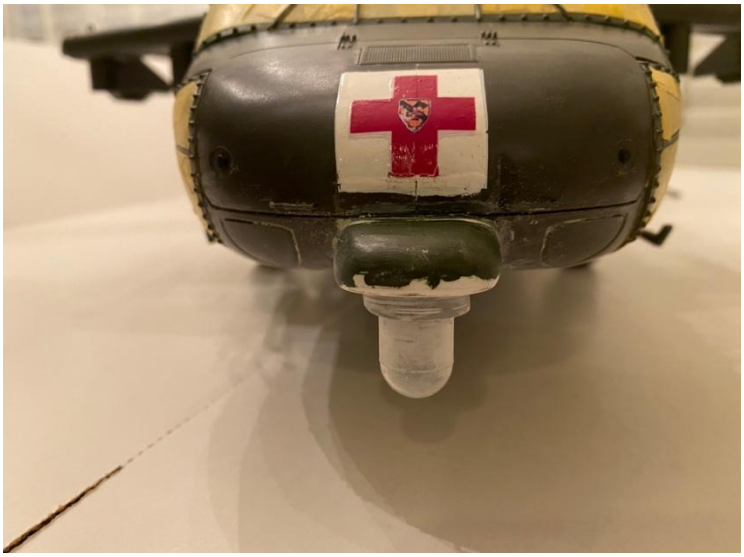
In addition to the various internet references, Richard Dann's *Walk Around: UH-60 Black Hawk* (Squadron/Signal Publications, Carrollton, TX, 1999) was quite helpful. I also had the good fortune of knowing a retired Army officer who had spent his career in helicopter aviation and commanded an Apache gunship unit in Iraq. He provided me with in-theater photos of Army helicopters and answered some key questions for me. Perhaps the most important question that he resolved had to do with the large ball-shaped windows in the side doors that the MH-60Qs originally had (see photo below). Replicating these windows in scale would have been a daunting task. As it turned out, the ball windows frequently failed in service and were soon replaced with the older style, conventional flat windows. This happy fact got me off the hook. The incumbent flat windows on the model would be both authentic and sufficient.

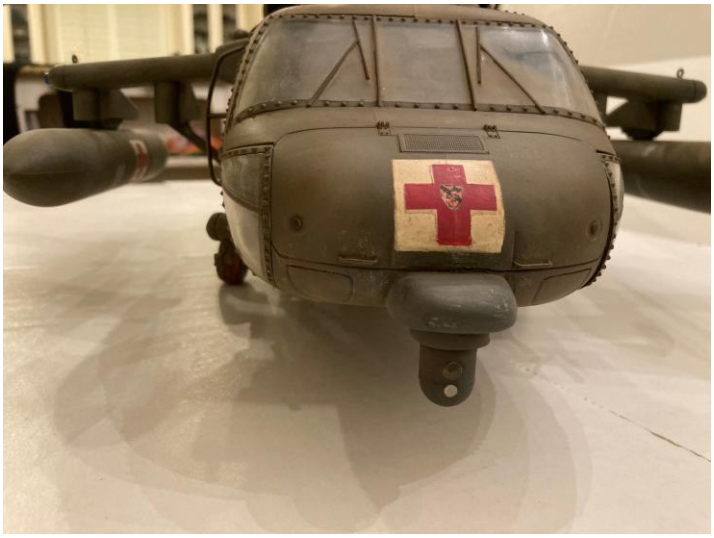
Construction

This was a very large model; bigger than anything I'd ever worked on before. The helicopter's fuselage was about 34" long and the rotor diameter was 36." Neither my regular work area nor my paint booth could accommodate it. To handle this giant, I rearranged my work room such that I could use a larger bench top area and employed a folding Workmate® as a paint stand in the garage. Stacks of thick books and a modified cardboard box served as work fixtures.

The first order of business was to wash the model and repair the damaged parts. Steel rods were implanted in the main landing gear struts to repair them and partially correct their misalignment. The vibration absorber atop the main rotor hub and the external stores arms on each side of the fuselage were loose. These were glued into place. The external fuel tanks would be glued back on prior to the weathering treatments. Three eyelet screws were installed for hanging the model from the museum's ceiling.

That misshapen FLIR turret was grossly inaccurate and something had to be done with it. The



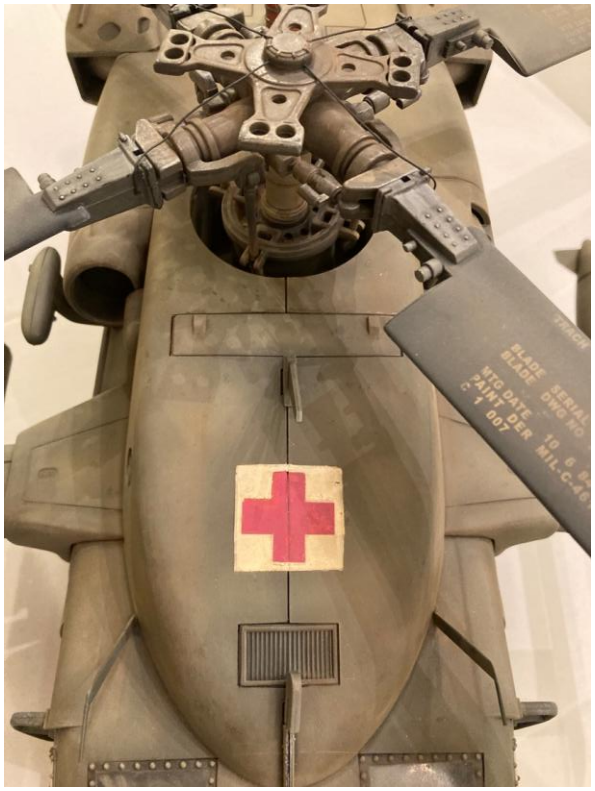


references indicated that there were multiple styles of FLIR turrets, so I approximated one that seemed achievable with what I had to work with. I removed the broken marble and filed the epoxy blob into something that could pass for a reasonable facsimile. For the turret itself, I cut down a plastic test tube that I'd once been given at a painting demonstration. With more filling, filing, and sanding, I had a passable FLIR system (see photos). The turret's lenses, discs punched from a sheet of solar film for windows, would be added at the end of the project.

With spares box items, evergreen plastic, glass beads, and wire, I scratch-built some simple-to-make external details (see photos below):

- Lift handles and pulse radar warning antennae on the nose cowling
- Brake lines for the front and tail wheels
- Pitot tubes on the forward fuselage roof
- Antenna package on the port side of the fuselage tail section
- Fuel dump tube on starboard side of fuselage
- Misc. antennae on the top and bottom of the aft fuselage
- VHF/FM antenna on the tail
- Nitrogen hoses to the main rotor blades
- Wires/hoses on the tail rotor hub.

I was not overly precise with these items given the distance from the viewer and the variability of the different antenna details on the real aircraft. This project employed the "*looks about right*" modeling philosophy. To those Blackhawk aficionados out there, please accept my apologies.



Masking, Painting, and Markings

This model was fabricated from a plastic similar to what one normally sees in modern kits and normal modeling paints adhered to it. It was molded in a dark green color and lightened Modelmaster® Helo Drab color was a close match. The original model had national markings and some stencils in addition to those markings added by the donor. I wanted to save these, so these markings as well as the windows and tires were masked. The main rotor hub was also masked and remained so until the rotor blades were attached in the late stage of the weathering process (see photo).

I did not apply a gray primer but instead began by spraying the panel lines with Tamiya NATO black. Then the fuselage received a base coat of Modelmaster ® acryl Helo Drab. Next, several coats of the lightened base color were applied. Modelmaster® dark tan, sand, and white were used for the modulations (see photos below).

The masks over the national markings and stencils on the fuselage were removed (the ambulance markings remained masked) and several shades of the lightened helo drab were clouded over the areas previously masked to blend them in. After the making was removed from the ambulance markings, a coat of Vallejo satin varnish was applied.

Per references, decals from my spares box were used to put white stripes on top of transmission coupling spine and the sides of aft fuselage. Another white stripe went on one blade of tail rotor. Decals were also applied to mark the caps on the external fuel tanks. A coat of Vallejo matt varnish then sealed the decals. The original stencils and white stripes on the model rotor blades were masked for protection. The blades were first painted NATO black and color modulated with light gray.

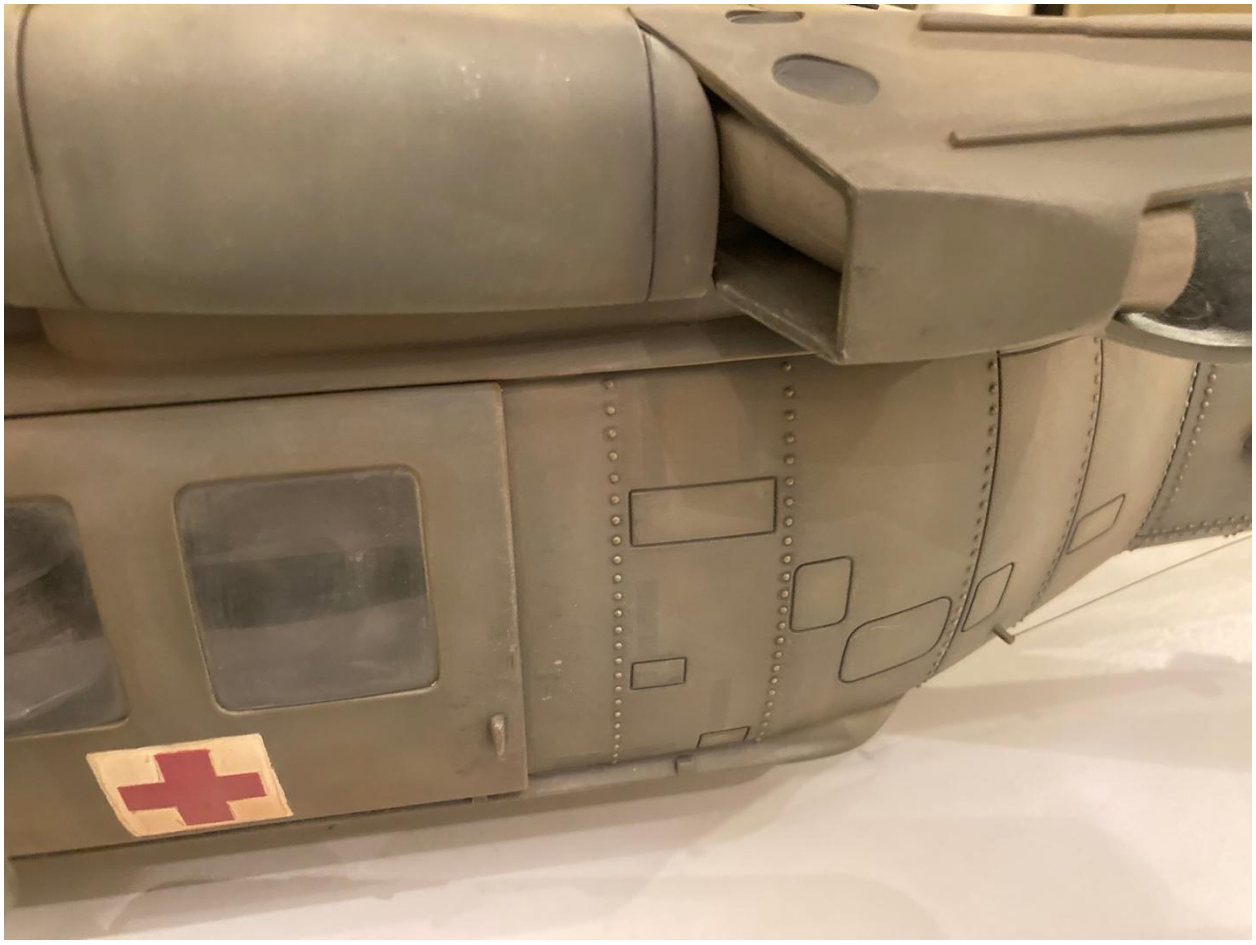
Weathering

Weathering is always a controversial modeling subject. Some like to beat up a model and really distress it, while others like to stay closer to "motor pool clean.". One also has to realize that the reference photos show machines in a wide range of service and time-in-theater. My approach with this helicopter was to mildly weather it, with not much paint loss and just normal wear and tear.

The details such as the landing gear oleos were painted next and the model was sealed with Vallejo matt varnish. Wear of the front edges of the rotors was airbrushed on with shades of light gray per references (see photo below).

The first two weathering treatments were filters of raw sienna (oil) and AK streaking grime (enamel). Next a dot matrix of several oil colors was applied to the fuselage. All of the details were then pin-washed with a mix of smoke and raw umber oil paints (see photo below). Rust colored oil washes were applied where fuel would have been spilled around the fuel caps and main fuel tank access panel. Black and Payne's gray oils were dabbed on areas where the references showed oil and hydraulic leaks. Minor chipping was done on the leading edges of the ESSS struts, tail, rudder, fuel tanks, nose, and rotors with metallic silver oil paint. The fuselage and rotors were dry-brushed

with various shades of dark tank and sand enamel paint. Metallic colors were dry-brushed over the high wear surfaces, the engine intakes, and exhaust sections. Next, artist pencils were used to pick out details and highlight edges. The masking tape over the windows and rotor hub were finally removed and the rotor blades attached. Shades of very dilute dark tan and sand paint were then clouded over the entire model. Lightened shades of the Helo Drab paint were painted on the rivets and details for highlighting. The final weathering step consisted of brushing on multiple shades of pastel chalk to portray dust and engine exhaust (see photos below). All told there were about twenty weathering treatments applied.



Summary

As the work progressed, I sent emails with photographs to the Museum Director to keep him appraised. He was very pleased with the end result (see photos below) and selected the location for where the weathered model was to be hung. Museum personnel helped me suspend the model over the exhibit with transparent fishing line (see photo below). They also modified the lighting in the museum to highlight the model. Perhaps the greatest validation came when one of the museum workers, a veteran with service in Iraq, said it looked just like the real thing.

Besides learning a little about helicopters, this project taught me some things about handling large models. When I was spray painting this big model, at times I felt like I was working in a body shop. The large scale forced me to think somewhat differently about painting techniques and how to go about weathering large surfaces. The nature of the project also freed me from trying to be as detailed as you would normally be with a contest model. It was a good adventure, and I was glad to have been able to help the museum.

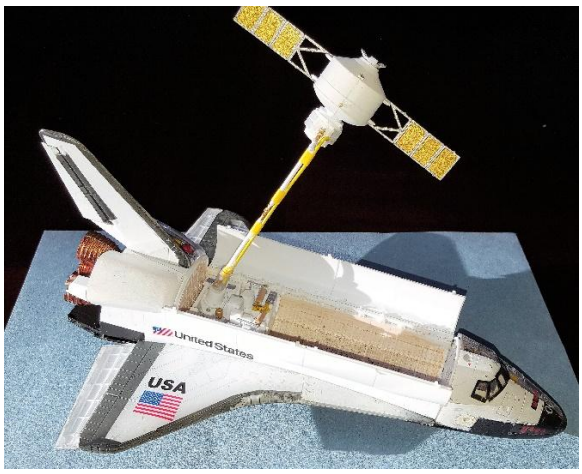
Final product on display.

<u>1/15/21</u>

Gift Your Model as a Learning Exhibit

By Michael Buckley, Alamo Squadron, San Antonio

Hard as it is to part with your handiwork, you should consider the great gesture of Gifting your model as a Learning Experience, celebrating an event or aspiration of your Children, Grandchildren, or a specific Educational institution.



Previously I gifted a Revell 1:144 scale model of the Challenger Space Shuttle to Scobee elementary school in San Antonio, named after Cmdr. Francis Scobee, one of the Astronauts lost in that tragic event. Together with my Granddaughter, then a Scobee Student, we assembled and airbrushed then gifted the space shuttle model now on permanent display in the school's Library. Yes, I know satellites were not tether launched, but for drama's sake……

Later, when my Granddaughter advanced to Stinson Middle School, named after Katherine Stinson an aviatrix who was the youngest female pilot licensed at 16 years old and first female to do an aerial loop at 21. My Granddaughter helped to assemble and especially air brush an AMT 1:48 scale brilliant red Stinson Reliant set in a Plexiglas display case with historic photos of San Antonio's own Amelia Earhart---the model now proudly residing in the School's trophy case……

Lately, I completed and gifted other models as similar learning experiences, sharing herewith two examples—Jacques Cousteau's oceanography research vessel "Calypso" and the formidable Fairchild A-10 Warthog.

Calypso

Jacques Cousteau and his oceanography vessel "Calypso" was immortalized in the 1960 TV series "The Undersea World". Cousteau is also the co-inventor of the Self-Contained Underwater Breathing Apparatus – – – SCUBA. My Granddaughter will say when asked what she wants to be when she grows up "I want to be an Oceanographer". I believe she does this in part because of

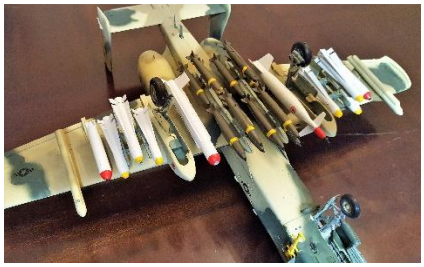
adults' reaction to that career option. On the other hand, I am taking no chances---- so the gift of the Calypso ship model is to demonstrate my continuing interest in her future.

The Revell Calypso model is quite old, as I recall having built it in high school, a date well in the Dark Ages. The re-issue has lots of flash--- yet extraordinary detail including multiple submersibles, hard and soft-hulled outboards, and an on-board shark tank, in addition to a Hughes helicopter ---- so with multiple points of interest on Oceanography it is a superb learning exhibit.

Calypso Detail ---Submersibles, Helicopter, Inflatable and hard-hulled outboards, and Shark Tank

Similarly, my son Christoper, now a resident of Raleigh North Carolina, fondly remembers the Connecticut Air National Guard that flew the A-10 Warthog. He remembers their demonstrations in Hartford and when they were called up for Desert Storm. Hence for his birthday I assembled a 1:48 Tamiya A-10 pictured herewith.

I also discovered the CT Guard 103rd Squadron patch which depicts a Pilgrim-Hatted Connecticut Yankee in midstride and looks a little silly---while the model is anything but, with a bomb load of conventional iron bombs equivalent to a B-17, including several cluster and standoff weapons---all in addition to the fierce 20 mm Rotary Cannon. I see in Aviation Week and Space Technology that next year's funding to improve and update the fleet of Warthogs has been granted, after military brass wanted to kill the A-10 program but ground pounders set up a wall of noise in support of their ugly but efficient friend.



Flying Yankees CT Air National Guard

Awesome A-10 Bomb load

The Gifting Takeaway

Recognizing it is hard to part with 30 hours or more of your Handiwork---but you just might consider Gifting ---follow a storyline for context and theme---and donate your model so others can learn.

In Search of Presenter Volunteers

As you know Alamo Squadron is resuming in-person meetings with the proper safety protocol. As you have seen from Keith's email, our meeting will take place at a new venue near Loop 1604 and US 281. That means that we have the opportunity to have demos again as part of our club meetings.

This note is an invitation for you to give a demonstration or lead a discussion of a modeling technique, a tool, research methods, painting techniques, or any other modeling-related topic you'd like to share with the club. Being hunkered down this year, there are bound to be many things the group has learned that can help the club advance its modeling skills.

If you'd be willing to present a 15-20 minute demonstration at a club meeting at one of the upcoming monthly meetings (Feb, Mar, Apr), please send a note back to me with a brief description of your topic.

Thanks for your consideration, Dana. huskercat@gmail.com

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Upcoming IPMS Region 6 Area Club Events

Provided by Dick Montgomery IPMS #14003

Please coordinate with Contacts to verify the schedule and location is accurate before finalizing plans.

Date	Title	Contact	Location	Address
February 20, 2021 **CANCELLED**	ModelFiesta 40	Mark Verdi alamosquadron@gmail.com	San Antonio Event Center	8111 Meadowleaf Drive San Antonio, TX 78227
March 6, 2021	Showdown 21	Len Woodruff sbcsystems@grandecom.net		Farmers Branch, TX
March 20, 2021	RiverCon X IPMS Region 6 Regional http://www.ipmsredrivermodelers.org/	Andrew Bloom 1952@gmail.com	LSUS University Center	One University Place Shreveport, LA 71111
May 8, 2021	ModelMania 2021	Kenneth Jackson KW.Jackson.1@hotmail.com		10505 Cash Road Stafford, TX 77477
July 24, 2021	Houston Automotive Modelers Society Model Car show and Contest https://www.ipms-hams.org/	Robert McQuown Robert.mcquown@sbcglobal.net		Spring, TX
August 18 -21, 2021	The Very Best of the West IPMS National Convention https://www.natslv2021.com/	Bob Lomassaro Director.nats2021@aol.com		Las Vegas, NV

Executive Board for IPMS Alamo Squadron San Antonio, Texas		
President:	Keith Rule	krule1148@gmail.com
Vice-President:	Dana Mathes	huskercat@gmail.com
Treasurer:	Christopher Settle	csettle99x@yahoo.com

The Newsletter of the IPMS Alamo Squadron IPMS Chapter

The San Antonio chapter of the International Plastic Modelers' Society

A registered 501c-7 organization

Team Lead for the National IPMS/USA Convention: 2023
IPMS/USA Region 6 Chapter of the Year: 2016
IPMS/USA Region 6 Newsletter of the Year: 2017
IPMS/USA Chapter of the Year: 1999 & 2005

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QR Code for the club website. Scan it with your cell phone's QR software to get to our web site!

QR Code for the club Facebook Page. Scan it with your cell phone's QR software to get to our home on FB.

IPMS–Alamo Squadron San Antonio Texas meets on the 1st Thursday evening of each month. Meetings start at 7:00 PM Central Time for general social catch-up with the business portion starting at approximately 7:15 PM. Monthly agendas usually consist of event (local and regional) updates, members promoting their "works-in-progress, a member vote for the month's model of choice, a kit of the month feature and presentation or demonstration of a modeler's technique.

Every attempt is made to communicate with chapter members any last minute changes in the meeting locale. For information on meetings, future agenda items, coming events or general IPMS Alamo Squadron please contact Keith or Dana.

*The Navigator i*s the monthly publication of IPMS–Alamo Squadron used to communicate chapter news, functions, contest information, and other events or items of interest on the local, regional, and national modeling scene. Subscriptions are $12.00 annual* as part of club membership dues and distributed electronically via email.

The views and opinions expressed in this newsletter are those of the respective authors and should not be construed as the views or opinions of either IPMS–Alamo Squadron or IPMS–USA. Article contributions, feedback and questions for the newsletter are always welcome and actively encouraged. The deadline for written submissions to *The Navigator* is the last Friday of each month prior to month of issue. Written contributions can be provided as an MS-Word or ASCII text file on floppy diskette at any meeting or as a file attachment via an email note to the editor.

Sam Casas – scasas002@satx.rr.com
Newsletter Editor