



History of Alamo Squadron

By Dick Montgomery, IPMS/USA# 14003

Index

Part 1.....	page 3
Part 2.....	page 9
Part 3.....	page 13
Part 4	page 20
Part 5.....	page 23
Part 6.....	page 25
Part 7.....	page 30
Part 8.....	page 33
Part 9.....	page 35
Part 10.....	page 38
Part 11.....	page 43
Part 12.....	page 45

History of Alamo Squadron: Part One

By Dick Montgomery, IPMS/USA# 14003

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 care-fully 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, and "Sesame Street" premieres on PBS TV. "Sesame Street" is still going strong, as is Wendy's. The one significant event for modelers in San Antonio did not make the National List of Important Events: A group of modelers created the "San Antonio Modeler's Society", known as SAMS. 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.

The SAMS Directory

Mark Anderson, Bob Angel, Jr. (Bob, although inactive since 2001, remains a member of Alamo Squadron having received 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, and Leo Ziegler (Bob Angel, with some assistance by Dick Montgomery, managed Leo's "model estate").

SAMS Modelist: Vol 1, Number 1, Nov 1969

The official title of the club was, "San Antonio Modeler's Society" and its publication (i.e., newsletter) was officially given 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 current club leadership, which are now scanned and preserved in digital fashion, and are linked to these pages. 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 news-let-ter 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.

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.

SAMS Modelist: Vol 1, Number 2, 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 individuals 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 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 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.

SAMS Modelist: Vol 1, Number 3, Mar-Apr 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 overage, is a small advertisement for Dibbles in the form of an ink stamp image of the return address stamp that Dibbles placed on out-going mail.

On page 1, the President and Editor are listed, as well as the "Artist"; those being Phil Friddell, Gregory Ripps, and James Wogstad, respectively. 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 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 Friddell’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 model-ers 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 re-viewing 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.

History of Alamo Squadron: Part Two

By Dick Montgomery, IPMS/USA# 14003

The previous installment in the "History of Alamo Squadron" covered a number of stories and articles in the San Antonio Modelers Society publication known as "The Modelist". The time frame covered was from November of 1969 thru April of 1970. This article begins in May/June of 1970 and will trace the content of the Modelist through the end of that year.

It is important to remember that "The Modelist" was not, in fact, the club newsletter for the San Antonio Modeler's Society, but was a stand-alone publication. The articles featured a scholarly approach to their subject, complete with documentation and original artwork. The internal issues that most clubs experience was sometimes alluded to, but not covered in depth in "The Modelist". One can get a sense of these issues through editorial comments in "The Modelist", but, at best, we get only a sketch and not a portrait.

SAMS Modelist: Vol 1, No 4, May-Jun 1970

That having been said, the May-June 1970 issue, Volume I, Number 4, begins with a message from the club President, Phil Friddell. In this column, Phil expressed his appreciation for the "vote of confidence" that, apparently, returned the existing officers to a repeat term. In his column, Phil invited members to take no-tice of the "Wants and Disposals" column in "The Modelist". Gregg Ripps continued his role as the editor of the publication, and he apologized for the failure of "The Modelist" to meet its deadline for publication. More interesting is the explanation provided by the editor regarding some artwork in the newsletter that includes a rendition of some P-47 nose art that features a nude female figure. The editor points out that, as Ripps said, "it is the policy of "The Modelist"...., to publish any material of reasonable quality and of reasonable interest to plastic modelers." Ripps concluded by stating that, "in as much as "The Modelist" is a club publication, it is primarily the responsibility of the members to judge the material they submit."

The first article in this edition features the Nakajima Type 90 Fighter, written by Don Morgan, accompanied by some artwork by Jim Wogstad, who is credit-ed in the newsletter as the "Artist" for "The Modelist". Morgan's article is interesting because it is based on the use of a fuselage from a P6E and an F4B-4 wing. Of course, with the passage of some time, modelers do not need to convert or scratch-build a Type 90. The Fine Molds Type 90 will fill the bill. An article by Bob Angel was included in this issue, and the article title was almost the same length as the article itself. In his article "Daddy, Did You See Any Red Messerschmitts In the War" or "A Languid Look

at the Polystyrene Past”, Bob shared some memories of kits long gone. Bob speaks of some rather colorful kits, molded in yellow or red, as well as other kits which provided raised lines showing the location at which national markings and aircraft ID numbers were to be placed. On a personal level, I remember constructing kits that were very colorful, and as my interest and “skill” level increased, moved to 1/48th Monogram kits, a scale which, to this day, I prefer over any other. But these colorful kits were served as the “gateway” kit for many a young modeler.

Greg Ripps provided part III of his series, “The Effect of the Airplane On World War I”. This article concludes with the acknowledgment that control of the air was, at the end of World War I, a contributing factor in the victory of the Allied forces. An interesting feature of this article is the bibliography used as “source material”. The most recent source provided was a publication from 1966 and was a publication authored by Billy Mitchell.

There are other articles in this issue, and just to be inclusive a list is presented here:

1. "Weathering Techniques For Model Aircraft" by Al Orvedahl.
2. "Eleventh-Hour Peggy, Japan’s Best Medium" by Bob Angel
3. "A Review: The Monogram Pz.KPFW. IV/H and Flakpanzer IV, 2cm Whirlwind" by Vance Holiday
4. Other features include a Membership application form for IPMS. (Note that SAMS took great pains to show that the club was affiliated with IPMS and was a great supporter of IPMS)
5. SAMS Trading Post: with a short list of items wanted by various members, and an advertisement listing Dibbles Hobby Shop as the “Best in the South” with an acknowledgement that Dibbles was a strong supporter of IPMS.

True to form, established in earlier months in SAMS history, both Friddell and Ripps show leadership by encouraging the membership to step forward, to offer contributions to “The Modeler”. And there is a group of members who answer that call by submitting articles and artwork to “The Modeler”.

SAMS Modelist: Vol 1, No 5, Jul-Aug 1970

The July-August, 1970 version of “The Modelist” follows the same format as previous editions. The first page featured a President’s Column and an Editorial statement. The President’s column reveals a problem that many clubs face. Meetings, and the club, can be dominated by a person, or small core of persons, or, on the other end of the spectrum, it could be that the vast majority of the club membership is very content to depend upon one or a small group to lead the club, and do not offer input on business issues or on pro-gram content during the meeting. In some cases,

the club leadership does not wish to share meeting time with anyone, and the club and meeting time are used for self-gratification. In some cases, the membership does not feel comfortable in sharing their work, or expressing their opinion, having seen others treated poorly by the leadership. In the case of SAMS, the President invited and encouraged the "silent membership" to step forward, and the invitation was genuine. A good leader knows that clubs become stronger when the membership is positively involved in club activities. It becomes clear, when one considers the current atmosphere in Alamo Squadron, in which club members are encouraged to participate in several ways. The Model Summit Program, the Bachelor Build Night, the emphasis on demonstrations presented by members, the encouragement to make contributions to the Navigator, and, of course, the annual request for members to take staff positions at ModelFiesta along with the open invitation to all members to attend Model-Fiesta Staff meetings are all signs of a healthy club.

It is significant that the Editor's comments in this issue of "The Modelist" also invite and encourage members to contributions to "The Modelist". The editor states that he can "edit" the contributions, and, after all, that's his job.

The bulk of this issue contains the type of useful article that the editor was calling for, and even with to-day's higher quality of available kits, the content is still interesting and useful.

The remainder of this "Modelist" is given over to:

1. "The Republic F-84" by Don Morgan
2. "The Douglas Dauntless" by Bob Angel
3. "Showcase and Review" by Mike Salyers – In this article the author addresses an incident in the club's "Super Contest". Salyers states that a contestant challenged the judging ability of one of the judges. The contestant in question was chastised for doing so, apparently it was a rather confrontational discussion between the judge and the contestant.
4. Two paragraphs about local hobby shops, one for Dibbles Hobbies and another for "Hobbyland" which was located on McCullough Ave.
5. A kit review of the Airfix C-130K, author not identified
6. A review of the Monogram Pz.Kpfw. IV/H in Vance Holliday repeating column named, "The Armory"
7. "The Ju-87 Stuka" by Phil Friddell
8. "The Frog [Models] Ju-87G" by Frank Emmett
9. "Simulating Aluminum Aircraft Finishes" by Bob Angel
10. "Converting Monogram's B-52 to the Curtiss Wright CW-21B" by Jack Keefe
11. "The Modeler and the Club: A Critical Analysis" by Greg Ripps

This last article is consistent with the content of Ripps' "Editor's Column" and President Friddell's column. One of the suggestions that Ripps makes in this article is that members should be allowed to "review" their model before other members are called upon or invited to do so. It's interesting to think about one of the standard items on the agenda at Alamo Squadron meetings in which members who bring models for display do just this thing. It's called the W.I.P., or Work in Progress, and members are invited to take a minute to describe their challenges, failure and successes they are experiencing with a model that is under construction. I think Ripps would be pleased with the W.I.P. program.

SAMS Modelist: Vol 1, No 6, Sep-Oct 1970

The September-October issue of "The Modelist" lists the President as Phil Friddell, the Editor as Gregory Ripps and contributors as Robert "Bob" Angel, Frank Emmett, Phil Friddell, Vance Holliday, and Don Morgan. This is notable in that these individuals appear as Officers, Staff, or Contributors in every "The Modelist" that is in the archive. It appears that, as elected officials, and as contributors, these gents put forward an effort requiring time, talent, and treasure. And, as we have seen in previous editions, the general membership was encouraged to join them by contributing material for "The Modelist". It appears that, up to this time, few members heeded the call.

Again, the signs of a club which is beginning to face some serious issues, are present. Calls for the membership to participate in club activities seems to be going unheeded. For us, back in the Present, there are a number of lessons to be drawn, and two of those lessons stand out. First, consider the "why" that motivates people to join a modeling club, and secondly, consider whether the club is offering those activities that would interest those members, or prospective members. There are other significant issues as well, but for now, we see a club that is travelling through a troubled patch.

In the next installment, we will see the end of SAMS, but the seeds of Alamo Squadron will be sown as well.

History of Alamo Squadron: Part Three

By Dick Montgomery, IPMS/USA# 14003

In previous articles in this journey through the history of Alamo Squadron, we focused on the first few years of the San Antonio Modelers Society, better known as SAMS. We saw SAMS organized as the 1st plastic modeling club in San Antonio, and we saw that SAMS had an official publication known as "The Modelist". That publication was not a newsletter but was actually a "modeling magazine" with kit reviews, articles featuring a variety of modeling subjects, and accompanied by illustrations and artwork. It is not an exaggeration to say that "The Modelist" was a scholarly publication for serious modelers.

We have also seen that SAMS began to experience problems which would be familiar to many modeling clubs. There was an established core of contributors to "The Modelist", and for the duration of the publication of "The Modelist", contributions were submitted by the same handful of individuals. We also have seen that leadership of the club, itself, was held by the same group of individuals through the history of the club. This cadre of leaders often invited the membership to contribute and participate, but it appears that those invitations did not achieve their goal.

In this article, we will continue to trace the history of SAMS, and, as you have already seen in other articles about SAMS, it ends with a rather quiet shrug of the shoulders.

SAMS Modelist: Vol 2, No 1, Jan-Feb 1971

We pick up our research in January 1971 with Vol 2 Nbr 1 "1971-01-02-Jan-Feb 1971 issue. The President of SAMS was Phil Friddell and the editor of The Modelist was Greg Ripps. Contributing writers for the January issue were Bob Angel, Frank Emmett, Phil Friddell, Vance Holliday and Don Morgan. As with issues from the previous year the Editor's column shows some exasperation with the membership for not submitting any content, and as the editor said, "not even a want or disposal advertisement? Oh, come on!"

The content of this issue includes:

1. The Blow Torch (a repeating column written by Frank Emmett) entitled, "Lockheed's First Jet: The F-80 (Part II)"
2. "Defiant" by Bob Angel
3. "The Hawker Audax" by Don Morgan

4. "The Old(!) Products Corner by Phil Friddell
5. "The Heinkel He-51 Series" by Don Morgan
6. "Junk for Tanks" by Vance Holliday
7. "The Hawker Typhoon" by Phil Friddell
8. "The Messerschmitt Bf-109B" by Don Morgan
9. "Armor Review" by Vance Holliday in which he reviews a number of armor kits
10. Lastly, the editor provided a list of articles, contained in the first six issues of "The Modelist".

It is important to remember that articles in "The Modelist" often ended with an impressive bibliography. Much effort was made to make "The Modelist" a professional publication and that effort is clearly visible.

SAMS Modelist: Vol 2, No 2, Mar-Apr 1971

The President of SAMS is identified in this issue as Jerry Mohr. Greg Ripps is identified as the Editor, while Bob Angel and Phil Friddell are listed as Contributing Editors. The publication artist is James Wogstad and contributors to this issue are Vance Holliday and Don Morgan.

This issue is of interest for a number of reasons, being that it represents a major change for SAMS. First and foremost, Phil Friddell announced that it was time for him to step away as the President of SAMS. Phil provided a little historical background in his column. He states that he served as the club Secretary for a year and then as President for two years. Since this newsletter is dated as Mar-Apr of 1971, that would indicate that Phil had served as Secretary for SAMS in its inaugural year and then as President. It is in this same column that Phil credits Frank Emmett as the Founder of SAMS. Phil also credited several other members for their positive contributions to SAMS. These members, identified by Phil, were Bob Angel, Greg Ripps, John De La Garza, Mike Salyers, as well as Mr. and Mrs. Ray Johnson, who owned Dibbles Hobby Shop.

Phil also indicated that there were a number of reasons for what he called his "abdication". Phil stated that, perhaps, his "individualism", as he labeled it, was making things difficult for the club. Phil noted that his shoulder-length hair was off-putting to the military personnel with which the club interacted from time to time. (Remember, this was 1970-1971!). More significantly, Phil stated that due to his leadership role in SAMS during its early days, his fingerprint, as it were, covered the "policies and statutes" and that it was "time for a change".

Phil's column was immediately followed by a column contributed by the new President, a gentleman named Jerry Mohr. Jerry's "inaugural speech" provided some

detail about his modeling background followed by a call to members to attend meetings and to volunteer their time, to get involved in club projects, and to feel free to “speak up”.

On a personal note, one of my “Ten Commandments for Club Leaders” may have originated with Phil. That Commandment is “No Club Member shall hold an office for more than a few years.” I agree with Phil’s philosophy that a change in leadership prevents stagnation and can set the stage for club growth. Another personal connection to this issue is that, in the distant future from the “present” in which this issue of the Modelist (that “present” being 1971) some 37 years later, I was called upon by Jerry’s widow to dispose of the remaining items in his model stash. His stash filled a 10x12 storage room in a Self-Storage facility. After a few round trips and after inventorying the stash, a number of Alamo Squadron members bought some of the items, and to my knowledge, still have them. The disposal of Jerry’s modeling estate took place in the first few months of 2008 although his passing took place some years prior.

The remainder of this issue featured the following articles: “The Do-217” by Bob Angel, “The PZL P-24” by Don Morgan, “The Airmodel Conversion Kit” by Phil Friddell, “New Kit Reviews” by Phil Friddell, “Crusader I” by Vance Holliday, “The Sopwith Pup” by Greg Ripps, “Oldies But Goodies—Reviews of Older Kits Worth Building” by Bob Angel, “The Curtiss Hawk F6C-4” by Don Morgan, “Flares and Tracers” by the Editors (A catch-all column containing general comments)

SAMS Modelist: Vol 2, No 3, May-Jun 1971

This issue was the first in which the publication title included the club name, that being abbreviated as “SAMS”. It appears that the name-change for the publication had not yet reached into all areas of the document. The cover of this issue used “The SAMS Modelist” and yet, the mast head on page 1 referred to the publication in the “traditional” verbiage, using “The Modelist. We will make short order of this issue since there is little information about SAMS within.

The President is Jerry Mohr, the Editor is Greg Ripps, the artist is James Wogstad and contributing editors are Bob Angel and Philip Friddell. Contributors to this issue are Vance Holliday, Michael McMurtrey, Jerry Mohr, and Don Morgan. While McMurtrey is a new name in the list of contributors, it is noted that while Friddell had stepped away from the Presidency, he continued to make contributions to the publication. By the way, as of this writing, Mike McMurtrey has long been a resident of the Dallas area and still involved in modeling.

A quick listing of the contents will be sufficient for this issue, and that content is:

1. "The Ultimate in One-Up-Manship: The Rareplane" by Phil Friddell
2. "Israeli Armor: The Six Day War (Part 1)" by Vance Holliday
3. "The Westland Wallace, Mk. I" by Don Morgan
4. "A Catalogue of Decals for Marking the Luftwaffe" by Jerry Mohr
5. "An Odd Couple from Westland" by Bob Angel
6. "Cerro-Safe: A Tricycle Blessing" by Phil Friddell
7. "New Kits Review" by Phil Friddell
8. "The Wind Tunnel" by Mike McMurtrey
9. "New Armor Kits" by Vance Holliday
10. "The Old Kits Review" by Phil Friddell

SAMS Modelist: Vol 2, No 4, Jul-Aug 1971

In Vol 2 Nbr 4 issue of "The SAMS Modelist", we see some cracks in the SAMS foundation. Editor Greg Ripps offers an explanation as to the quality of the publication by stating that the grade of paper used to print the issue was not sufficient to allow printing on both sides of the paper while preventing "bleed-through" of the text. To the reader, it was, most likely, overlooked, but to Mr. Ripps, who made every effort to maintain the quality of the publication, it was a disappointment.

In his "President's Column", Jerry Mohr picks up on the nature of the changes that impacted "The SAMS Modelist". Mohr explained that the staff was unexpectedly impacted by the departure of "a few of the major contributors and staff" of the publication. No names were listed; however it was noted that the names of some regular contributors to "The Modelist" were not present in this issue. Three names stood out as missing, those being James Wogstad, who had been listed repeatedly as "Artist", Frank Emmett, and Phil Friddell. President Mohr's column went on to state that "a few of the major contributors and staff "had moved on to a private venture." It should be recognized that those who have provided their time, treasure, and talent to the publication of "The Modelist" had a major role to play in making "The Modelist" a high-quality publication. Because the names were not listed as contributors to this particular issue of "The Modelist" does not confirm that it was Wogstad and Emmett (and others) who departed for greener pastures.

The contents of this issue are shown in the Table of Contents as:

1. "Israeli Armor: The Six-Day War (Part II)" by Vance Holliday
2. "The Mitsubishi 1MD1" by Don Morgan
3. "Random Notes with a French Accent" by Bob Angel
4. "Flares and Tracers"- a column for random thoughts

SAMS Modelist: Vol 2, No 5 and 6, Sep-Dec 1971

This issue (Sept-Dec-1971) begins with what is believed to be an error. Phil Friddell, who had “abdicated” as President in the March-April issue of “The Modelist” is listed as President once again. There is no mention of President Jerry Mohr stepping down, or of an intervening election returning Friddell to office, so it is assumed that he was mistakenly listed as the President in this issue. Further, there is no “President’s Column” in this issue, by either Friddell or Mohr.

The Editor, Greg Ripps, posted an Editor’s Column in which he submitted his resignation as Editor of “The Modelist”. In his column he included wording that indicated that he had been assured that “The Modelist” would continue to be published, and the assumption is that the regular contributors would step up to make sure the publications would continue to be printed.

The articles in this issue are listed as:

1. “The 1/72 Bubbletop ‘Jug-Improved’” by Jim Dungan
2. “The Stopgap Mureaux” by Bob Angel
3. “The Bristol Fighter” by Dan Waelti
4. “Some Thoughts on a P-35” by Don Morgan
5. “IPMS Publication Survey” by Hugh R. Muir
6. “Notes on the Barracuda” by Bob Angel

The Vol 2 Nbrs 5 & 6 Sept – Dec 1971 issue of “The Modelist” is the last issue that is on file in the section of the Alamo Squadron archive that stores information about SAMS. Between this issue, dated Sept-Dec 1971, and the end of SAMS as described by Bob Angel in the following paragraphs, it is assumed that either the production of “The Modelist” ended, or that no copies of the publications have been recovered for the Alamo Squadron archives.

The End of SAMS

Printed in a previous issue of [the current club newsletter] the “Navigator” Bob Angel described the end of SAMS in this manner: “By the early 70’s we had use of the NCO club for club meetings, largely due to Tom Ward’s efforts. A “Super Contest” was scheduled there in July 1974 and I was in charge of planning and trophies. When the morning arrived very few members were arriving. We had awards and judges in place and very little was happening. Finally, we had to get started, the judges were finished very quickly, and as it turned out, we had more trophies available than the total number of models! Every model got a trophy and the leftover ones were given to each judge as a token of appreciation. Well, there were some unhappy contestants and there were others who didn’t seem the least bit bothered. It seemed the club had run its course due to an overall lack of interest.” Bob Angel continues, “The final SAMS meeting was circa August 1974. The treasury (always in

cash) had been nearly depleted by the lousy [turnout at the] contest. It was announced that at this final meeting the cash would be divided up evenly, and the club library (a box of books that the poor librarian had to lug to each meeting) would also be parceled out."

Dick Montgomery adds: "Thus was the end of SAMS. In some cases, this meeting was the last time I saw some of the SAMS members. Some of these gentlemen, I would see at Dibbles or Dick's Hobby Shop. (Dick's Hobby Shop was on Austin Highway in a mini-mall that was called Terrell Plaza-no relation to me.). Some would continue to meet informally and would eventually form Alamo Squadron, but that is a story for the next installment.)"

Bob Angel became a leader in Alamo Squadron and remained active in the club until around 2001 when he retired from active participation. Bob has contributed a massive amount of documentation that forms the backbone of the SAMS and Alamo Squadron archive. Bob is a regular attendee at ModelFiesta, running a vendor table. From time-to-time Dick Montgomery has seen Phil Friddell, Lee Bracken, and Alan Larrumbide. Alan and Bob shared some vendor space at ModelFiesta 37/Region 6 Convention in February of 2018. It's been a few years, but he ran into Phil and Lee Bracken at [San Antonio's] Hill Country Hobby. These gentlemen contributed to the success of SAMS and some continued their membership in "organized modeling" in San Antonio by joining Alamo Squadron. Other SAMS members have passed away, such as Frank Garcia, and Leo Zeigler, who were there during the SAMS days and early in the history of Alamo Squadron. It's hard to say that some other SAMS members won't walk through the doors at ModelFiesta in the future, and when they do, they are encouraged to let their presence be known to the Contest Registrars or the General Admission staff. It would be a great opportunity to take a few pictures and to greet them, once again, after so many years have gone by.

This historical coverage of SAMS will end with a list of persons who were noted as "Dues Paid" members either in notes taken by Phil Friddell, or by a listing in various issues of "The Modelist". Clearly, in the case of some notable members (names marked with as asterisk) their membership began on an earlier date, but no records, showing a specific join date, exist in the archive. The date of membership shown below is, therefore, the earliest date for which there is a written record in the archive files.

- Anderson, Mark, Feb 19, 1969
- Angel, Bob, Nov, 1969
- Bishop, Knox, Feb 19, 1969
- Brower, Tommy, Nov, 1969
- Burns, Fred, March 5, 1969

- DeLaGarza, John, Feb 19, 1969
- Emmett, Jr., Frank*, March 5, 1969 (Founder of SAMS according to Phil Friddell)
- England, Leslie, Nov, 1969
- Ennis, Jim, Feb 19, 1969
- Easenmacher, Sterling, Nov, 1969
- Friddell, Phil*, Feb 19, 1969
- Garcia, Frank, Feb 19, 1969
- Gaunt, Bill, March 5, 1969
- Holliday, Vance*, Nov, 1969
- Jasso, James, March 5, 1969
- Lucas, Jack, March 5, 1969
- McClenden, Bob, Sept, 1971
- Mendoza, Fernando, Nov, 1969
- Montgomery, Dick, Feb 19, 1969
- Mohr, Jerry, Nov, 1969
- Morgan, Don*, Sept, 1971
- Murphey, Griffen, March 5, 1969
- Overdahl, Alfred, Nov, 1969
- Ott, David, Nov, 1969
- Potts, Dana, Sept, 1971
- Reagan, David, Feb 19, 1969
- Reif, Mike, March 5, 1969
- Ripps, Greg*, Feb 19, 1969
- Salyers, Mike*, Sept, 1971
- Shirley, Dean, Nov, 1969
- Stranford, Halbert, Feb 19, 1969
- Sullivan, Charles, Sept, 1971
- Tait, Ricard, Nov, 1969
- Tingle, Myron, Feb 19, 1969
- Todd, Bill, Nov, 1969
- Waelti, Dan, Nov, 1969
- Wogstad, Jim*, Sept, 1971
- Ziegler, Leo, March 5, 1969

History of Alamo Squadron: Part Four

By Dick Montgomery, IPMS/USA# 14003

In previous articles the rise and decline of SAMS (San Antonio Modelers Society) was documented. SAMS was dissolved by its remaining members in August, 1974 after having been an impressive club populated by dedicated modelers and knowledgeable leaders. At some point in 1973-1974 the club began to fail meeting the interests and needs of the membership, and the membership failed to rise to the occasion, leaving the club with no clear path forward. Club assets, as prescribed in the SAMS documentation, were distributed to the membership in an equitable fashion. The lights were turned off and the door was closed.

For the next three years some former SAMS members continued to communicate with one another, with occasional visits with other modelers, and continued to pursue their individual and mutual interests in modeling. In that same time period, IPMS-USA entered its teen-age years and some of the former SAMS members continued to participate in "organized" modeling via their membership in IPMS.

By 1977 the environment for the establishment of a new modeling club in San Antonio began to develop. A handful of former SAMS members, and other modelers who had come on the scene, outside of the SAMS experience, began to feel that it was the right time to test the waters, to discuss the possibility of organizing a new and different modeling club. The groundwork was laid for a meeting to be held, with the goal of establishing a modeling organization, and on November 11, 1977, those present at this "congress" laid out the basic structure and philosophy of this new organization.

One of the primary features of this new club was that it would be laid out following the guidelines of IPMS-USA. This decision, above all other decisions about the nature of the club, has never changed. The club was born an IPMS chapter and has continued to enjoy the benefits of IPMS affiliation since that time. No records have been found and archived for these early years of the club, specifically from November of 1977 through 1979, but some information has been found in a publication that was published by some club members and through discussions and interviews with some of those members who remain in San Antonio after all these years (41 years at the time of this writing).

The first question that most readers would ask is, "When did the club adopt the name, Alamo Squadron?" The answer is, unfortunately, rather vague. The name, "Alamo Squadron" seems to have been adopted by the club between November 1977 and 1979, at which time documentation bears that specific title. Credit for suggesting the title cannot be granted to any specific person as memory fails and

documentation (at least at this time) does not exist. However, when pressed, my first reaction would be to credit any of three of the Founders, those persons being Bob Angle, Ros Creed, and Mike Derderian. But again, this is no more than a vague notion that it was one of these three gents.

Records indicate that there were no officers selected, nor was there a regular meeting site at the time of the initial meeting. Meetings were held at the homes of various members through 1977 and through all or most of 1978. By 1979, the club held regularly scheduled meetings at the Party Room at the London House Apartments. And at some point, in 1978 Roscoe Creed was elected as the President of Alamo Squadron. If memory serves, he became the first President of Alamo Squadron early in 1978 (the club was not formed until November of 1977) and Roscoe remained in that office until August of 1980. No other officers have been identified although I would be surprised to find that there were not others, or at least a Vice-President. In 1981 Tom Ward succeeded Roscoe as the club's President and remained in that office for one year. Once again, no other officers can be identified in the rather thin collection of publications or paperwork that is currently included in the club archive.

Aircraft in Miniature

A major activity in the club that took place in these first, early years was the publication of "Aircraft in Miniature", AIM, for short. As with the SAMS publication, AIM was identified, not as an Alamo Squadron publication, but as a stand-alone publication dealing with aviation subjects and history. AIM also served as a place to discuss new modeling techniques, and other "how to" articles. AIM had an impressive staff and from 1978 to 1980 Lee Bracken served as the editor, Bob Angel managed the layout, while Frank Garcia administered production of each edition. It is also obvious from the title of the publication that the central theme and focus of the articles would be on aircraft. In fact, the club, at this time was, more or less, an aircraft club, and even more significantly, rather focused on 1/72nd aircraft. Of course, that focus, as well as the interest of the members in that particular scale could be attributed to the fact that 1/72nd scale aircraft tended to dominate the modeling scene. While there were those who dipped their hands into scales other than 1/72nd, and into subject matter other than aircraft, the club could, at this time, be characterized as a 1/72nd scale Aircraft group.

A quick look at the contents of a pair of "AIM" publications followed by some excerpts from a club newsletter will provide a sense of the personality of Alamo Squadron in these early years. It is clear from the AIM publications that the "scale of interest" was 1/72nd, and the subject matter of interest was aircraft...and the excerpts from the June, 1981 club newsletter are interesting as well. These excerpts

are interesting in that they show that there was an interest in a scheduled, advertised program at the monthly meetings. The Door Prize item and the results of the monthly contest indicate that 1/72nd was the preferred scale and that the subject matter favored aircraft models.

AIM - Volume 1, No. 1 Spring 1979

1. "The Spares Box- Kit Review" by Bob Angel
2. "The F-89 Scorpion" by Lee Bracken
3. "The Dauntless Revisited" by Bob Angel

AIM - Volume 1, No. 2 Summer 1979

1. "Hawaiian Air Nat. Guard Markings" by Lee Bracken
2. "The Spares Box- Kit Review" by Bob Angel
3. "The F3H Demon" by Lee Bracken
4. "Late War Irvings" by Bob Angel
5. "AT-6 Texans at Luke" by Bob Angel

From the club newsletter, June 21, 1981:

"The program: Capt. Frank Emmett says if there's any way possible, he'll have a good Air Force film for us. In June Col. Dennis Smith -- a C-130 pilot in Vietnam -- showed slides he took while on tour there. Good show!"

"Door prizes: At the June meeting, Lee Bracken won a 1/72 Twin Mustang. Something nice again this time."

"Monthly contest: "Well, why not?" June winners: First, Bob Angel, 1/72 FW 190-A; second, Tom Ward, 1/76 Bofors 40 mm AA gun; third, Denny Smith, 1/72 Vought F-8."

And finally, from the newsletter, there is a preview of an activity that has come to personify Alamo Squadron, that being the hosting of an annual model contest. Here's that excerpt from the newsletter: "Alamo Squadron Super Contest still doesn't have a home." This excerpt is clearly an indication that the club, in June of '81, was entertaining the idea of a large "super" contest, but that is a story for the next article in this "History of Alamo Squadron".

Hisotry of Alamo Squadron: Part Five

By Dick Montgomery, IPMS/USA# 14003

The previous chapter desribed the founding of Alamo Squadron, and four basic points became evident about Alamo Squadron. The first point was how the club became known as Alamo Squadron. There was a typo in that discussion. Credit for selecting that name, in my opinion still rests with Bob Angel, Ros Creed, and Mike Derderian.

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

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

The 4th basic point in the previous article was a short and succinct message in a club newsletter regarding the effort to find a facility in which a "Supercon" could be held. Club members were, by 1981, attempting to organize a model contest along the lines of other modeling clubs in the Central and South Texas area. And that is where we will begin this 2nd article in this series of articles about the history of Alamo Squadron.

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

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

1. Nov 11, 1979 – The membership selects the club name to be “IPMS Alamo Squadron”
2. 1978-1979 – Roscoe Creed serves as President. No other officers are identified. Ros held at position until August of 1980.
3. A publication labeled as Aircraft In Miniature began to be published on a somewhat regular basis. AIM resembled the previously described “Modelist”, the publication produced by members of the SAMS club, the predecessor to Alamo Squadron.
4. AIM Staff included Lee Bracken as the editor, Bob Angel in charge of layout, and Frank Garcia in charge of production.

Although documentation regarding the identity of officers and having a constitution are not in the archive, the best guess is that Roscoe Creed served as the President in that first year of existence, 1977-1978. As for a founding document, there is no mention of a constitution in the archives at this early date. Various members volunteered to host club meetings in their homes. At some point in 1979, the club found a site to use for the monthly meetings, that site being the London House Apartments Party Room. At some point in 1980, the club moved its meetings to another apartment property, called “The Bluffs”. In 1981, the club once again relocated to Fatso’s BBQ on Culebra Road, just outside of Loop 410. The club met at Fatso’s until 1984.

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

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

We know that the club was successful in the development of an annual contest as shown by the record-setting entry numbers from the 2018 event, ModelFiesta 37 with over 800 entries. That number represents the largest number of entries in any contest in the IPMS Region 6 area, excluding the Oklahoma City and the Dallas IPMS National Conventions.

Hisotry of Alamo Squadron: Part Six

By Dick Montgomery, IPMS/USA# 14003

By the end of 1984 Alamo Squadron had reached two goals established by the leadership in previous years. The club fully supported the publication of "Aircraft In Miniature", and had held 3 successful annual contests, putting ModelFiesta on the map. Officers were serving the club well and members were supporting club activities. Meetings were held on a regular basis, programs on modeling techniques were being presented, and various members volunteered to speak about aircraft or modeling-related topics. Unfortunately, the archive is thin for the period of 1981 through May of 1986. The documentation that exists does, however, offer an interesting view of the club during these years.

By 1986 five different individuals had served as President of Alamo Squadron. The position of Event Director for ModelFiesta changed hands as well. "Aircraft In Miniature" was identified, not as a stand-alone publication as had been the case earlier in club history but was described as an "Alamo Squadron Magazine". Unfortunately, the last issue of AIM in the archive is the Volume 6, 1985-1986 issue. It is unknown if AIM continued to be published after this date. Perhaps a reader can clarify this question or, better yet, contact Alamo Squadron and provide any issues of AIM dated 1983, 1984, 1985, and 1986, or later. We will review those who served as officers up to 1985-1986, ModelFiestas 4 & 5, and Alamo Squadron's first IPMS Region Six convention.

Social organizations such as modeling clubs benefit greatly from leadership who possess the requisite skills. In the early days of Alamo Squadron there is no doubt that such leadership was provided to Alamo Squadron and a number of members were willing to serve as officers and leaders.

From November 1977 to September 1982, Roscoe Creed served as the President of Alamo Squadron. To be clear, the available documentation does not indicate that Creed, or anyone else for that matter, served as the President of the club in its first year, but there are clues in the archives that indicate he was indeed the first President. Documentation for the span from 1978 to September 1981, shows Roscoe served as the President. The archive does not, however, indicate who held other leadership positions. There is no information regarding the offices of Vice President and Secretary/Treasurer. In September 1981 Tom Ward was elected as the President and served in that office for a single term. In September 1982 to September 1984 Mike Derderian served the two terms in the President, followed by Bob Mills serving as President from August 1984 to September 1985. In 1985, Bob Rodriguez was elected as President. The only other officer identified during the

period 1977 to September 1986 is Bob Mills. As mentioned above, Bob served as Vice President in 1983-1984, and then as President during 1984-1985.

"Aircraft In Miniature" had three staff positions. Those positions were Editor, Layout, and Production. From 1978 to 1983 the same three members served on the staff. Lee Bracken was the Editor, Bob Angel managed "layout", and Frank Garcia managed "production". In 1984 Phil Friddell became the editor, a position he held until September 1986. Frank Garcia took over "layout" as well as "production. Frank Garcia passed away in Oct 1984. The name may be familiar to those who have attended various ModelFiestas. A memorial award honoring Frank is presented to the Best Navy Aircraft at each event. Ray Rangel volunteered to take over production and also handle computer graphics for AIM. The available documentation shows that Rangel served in these two key positions for September 1984 to September 1985. A table showing officers and AIM staffers over the period of 1978 to 1986 is presented below.

Dates	President	Vice President	Sec/Treasurer	AIM Editor	AIM Layout	AIM Production
Sept 78- Sep 79	Roscoe Creed	Unknown	Unknown	Lee Bracken	Bob Angel	Frank Garcia
Sept 79- Sep 80	Roscoe Creed	Unknown	Unknown	Lee Bracken	Bob Angel	Frank Garcia
Sept 80- Sep 81	Roscoe Creed	Unknown	Unknown	Lee Bracken	Bob Angel	Frank Garcia
Sept 81- Sep 82	Tom Ward	Unknown	Unknown	Lee Bracken	Bob Angel	Frank Garcia
Sept 82-	Mike Dederian	Unknown	Unknown	Lee Bracken	Bob Angel	Frank Garcia

Sep 83						
Sept 83- Sep 84	Mike Dederian	Bob Mills	Unknown	Phillip Fridell	Frank Garcia	Frank Garcia
Sept 84- Sep 85	Bob Mills	Unknown	Unknown	Phillip Fridell	Ray Rangel	Ray Rangel
Sept 85- Sep 86	Bob Rodriguez	Unknown	Unknown	Phillip Fridell	Unknown	Unknown

For ModelFiestas 4 and 5, as well as the IPMS Region 6 Convention, held in the same calendar year as ModelFiesta 5 saw new leadership. Mike Derderian and Bob Rodriguez accepted the responsibilities for leadership roles. Bob Angel served as the Chief Judge, a position that he held for ModelFiestas 1,4,5 and the Regional Convention. Bob most likely served in that role for ModelFiestas 2 and 3 but the documentation for 2 and 3 lists only the Event Director. More detailed documentation and in-depth history of Alamo Squadron's ModelFiesta can be found here: modelfiesta.com/archives

Aircraft In Miniature

Aircraft In Miniature was launched with Vol 1, No. 1, published in the spring of 1979. As one can assume from the magazine title, the main focus of AIM was aircraft, not limited to model-centered content, but including history as well. Editor Lee Bracken laid out the overarching goals for AIM in this first issue. Those goals were to provide a historical view of aircraft subjects, provide discussions regarding modeling techniques, and to provide specific information about models via reviews of various kits.

We will look at the table of contents of a few issues, just to provide a sample of the excellent content that AIM provided its readers.

This first issue included:

1. 6 kit reviews and a summary of upcoming kit releases by Bob Angel

2. A history of the F-89 Scorpion by Lee Bracken
3. A history of the SBD Dauntless by Bob Angel

Jumping forward a year, Vol 2, No. 1 was published in the Spring of 1980:

1. Survey results (Most wanted kit subjects) is presented by Bob Angel. Not surprising that every kit listed is a model of an aircraft subject in the two primary scales of interest, 1/72nd and 1/48th.
2. Latin American Corsairs by Dan Hagedorn
3. F-51D Mustang (Not a typo) In Air National Guard by John Dienst
4. Modeling the P-51- A Comparison of Available Kits

And finally, a look at the content of the most recent AIM in the archive, that being the Vol 6, 1985-1986 issue. By this time the staff positions had changed hands. Bob Angel served as the Editor, with Mike Derderian as the Assistant Editor. Computer Graphics/Production was handled by Ray Rangel. The Editor's Comments indicate a name change to "AIM Annual". Bob Angel went on to state that the death of Frank Garcia in November 1984 was a major setback for AIM. Frank had been in charge of production (printing) of the publication and was able to do it at no cost. After Frank's passing, no alternative was found so publication ceased.

1. "The Harry Tate Royal Aircraft Factory RE-8" by Bob Angel
2. Kit Reviews by Mike Derderian--- A couple of aircraft kits were reviewed
3. "Judy in the Skies" by Bob Angel --- a history of the Japanese Warplane known as the Judy
4. "The Convair F-102" by Lee Bracken
5. 3 View Drawing of the Beechcraft Staggerwing by Don Morgan

With this information about the "Aircraft In Miniature" magazine, that part of the history of Alamo Squadron draws to a close. As mentioned previously, this is the most recent AIM magazine in the archive. It could be that this was the final issue, or it may be that additional AIMs were published, but no copies have been presented for inclusion in the archive. It should be noted that the contributions made by the AIM staff and by those who contributed to AIM show that there were a number of members in Alamo Squadron who made significant contributions to the club through AIM. It should also be obvious that the focus of the club, or at least of those club members who contributed to AIM, was tightly focused on aircraft.

The IPMS Region 6 Convention

Alamo Squadron had been granted the bid to host the Region 6 convention for 1986, and the club chose to host both ModelFiesta V and the Regional Convention in the same year, just four months apart. There was some discussion about whether the club could pull off two major modeling events that close together. In the end, there were no issues that were caused by the proximity of these two events on the

calendar, but it also became clear during the Regional that lessons from ModelFiesta V regarding the computer software were not applied.

During the two-day Regional (one of only two events hosted by Alamo Squadron that were multi-day events---both being Regionals) the computer system functioned poorly. The Awards Ceremony was being delayed by the slow process of getting the computer to tally the judging scores, and as soon as a set of results were printed out, they were rushed to the Awards Master of Ceremonies, Bob Bethea, so that he could keep the show moving forward. Bob saved the day by telling an unending stream of jokes that kept the audience in a mood more cheerful than one would expect. In the end, the winners were announced, and the show came to its conclusion. The archive has very little information regarding this Regional. No entry total is on record, but a Winner's List was preserved by Bob Angel and shared with the archive in 2017. The names of some staff members are on file. The Event Director was Mike Derderian with Bob Rodriguez and Ray Rangel given equal billing. Ray Rangel handled the computer technology, and Bob Angel served as the Chief Judge. The archive notes indicate that Mike Derderian also served as the Awards Coordinator. The event was held at what was then known as the Holiday Inn at Loop 410 and I-10 West. The facility is now known as San Antonio Marriott, Northwest. The event was successful, even though the computer system failed to function properly. The event made a small profit, and although there was some criticism regarding the delay in the Awards presentation, comments were helpful and taken as constructive criticism.

By 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.

In the next article in this historical series we will continue to track the growth of the club through its newsletters and through the expansion and growth of ModelFiesta.

Hisotry of Alamo Squadron: Part Seven

By Dick Montgomery, IPMS/USA# 14003

By 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 is addressed in the article summarizing ModelFiesta VII which can be found in the ModelFiesta archives . The first issue, that of the “nature” of the club, follows the list of officers shown below.

Dates	President	Vice President	Sec/Treasurer
Sep 86-Aug 87	Bob Rodriguez	Unknown	Unknown
Sep 87-Aug 88	Tom Nelson	John Collins	Ruben Barrera
Sep 88-Aug 89	Bob Rodriguez	John Collins	Unknown
Sep 89-Aug 90	Ruben Barrera	Unknown	Unknown
Oct 90-Sep 91	Russell Mapes	Dave Brizzard	Paul Lemmon

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-1980's and 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 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. Most 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, etc.), 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 (2019), and for many years preceding 2019, 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 video-tape 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.

Hisotry of Alamo Squadron: Part Eight

By Dick Montgomery, IPMS/USA# 14003

By the early 1990's Alamo Squadron had come of age. Membership had expanded to numbers ranging from 30 to 40, ModelFiesta had changed venues several times and had continued to attract an ever-increasing number of contestants and entries. A club constitution had been adopted and had undergone some edits through amendments, conflicts of opinion regarding the procedures followed in ModelFiesta had taken place and been resolved, and club leadership had transferred from members who were plank-owners to members who had joined the club following its founding years.

Club officers during 1991-1992 were Charlie Moriarty (President), Mike Haggerty (Vice President) and Bob Carr (Sec/Treasurer). Charlie is a Life Member of Alamo Squadron and is a regular visitor at each year's ModelFiesta. Documentation indicates that Charlie held office only this one term. Bob Carr served as an officer in a number of years and continues his membership in Alamo Squadron to this date (2019). As with Charlie, the records show that Mike held an office only during the 1991-1992-time frame.

For the most part, it was business as usual for Alamo Squadron throughout 1991. Clubs often face issues about a meeting site, always wishing to find a site that is free, and large enough to hold the club membership. In March of 1991 Alamo Squadron was informed that their meeting site at St. Thomas Episcopal Church notified the club that there would no longer be space for the club meeting to be held at the Church. The club leadership announced that the next few meetings would take place at Gatti's Pizza in the 6800 block of Huebner Road. By May of 1991, the situation regarding a new meeting site was beginning to have a major impact on the club. There were sites available, but they would be made available only at a substantial cost to the club.

And, as had become Standard Operating Procedure, the newsletter and meeting prior to ModelFiesta focused on job responsibilities, materials and equipment, and a discussion as to procedures that would be in place at the February show.

Newsletters throughout 1991 contained kit reviews, book reviews, announcements of upcoming programs at club meetings, and information about individuals wishing the sell their collections.

The September 1991 newsletter contained two interesting bits of information. First, Tom Ward had secured a site for club meetings at the San Antonio Association of

Life Underwriters building on Loop 410, near Babcock. The newsletter also indicated that Tom assured the membership that he, personally, did not receive remuneration from the building owners in return for the club's use of some space. The second item of business was that the C&BL had been amended to delete the requirement that club officers also held IPMS membership.

In Oct of 1992 a new E-Board was installed following the annual club elections. Bobby Smith was elected as President, Frank Stiles became the Vice President, and Dick Montgomery was selected as the Secretary-Treasurer. Interestingly, Tom Ward had been advocating for a position to be created for a club historian. In October, the new E-Board invited Tom to serve as that Historian, the position being informal.

During the early 1990's the officers were following the practice of inviting members to offer presentations/demonstrations at the monthly meetings. The archive indicates, for example, that in November of 1992 the program would be demos by Bob Angel and John O'Brien featuring scribing and putty work. In December, following those presentation, Bob Davies would offer a presentation regarding the "workspace".

In October of 1993 the newsletter contained a membership list. It is interesting to note that two of those members listed were Founding Members of the club, and who are, to this day (Sept 2018) still members of Alamo Squadron. Those two individuals are Bob Angel and Dick Montgomery. Of equal note, there are four current members who also appear on that membership roster. Those members are Bob Carr, Lee Forbes, Charlie Moriarty and David Walker.

Unfortunately, the records covering most of 1993 are few and far between. A new E-Board was elected in September of 1993 but the records indicate only that the President who served to September of 1994 was Gordon Ziegler.

The club, by 1995 was in good shape and continuing to expand its hallmark annual event, ModelFiesta. The categories offered at ModelFiesta were continuing to evolve. In some cases, it was one step backward and two forward. The introduction of popular voting being used to select award winners was attempted, with results that resulted in a return to the Committee system. Those personality conflicts that arose were resolved, most agreeably so, some with the departure of a member. The club was sound financially, populated with members who represented a wide range of modeling interests, and with an annual event that had established itself as one of the larger events in a five-state region.

Hisotry of Alamo Squadron: Part Nine

By Dick Montgomery, IPMS/USA# 14003

By 1995 Alamo Squadron had matured steadily, and much like a teenager entering his late teen years had gone through growth pains and personality clashes, with some poor choices being overcome by good leadership coupled with club members who had dedicated time, treasure, and talent to the club.

Newsletters from 1995 show the club being involved in some interesting activities. The May/June issue of "Alamo Squadron News" contained a report by President Phil Sanders that Alamo Squadron had participated in the Air Show at Randolph Air Force Base. Over the years Alamo Squadron took advantage of the opportunities presented by participating at Air Shows. It was an excellent way to publicize the club and to recruit new members. In the case of this particular Air Show, 4 new members were recruited.

The newsletter also indicates that the club, once again, changed its meeting location. This change saw the club moving to the Northeast Police Station on Jones-Maltsberger Road. A club roster was included in the newsletter and a quick scan of the page shows that a number of current members were present in 1995. Those members being:

1. Bob Angel- a current Life Member
2. Lee Forbes- a current Life Member
3. Dick Montgomery – a current Life Member
4. Charlie Moriarty – a current Life Member
5. Bob Carr, often serving as an officer and as Vendor Coordinator in numerous ModelFiestas
6. David Walker, a long-time member, and supporter of Alamo Squadron

By July of 1995 the club had, once again, relocated. Meetings were now being held at the Brook Hollow Library Branch on Heimer Road. This relocation was followed by yet another change in meeting location. In October the club moved to the AMF Country Lanes Bowling Alley located on San Pedro Avenue on the south-bound side of Highway 281. By coincidence, the current meeting location (as of 2018) is just on the other side of Highway 281, that being Northside Ford car dealership.

During the middle months of 1995, a number of members decided to publish a modeling magazine much like the AIM magazine mentioned in earlier articles in this series. The magazine was, most certainly, a product published by club members, but was designed to be about the hobby and not about the club. The Oct 1995, Vol 1 & 2, featured a list of articles that included a number of subjects. An article about the 1995 IPMS National Convention in Albuquerque was included, as reviews and kit

announcements featuring ProModeler's P-40E, Sub kits by Karo, a Tamiya M4 Sherman, and a Hasegawa MC.202, to name a few.

In the November issue of the club newsletter, the newly elected President, Bob Carr, addressed the withdrawal from the club of some long-time members, including some Founding Members. The reason for their departure from Alamo Squadron was that the club had moved away from their early vision of a club that focused on aircraft modeling. And, indeed, the club had broadened the range of interests of members. Bob, himself, was and still is, a NASCAR aficionado, and several members were interested in ships, armor, Sci Fi, and spacecraft. The schism was not characterized by ill will or lack of respect but motivated more by a feeling of disenfranchisement on the part of those members who were Aircraft fans, first and only. Today, Alamo Squadron has a membership that is quite diverse in interest and favorite modeling subject. In fact, just look at the October 2018 issue. The two featured articles are armor and Sci Fi Space related, not an aircraft in sight! And here I sit, next to my modeling workbench which is currently occupied by.....you guessed it, an airplane. I'm far into my Wingnut Wings Pfalz XII project and loving it! It is not that the departing Aircraft Modelers simply turned their backs on the club and walked away.....not even close. To this day (2018) a number of those individuals continue to attend ModelFiesta. In doing so, these individuals continue to support Alamo Squadron and enjoy the hobby.

Throughout the remaining years in the 1990s, Alamo Squadron continued to provide a community space for those interested in modeling. Some activities in the newsletters for the late 1990's focus on the club, and other articles clearly show that the club was very much aware of a larger community of modelers. Some notable events and activities include:

1. Aug, 1997 – Tom Ward was awarded the first “Alamo Squadron IPMS/USA Founders Award”. Tom was not only present at the birth of Alamo Squadron but was one of those members who guided the new club and made significant contributions to the character and personality of the club as it currently exists.
2. Aug, 1997 – Lee Forbes had attended the 1997 IPMS National Convention and shared his experiences with the club members.
3. Jan, 1998 – Bob Carr writes an editorial in the club newsletter regarding IPMS and membership guidelines for local clubs when renewing the club charter with IPMS
4. June, 1998 – Announcement that Tom Ward's widow will attend a future meeting and bring in some of Tom's stash for liquidation.
5. June, 1998 – Bob Angel submits an article titled, “Organized Plastic Modeling in San Antonio...an informal history.”

A look at the officers who served for the years 1995 to 2000:

Dates	President	Vice President	Sec/Treasurer
Sep 95-Aug 96	Bob Carr	Gilbert Lomax	Bob Carr
Sep 96-Aug 97	Phil Sanders	Tom Babin	Bob Carr
Sep 97-Aug 98	Lee Forbes	Bob Smith	Bob Carr
Sep 98-Aug 99	Lee Forbes	Bob Smith	Bob Carr
Sep 99-Aug 00	Don Cook	Gordon Zeigler	Lee Forbes

Don Cook was elected as President, but a relocation to Albuquerque resulted in a need to fill that office. Gordon Zeigler moved from Vice President to President, and Lee Forbes assumed the role of Vice President as well as his elected role as Sec/Treasurer. The club constitution (as it now exists in 2019) would not allow one member to hold more than one E-Board office at any time. The club could very well be put into a difficult position were that person to relocate.

1998-1999 saw Alamo Squadron reach a notable milestone. Alamo Squadron, an IPMS Chapter from its inception in November 1977, was one of several chapters that had self-nominated for the prestigious IPMS/USA Chapter of the Year award. Lee Forbes assembled the information for the nomination documentation and was on hand at the IPMS convention to receive the award on behalf of Alamo Squadron. Officers at the time were Lee Forbes (President), Bob Smith (Vice President), and Bob Carr (Sec/Treasurer).

Hisotry of Alamo Squadron: Part Ten

By Dick Montgomery, IPMS/USA# 14003

As Alamo Squadron celebrated the arrival of the New Millennium the signs of a strong and stable club were visible. ModelFiesta had continued to be a very successful event. ModelFiestas 15 through 19 had averaged 554 entries and each had resulted in a profit sufficient to host the following year's show. (The average entry count of 554 is based on the entry numbers of 4 of the events, with the entry total for the fifth event, ModelFiesta 17 not having been recorded.)

Contributing to the stability of the club, the location for club meetings remained fixed in one location, that being the HEB Central Market (for those not familiar with San Antonio, HEB is THE grocery store chain in the area) on Broadway, not far from the San Antonio Zoo. The membership of the club was consistently in the 40 to 45-member range throughout the years covered in this article.

During the first five years of New Millennium, the list of those serving as club officers showed six members that held office for the first time, while only two offices were assumed by members who had previously served on the Executive Board. Many hold the view that having new faces appearing on the Executive Board is a sign that the club is in good condition and has a wide range of members with leadership skills that are important to all organizations like modeling clubs.

In September of 2000, Rob Booth served as President, Jim Stroud as Vice President, and Lee Forbes as Sec/Treasurer. As the newly installed President, Rob laid out those goals which the E-Board would pursue over the next year. Bob Carr was producing the club newsletter but was searching for someone to assume that role. Lee Forbes was encouraging members to volunteer for service at those duty stations that must be manned at each ModelFiesta event, especially at the ModelFiesta to be held in February 2001. That ModelFiesta would also be labeled as the IPMS Region 6 Regional Convention, one of several Regional Events that were hosted by Alamo Squadron.

In November of 2000 several items of interest found their way into the club newsletter. Chris Lenahan (now a member of the Houston club) proposed that the club support the Elf Louise Project (a city-wide effort to gather donations of gifts for those less fortunate in the greater San Antonio area each year in December). In a later newsletter, Chris reported that the club had donated some 30 kits and various supplies and toys to Elf Louise. Lee Forbes announced that shirts and caps sporting the Club Logo would be available for order. If memory serves, these items were black with the Logo being printed in yellow. Today, you can spot the "old-timers" because, on occasion, they still wear these vestments.

At the December meeting Lee Forbes nominated Bob Carr as the first recipient of the Alamo Squadron Distinguished Service Award. The nomination was supported by the membership and the DSA was awarded to Bob at the January 2001 meeting. The December meeting for the club usually includes a White Elephant Gift Exchange and that activity served as the program for the December meeting.

In the first four months of 2001, newsletters from those months mentioned the build-up to ModelFiesta repeatedly. Volunteers were encouraged to step forward and the club received updates from the ModelFiesta leadership team on a routine basis. Bob Carr was still searching for someone to assume the Editorship of the newsletter. In the April 2001 issue of the club newsletter, a brief article announced that an advisory board had been created. The purpose of this board was to offer suggestions and comments regarding the planning process for the annual ModelFiesta event. Three members with extensive leadership experience with ModelFiesta were appointed to the Board, those members being Lee Forbes, Paul Lemmon, and Dick Montgomery. A "How To" manual was assembled and made available to future ModelFiesta Leadership Teams. Unfortunately, the manual was not consulted by those running the shows, and, in time, the manual simply disappeared. (Today, there is a wealth of information regarding the organization, planning and execution of ModelFiesta available to the Leadership Team. Content was provided by Rob Booth and Len Pilhofer, with contributions from Dick Montgomery. This documentation is in digital format and will not disappear as did the first manual).

In July 2001 the Newsletter contained an article which covered a nomination, put forward by Lee Forbes, for a 2nd Distinguished Service Award to be presented to another Alamo Squadron member. Bob Carr had been presented with the inaugural DSA, and this 2nd award went to Dick Montgomery.

In October 2001, a new E-Board was elected. James Surrat was elected as President. John O'Brien was chosen to serve as the Vice President, and Lee Forbes was elected to serve as the Secretary/Treasurer.

In March of 2002, A slight change in the club's procedures for its monthly in-house contest was made. Starting with those models winning a 1st place in the monthly contest, and Best Model of the Year award would be presented, chosen from those 1st place winners over the previous monthly contests. The first recipient of this award was Joe Bianco for an A6M1 Seiran. Also reported in the March Newsletter was that Dick Montgomery had been appointed as the new Region 6 IPMS Coordinator. (In 2002 the IPMS Chapters in IPMS/USA had been divided into 12 regions. Region 6, then and now, includes chapters in Texas, New Mexico, Louisiana, Arkansas, Oklahoma, and parts of Kansas.) Alamo Squadron now was the home chapter for a person serving in a staff role for IPMS. It was a first for Alamo

Squadron, but other Texas clubs had been home base for Region 6 Coordinators as well.

Sept 2002 marked another election cycle and, in this instance, the current E-Board was re-elected to serve a second term. Again, the Presidency went to James Surratt, with John O'Brien serving as V.P., and Bob Carr serving as Sec/Treasurer. As it turned out, this would be the last time that Surratt and O'Brien would hold office. Bob Carr served several terms on future E-Boards.

Two of the more serious problems all clubs face, at some point or other, are: how money is handled and by whom, and the disruption in club activities caused by personality clashes. 2003 saw the surfacing of one of the problems that many chapters face. Quoting from the "Presidential Soapbox" penned by President James Surratt, "The reports of my demise have been greatly exaggerated. Due to extreme differences of opinion, I as president had stepped down in the month of May. After a few chats with a couple of members, and some passing of time, I decided to fulfill my term as president."

So, 10 months into his 2nd term as President, James Surratt was considering his resignation. After some advice and comments by unnamed members, he decided to finish out his term. Kudos to Surratt for this decision. It is a bumpy road for all concerned, included the club as a viable organization, when an officer must leave, or decides to leave their position prior to the regularly scheduled elections. Surratt's name does not reappear as an officer and, if memory serves, he stepped away from club membership at the end of his term or shortly thereafter. In the view of this writer, Surratt found a positive and viable solution to this personality clash. In the following election cycle, October of 2003, Joe Bianco was elected as President, Tony Ivone served as Vice President, and Bob Carr served as Sec/ Treasurer.

Between November 2003 and April 2004, Bob Carr's desire to find a volunteer to take over as Newsletter Editor was finally fulfilled. Records show that Carr had served as Editor of the Newsletter from June 1993 to Nov 2011. Records are not precise as to the exact month that Bob began his service as editor, and when that service came to an end. The first and last dates could slide a few months both earlier to start and later to conclude. Bob did an outstanding job with the newsletter and his time and effort are very much appreciated by those who were members at the time. Art Nicholson took over as newsletter editor and the first newsletter on file under his watch is the April 2004 issue.

One of the articles in the April 2004 issue reported that there were 680+ entries at the 2004 ModelFiesta, with at least 700 individual models on the contest tables. This number contrasts with a total of 659 entries, this number being reached by a hand-count of entries listed on the entry forms that were available for such research after

the contest had concluded. In the pages following there will be additional comments on this "entry count" as well as some other information regarding model entry numbers for Model- Fiestas 20 through 25.

A significant model-related activity was mentioned in some of the newsletters in 2004. Tony Ivone and Lee Forbes had designed a program to help new modelers learn the techniques and skills that would help them develop their ability to build models at a high level of quality. The ABC program (Adult Building Class) taught the basics of model building, these skills and techniques being demonstrated by an instructor. Over the years the ABC certainly made a difference in the abilities that some new modelers were able to master and served as a "gateway" to club membership for a large number of the participants who joined Alamo Squadron due to their experience in the ABC.

The September 2004 newsletter mentioned that Dick Montgomery was awarded the IPMS RC of the Year Award at the IPMS National Convention in August of 2004. Alamo Squadron could now claim to have been the birthplace of the ABC and the home chapter of the RC of the Year, 2004. In fact, the President of IPMS, Dave Morrissette, asked Alamo Squadron to provide a "Concept Paper" on the ABC for possible use by IPMS in the future.

In October 2004, another election cycle saw Tony Ivone elected as President, Lee Forbes as Vice President, and Bob Carr as Sec/Treasurer. This would be the final office in which Tony Ivone and Bob Carr would serve. Tony and his wife relocated to Florida. Tony, however, soon joined a model club in Florida and, in fact, was appointed as IPMS Regional Coordinator for Region 11. As mentioned earlier, there are two issues which cause disruption within many clubs, those issues being personality conflicts and money.

It was during the time frame from 2001 to 2006 that the 2nd of those critical problems mentioned above took place. An issue arose regarding the club treasury. In this case, money was not missing, but the records for income, deposit, and management were brought into question. At one point, the club administration turned to the IPMS Regional Coordinator for input. The RC was Dick Montgomery, and there was some information shared with those who attended a meeting with the RC. Research by the RC had found that of the 20+ IPMS chapters in Region 6, several of them had reported issues with their treasuries. In some cases, club money was being used for non-club related activities. In most cases these funds were reimbursed to the club, but not in a timely manner, not with club consent, and certainly not in every case, the RC shared that in other cases, a club member had simply absconded with the club treasury. The situation in Alamo Squadron certainly did not reach the level of disquiet that was seen in other chapters, but what became clear were a number of conclusions: that the Executive Board needed to be aware

of the club balance, and that any use of club funds needed the oversight and approval of all three E-Board members; that such transactions should be based on a published budget, and that a statement regarding the club's financial status should be made available to the membership at each and every meeting.

A club meeting was set aside for open discussion of this issue, and Rob Booth was asked to serve as the moderator for this meeting. The result was that it was clearly determined that no money had gone missing, and that club deposits would be made in such a manner that the club balance would be reported by the bank, at the amount that was determined to be correct and accurate.

At the end of this meeting, it was clear that club finances and the management of those finances should be made transparent to the membership, and that oversight by the EB was critical. Rob did a superior job making sure that the outcome of this meeting provided a positive path forward for the club and its leadership. To this day, members will hear the Treasurer give an oral report to the club's financial balance at each meeting and if questions are asked, the E-Board is expected to respond with facts and numbers. Other changes in procedure are a bit less noticeable, but still on record. Lastly, the ModelFiesta leadership Team must submit a proposed event budget to the E-Board and then stay within that budget or seek the approval of the E-Board to increase the budget. During the next few years an effort to amend the Constitution and to codify procedures as mentioned above were incorporated into the C&BL. The club, to this day, continues to operate under these rules and requirements.

Hisotry of Alamo Squadron: Part Eleven

By Dick Montgomery, IPMS/USA# 14003

In 2005, the Constitution went through a review/amendment process. One of the changes involved the timing of elections and the assumption of duties by the newly elected E-Board members. Prior to the change, the election was held in September with the officers taking up their duties, generally after the conclusion of the September meeting. The cycle of service for Officers was amended so that they would begin their term of service in April. One of the primary reasons for this change was the juxtaposition of the newly elected officers assuming their duties and the date for ModelFiesta. In previous years, with Officers not taking on their duties until September/October, issues arose with communication and coordination between the E-Board and the ModelFiesta Leadership Team. Even more importantly, the E-Board was not in an optimum position to oversee the budget of the upcoming event, and to work with the ModelFiesta Leadership Team to make sure that the event presented the philosophy of the club to the participants who came to join in this "celebration of modeling".

2005 also marked a change in leadership within the club. For the next nine years, leadership of the club was assumed by members who, for the most part, had not previously held any elective office, but who had a great deal of "staff" experience, mostly working on the club newsletter or on the ModelFiesta Staff.

Dates	President	Vice President	Treasurer
Sep 05-Apr 06	Paul Lemmon	Rick Warring	Jeff Faucett
Apr 06-Mar 07	Rick Warring	Kent Knebel	Jeff Faucett
Apr 07-Mar 08	Rick Warring	Richard Crawford	Jeff Faucett
Apr 08-Mar 09	Matt Neerman	Peter Ortensie	Lee Washburn
Apr 09-Mar10	Matt Neerman	Peter Ortensie	Lee Washburn

Apr 10-Mar 11	Dick Compton	Art Nicholson	Albert Nichols
Apr 11-Mar 12	Dick Compton	Bill Gates/Kent Knebel	Lee Forbes
Apr 12-Mar 13	Kent Knebel	Tom Sprawls	Brian Smith
Apr 13-Mar 14	Dee Jacobs/Jerry Escobedo	Jerry Escobedo/Tom Sprawls	Lee Forbes

You will notice that, in some cases, there is more than one name listed for the office of the President and the Vice President. During the 2012 April to 2013 April term, Bill Gates was elected as Vice President. Bill stepped away from the office and Kent Knebel was appointed to fill that vacancy. Then, again in 2013 April to 2014 April, Dee Jacobs was elected as the President and Jerry Escobedo was elected as the Vice President. Dee relocated to the Mississippi area on a job-related move, so the Vice President, Jerry Escobedo, was sworn in as the President. Tom Sprawls became the Vice President. Of these members who volunteered to serve, and to sacrifice a considerable amount of their modeling time to handle club business, five remain as members some 4 to 13 years after serving the club. A number of these former officers are still annual participants at ModelFiesta and are actively engaged in the hobby. Some have relocated to other states, mostly for job related reasons.

The club newsletters during this same period of time show that the club was participating in a number of community outreach programs. For example, the October 2015 newsletter contained an article about a Make-N-Take in which club members volunteered to serve as coaches, and which HobbyTown-USA

History of Alamo Squadron: Part Twelve

By Dick Montgomery, IPMS/USA# 14003

Alamo Squadron, by April 2014 was in the middle of its 36th year. The club, and its membership, continued to participate in, or organize various modeling activities. One of the more notable activities within the five-state area that makes up IPMS Region 6 (TX OK, AR, KS, LA.) dealt with a model display aboard the USS Lexington located in Corpus Christi, Tx. The July club newsletter ran an article about the origins of the Scale Model Exhibit on the USS Lexington. Randy Barnes, a member of Alamo Squadron, had noticed back in 2008 that while there were models on display aboard the "Lex", the display was generally in rather bad condition. Randy pitched a proposal that he had developed to improve the display, and in the intervening years, Randy was spectacularly successful. To this day, the "Lex" display rates as one of the best this author has seen throughout the U.S. The newsletters published in 2014 showed that the club continued to enjoy monthly contests at the meetings, presentations, and demos of modeling techniques, and, of course, ModelFiesta, which was hosted in February at the San Antonio Event Center located just off Loop 410 near Marbach Rd.

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

The club newsletters throughout the remainder of 2014, and during the first months of 2015 revealed that there was a great deal of activity. The ABC course, created by Lee Forbes and Tony Ivone, was mentioned. The ABC had a history of being a good recruiting tool not only for the club but also for IPMS. The program has evolved over the intervening years and now exists as a "Build Day" held at a local HobbyTown USA. Techniques are shared, kits are discussed, and it is a fun experience for all. The WIP (Works in Progress) portion of the meeting continued to see some very interesting projects, and in ever increasing numbers. Programs during the meetings covered a variety of modeling subjects, from scratch-built, to armor, aircraft, autos, ships, and figures.

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

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

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

What could have become a major sticking point in the financial status of the club was resolved, and then was verified during a phone conversation with an IRS agent. The agent was confirming the approval of the 501c7 application. The agent mentioned that the status of a “small business” caused more scrutiny than such accounts for similar clubs received, but after some discussion it was clear that the agent knew an error had been made. The impression was that this situation was

not uncommon. In any case, the transition to a registered 501c7 was the proper course for the club to take and that, in the future, all that was necessary was the annual completion of the online "renewal" form.

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

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

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

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

Rob Booth directed ModelFiesta 35 and Len Pilhofer directed ModelFiestas 36, 37, and 38. In all four ModelFiestas, the events made profits due to the careful planning and organization of these two Event Directors, and the leadership provided by the ModelFiesta staffers. Attendance rose for each of these three events to "top out" with the highest count of entries for any ModelFiesta at 817 entries. During this time the club treasury has most certainly grown to a point in which the club and ModelFiesta are now assured for the next three years.

The E-Boards during these four years did well in meeting one of the three main goals that those E-Boards laid out for their respective terms, that goal being "actively seeking was to reduce club expenses and increase club financial resources". As

evidence of that goal having been met by each E-Board, the members are provided with the current club account balance each month by the Treasurer, and also with a description of any non-standard expenses incurred by the club, should any such expenses occur. In fact, during a previous review of the club Constitution it became a requirement for the club account balance to be provided to the membership present at each monthly meeting.

The 2nd of the three goals laid out and agreed to by each of the E-Boards over this 4-year period of time was, "encourage the development of leadership among the membership". This goal is important on many levels. Alamo Squadron is certainly a "social organization" but it is also a "social organism". It is a living, breathing organism. That organism grows and thrives when its constituent parts (the members) act in a coordinated effort toward common goals. Not everyone has to serve as an officer or ModelFiesta Event Director. Not everyone can fill these roles. Some have jobs, children, or other professional and social obligations that they focus their attention and time upon. But all can volunteer to serve in some fashion during ModelFiesta, and some can share their particular modeling skills and techniques by presenting and demonstrating those techniques at a meeting. And all, regardless of their length of membership, modeling skill, or interests can, and should, support the club by an awareness of the club's goals, history, and Constitutional processes and procedures. In short, everyone can participate by simply being at the meetings, asking questions, and participating in various club function.

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

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

If you've attended any of the recent Alamo Squadron Build Days (as of summer of 2019), you'll see members, and non-member guests, sharing their interest and the hobby. That certainly addressed the "good fellowship" aspect of the club's purpose. Some can't make it to the Build Days, but they share good fellowship with other members and guests on the club's FaceBook page. Over the four administrations since 2015, a major focus has been the scheduling of demonstrations, filling the program time slot at club meetings. This effort directly addresses the 3rd stated purpose of Alamo Squadron, that being "the exchange of information to foster the improvement in individual model building skills."

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

The three "purposes" for which Alamo Squadron was created, and for which it continues to address certainly make a difference in the enjoyment of the hobby by its membership. The outstanding leadership that Alamo Squadron has experienced, and the participation of the membership in various roles during the course of the years, has led the club into a rather elite position, not shared by many modeling clubs around the country. The club is now in its early 40's, with members that participate in programs such as the Model Summit Program (thanks Craig Gregory), Build Days, the WIP program, monthly model contests with an annual Best Model of the Year contest from among the winners of the monthly contests, continuing donations to the IPMS Support the Troops program, an excellent club newsletter, "The Navigator", an active FaceBook page and a club website, continuing the IPMS chapter charter status, and with members participating in local shows in Texas, Louisiana, Arkansas, and New Mexico, and Oklahoma. Alamo Squadron has been the host chapter for a number of IPMS Region 6 conventions. Our club members have a long history of attendance at IPMS National Conventions at which members have served on the convention staff as volunteers, given presentations on various topics, served as judges, and have brought home awards for their winning entries. Four Alamo Squadron members have gone international, visiting the UK several times to attend the Telford IPMS/UK convention. Most recently, Rob Booth and Dick Montgomery entered models in the contest, but also served as judges, a rather unique experience. It should be noted that Rob came home with a Gold Medal, and Dick came home with his entry stuffed in his dirty socks in his suitcase.

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

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

There were a good number of team members in attendance at Phoenix when Len presented the bid, with representatives of a number of other Region 6 clubs who had signed off on the bid to give it support at the meeting in which bids were presented. Len nailed the presentation and all but assured Alamo Squadron would host the 2020 National Convention. A number of Region 6 modelers were at the table with Len and other Alamo Squadron attendees during the Awards Banquet. The announcement of Alamo Squadron's winning bid was met with great enthusiasm and anticipation by those individuals, as well as by the audience of some 400+ banquet attendees.

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

Alamo Squadron's membership has had gains and losses over the years. In some cases, we've lost members due to their passing from age or poor health. Members have helped the families to manage the disposal of the modeling tools, references, and kits of those deceased members on the occasion when our services were requested. We've also lost members who had to relocate due to job opportunities.

We still see some of those former members at contests that we attend in other states or at the National Convention. In some cases, members simply cut ties with the club. The causes of these departures are numerous, in some cases being regrettable, but in most cases being one of a personal decision, to spend more time in other endeavors.

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

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