

The Navigator

The Newsletter of Alamo Squadron

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



October 2018

IPMS/USA Chapter of the Year: 1999 & 2005

IPMS/USA Regional Chapter of the Year: 2016

IPMS/USA Regional Newsletter of the Year 2017

Revenge Is A Dish Best Served...

Len Details his
1/537 USS
Reliant
Build

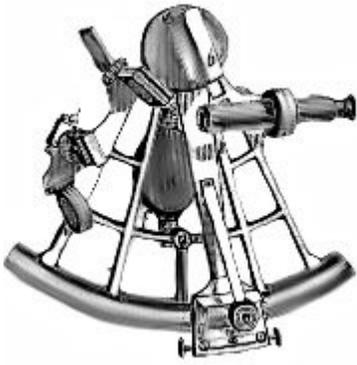


...With Lots of Blinking Lights!

Inside This Issue:

- USS Reliant Build: Part 4
- Creating Your Own Armor Anti-Skid Texture
- History of Alamo Squadron—The Nineties
- Upcoming IPMS/USA Region VI Events
- September Club Contest Results
- Club Announcements





President's Column

By Herb Scranton III

IPMS #48314



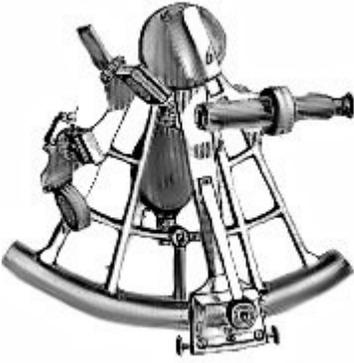
President's Message: October 2018

Greetings Alamo Squadron,

Fall has finally arrived; we have had a few days in the 70's, what a relief. When I was a kid fall was when we put the boat up on saw horses, hung the storm windows, till what was left of the garden under and small game hunting season with dad, and for me it also meant the more time for model building. I grew up 200 yards from the beach so a kid (8 to 15) I spent every waking moment in my boat with my brother during the summer. When I was 13, I started taking flying lessons at Ansonia airfield, which was a little grass airfield. For \$14.00 I got an hour of instruction in a Piper J-3. I was too young to solo and kept running out of money and a 16 I discovered cars and girls which ruined everything, but I digress. Modeling started in earnest in September because I always got some models for my birthday. Colder weather and school work usually kept me in the house longer and afforded me time to build. As most of you know I'm not a kid anymore, ok it's true I'm 18 with 47 years' experience. I'm retired now and can work on my models any time I want but it seems I look forward to fall/winter to build models. I guess years old habits die hard. I still have some of those models I built as a kid, they are pretty rough looking. They share shelf space or are hung with the rest of my collection. The 34 Ford Pick-up was built in 1968, the Ford L-8000 car hauler was built 1970 and the Mazda Miata was just completed last Monday. I have several models in progress and am building a Piper J-3. I submit a challenge to our members to write a story with some pictures of some of your builds as a kid for the newsletter. I would love to see some of the old survivors that are on your shelves.

Cheers Herb Scranton III





Club Announcements

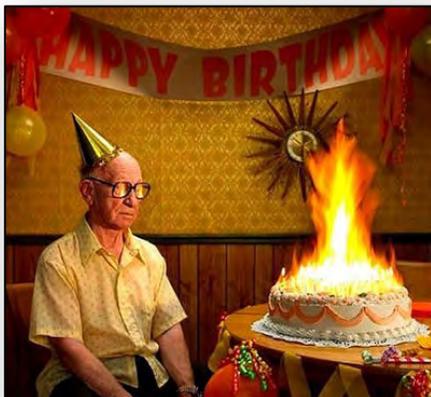
Lee Forbes—20 Year IPMS Nationals Judge

Good news continued to bless Alamo Squadron last month with continued top-notch contributions from its members. Lee Forbes was awarded his 20 Year IPMS Nationals Judging pin at Nationals in Phoenix. Since Lee could not make the Nats in Phoenix this year club President Herb Scranton accepted on his behalf and officially presented the pin to Lee at our September meeting. Be sure to congratulate Lee on this extraordinary accomplishment in support of IPMS/USA.



October Birthdays

Be sure to wish the following members a Happy Birthday for the month of October: **Ron Steward and Len Pilhofer**. Also note: Len Pilhofer prefers his gifts in either 1/48 or 1/35 scale.



ModelFiesta 38

ModelFiesta 38 planning has officially kicked off and the committee held their first, full length meeting after returning from Phoenix. The theme and award classes and categories have been set. They posted to the ModelFiesta website: www.alamosquadron.com/modelfiesta. The date of the show will be Saturday, February 16th 2019. As with previous shows will be looking for a large volunteer contingent to help out the night before and during the day of the show. Len will be bringing this up at future meetings but for now keep your calendars free for those 2 days in February.

Alamo Squadron Build Days

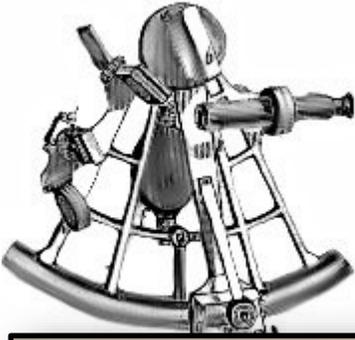
The next Alamo Squadron Build Day is Saturday, 6 October from 12:00-4:00 PM. The intent of these build days is to move more of the social and building aspect of our meetings to a more conducive environment...and what better environment than a hobby store! There will be no set format but if a member wishes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

Monthly Contest Schedule

| | |
|----------|-------------------------------|
| October | Open |
| November | Out of Your Element |
| December | No Contest |
| January | 2018 Model of the Year |

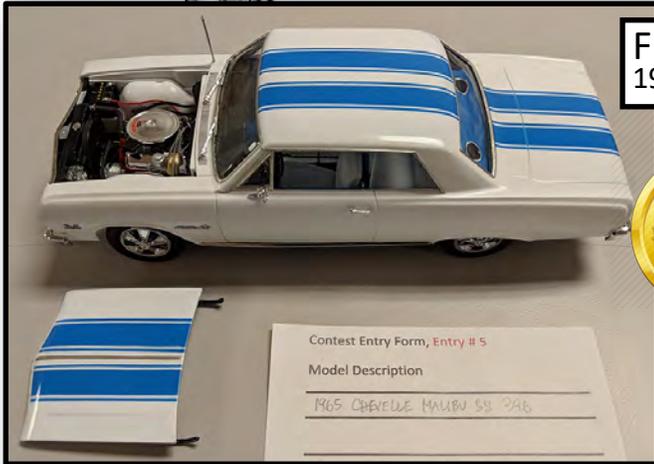
Monthly Program Schedule

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



Club Announcements

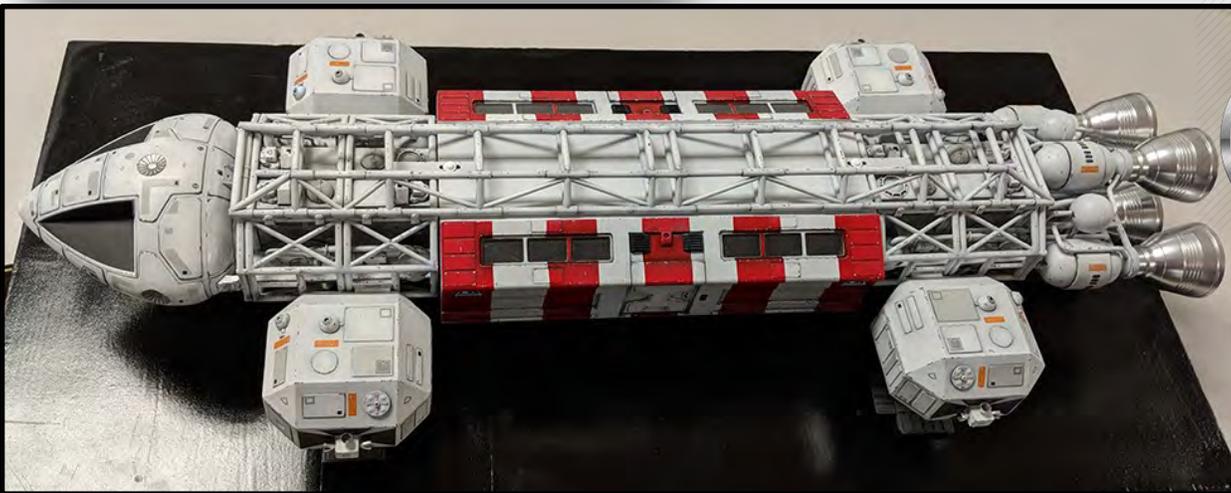
September Contest Results Theme: The Color White



First Place: Keith Rule
1965 Chevy Malibu SS 396



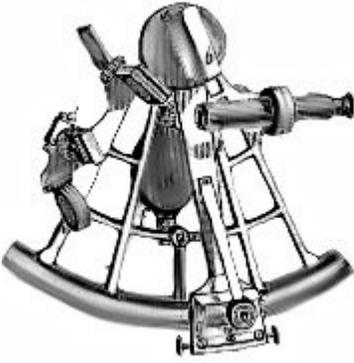
Second Place: Len Pilhofer
1/48 Space: 1999 Eagle Transporter



Third Place: John Kress
1/48 Lockheed Vega



Cover Story



USS Reliant Build: Part 4

Model, Story and Photos by Len Pilhofer
(Except where noted) IPMS# 49932



My absolute favorite starship of Star Trek lore is the ill-fated Miranda-Class U.S.S. Reliant, made famous in 1982's Star Trek II, The Wrath of Kahn. Yes, the Enterprise is iconic, and is also up there as one of my faves, but the sleek lines of the Miranda class cruiser take the cake in my opinion. Back in "the day", seeing it on the big screen for the first time opened my imagination to the possibility of Star Trek ship designs other than the Constitution class: a design that all of us Trekkies had come to recognize and love.

I acquired the newer version of AMT's 1/537 scale U.S.S. Reliant and Craig detailed in a previous article the differences between the older and the newer kits in this scale. In last month's edition of the Navigator Craig detailed his build of the older kit without any of the extras. While revenge may indeed be a dish best served cold, any Star Trek model is best served with lots of blinky lights! I decided to go all out and light my build along with adding a bunch of extras.

Craig had located all the goodies we could get for this kit starting with the TenaControls lighting kit. TenaControls happened to be at our last ModelFiesta and Craig picked up two sets of the lighting kit, one for each of us. We also acquired the Paragrafix photo-etch (PE) set as well as the Aztec decal set.

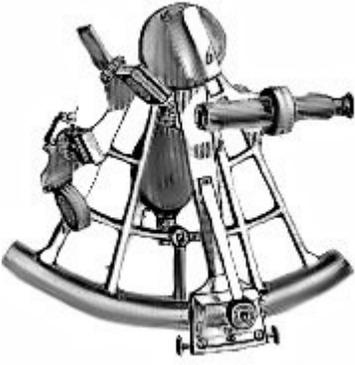
I had a couple of WIPs already on my bench at the time but I was really intrigued by the lighting potential of this kit and decided I needed a new, fresh challenge to take on. I have yet to finish a model with this extensive amount of lighting so I talked myself into moving it up to the front of the queue. The kit itself is fairly simple, does not contain many parts (see the following pictures), and construction did not take long at all. A much larger amount of time, however, was placed into the lighting, photoetch modifications, and the decals. So, here we go...



Photo courtesy Round 2/AMT

© 2017 Paramount Pictures Corporation. TM & © 2017 CBS Studios Inc.
© 2017 Round 2, LLC
MADE IN CHINA
All rights reserved
Manufacturing Location: Dongguan, Guangdong
Province, China
03/22/2017 A1

The keel of my Reliant was laid down
On March 22, 2017 in Dongguan, China



Cover Story

USS Reliant

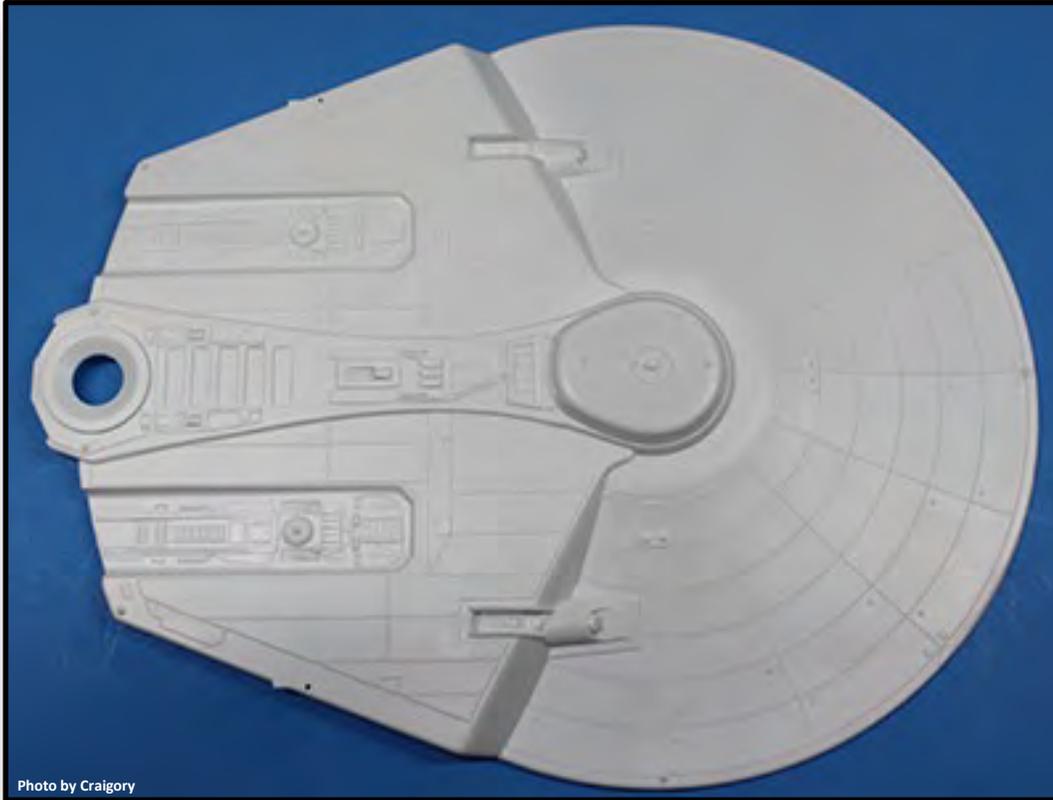


Photo by Craigory

Contents of the kit...

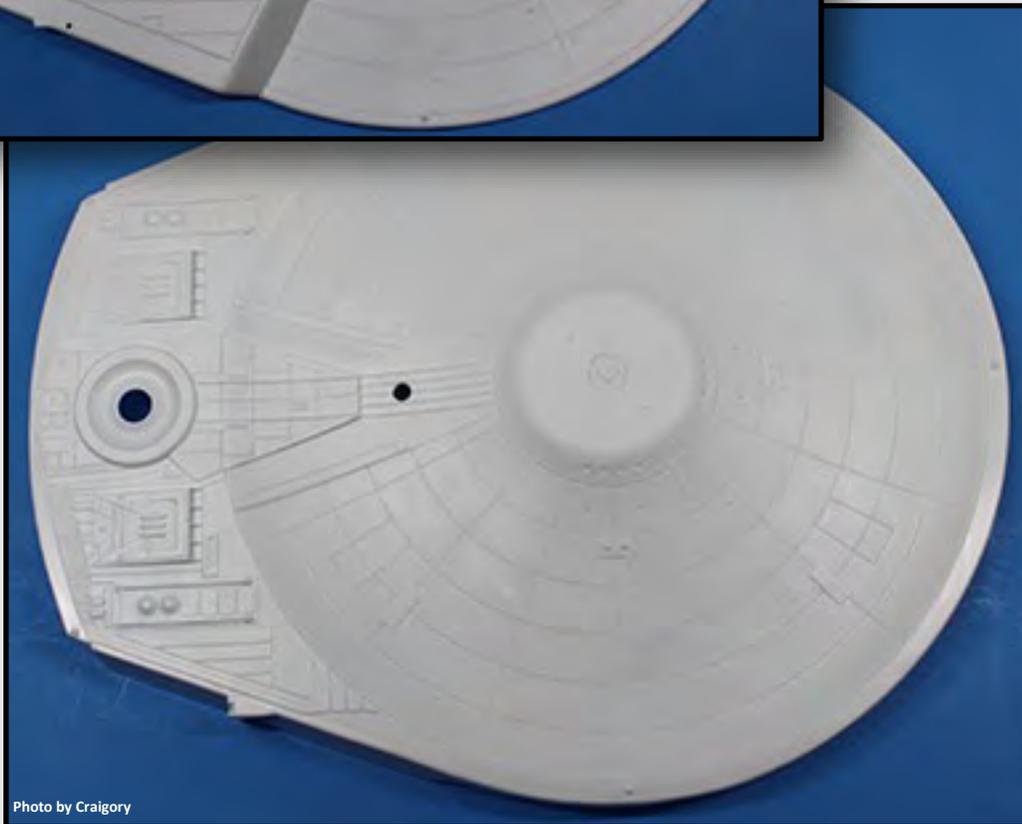
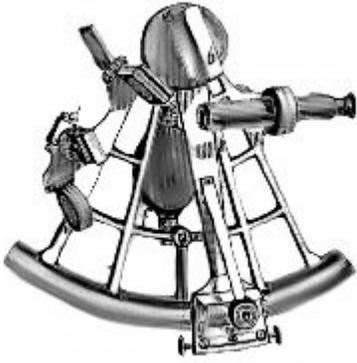


Photo by Craigory



Cover Story

USS Reliant

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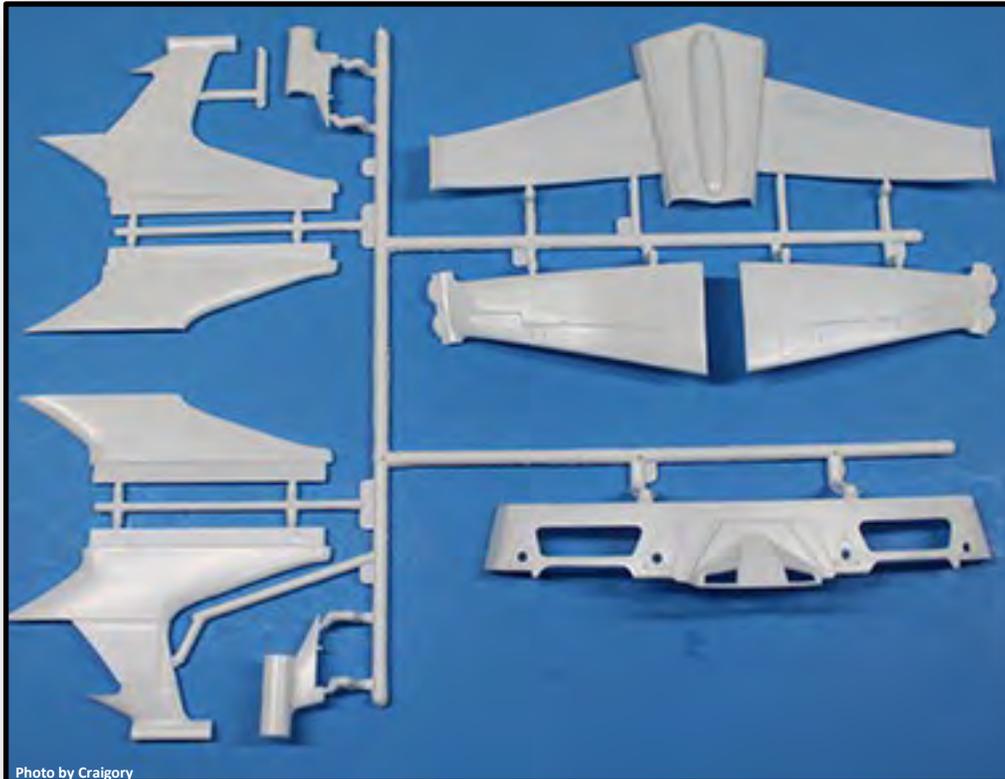


Photo by Craigory



Photo by Craigory

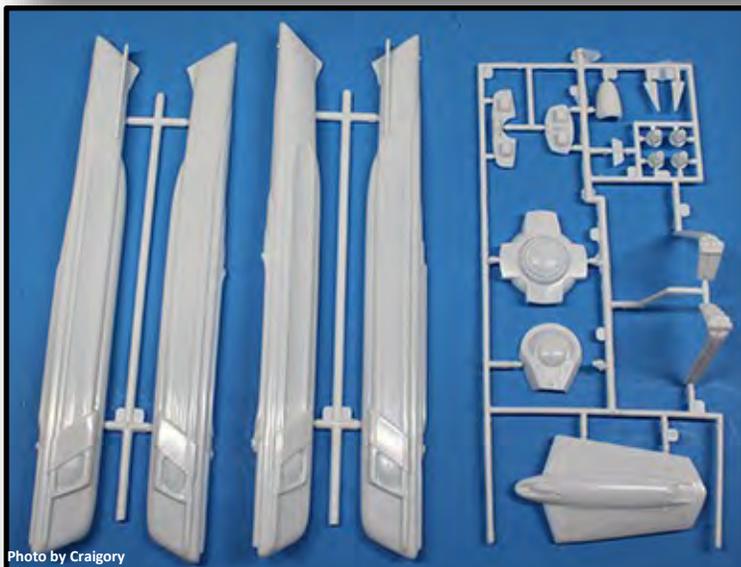
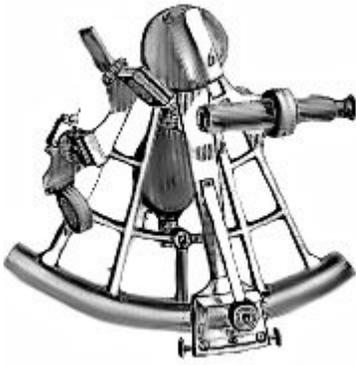


Photo by Craigory



Photo by Craigory



Cover Story

USS Reliant

Initial Steps

The first thing to tackle is to drill out all the port holes and windows on the exterior of the hull. Unlike the initial issue of the kit there is not markings for these windows and the sides of the hull are smooth, as opposed to the rigid lines molded into the sides of the original issue. This results in templates being essential to get the window placement correct. The Paragrafix PE set comes with templates that you place over specific areas of the hull and then drill out the windows



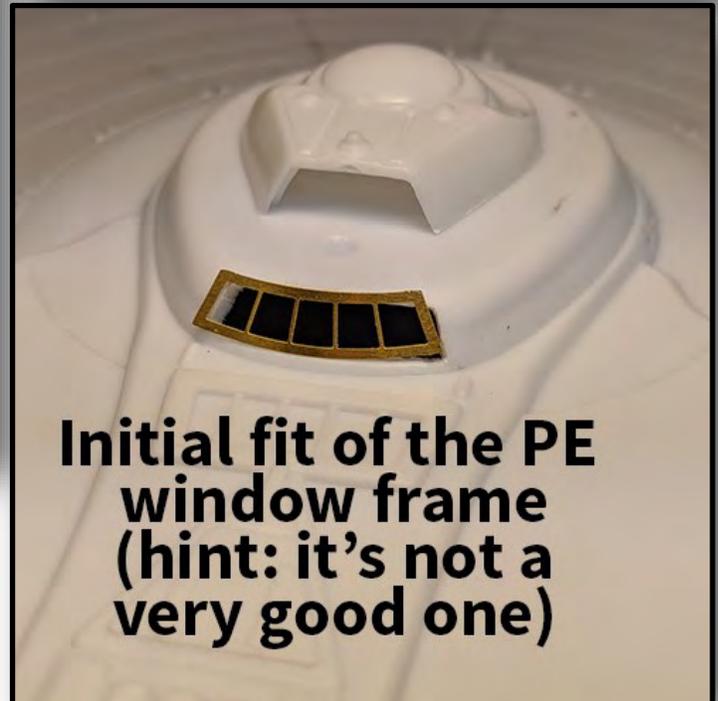
Drilling out windows with Paragrafix PE templates

through the template. I utilized my wireless Dremel tool (remind me to tell all of you in future article how awesome this tool is) and made quick work of it.

Another Paragrafix PE feature is the rear officer's lounge window – located just below bridge gangway on the upper saucer section. The kit “window” is really just a recessed area. Paragrafix gives you an actual window frame – which is a very nice piece – but the fit is less than ideal. I cut out a rough shape of the opening and rolled up my sleeves, and got to work making the darn thing fit. You can see from the picture the challenge but after the use of CA glue along



Initial cut for the officer's lounge window

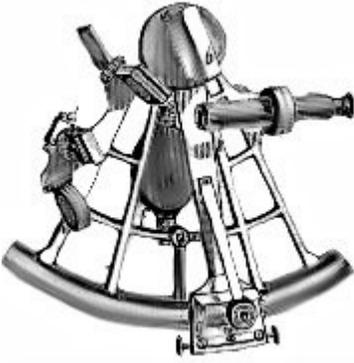


Initial fit of the PE window frame (hint: it's not a very good one)

the edges and then a bit of sanding it came out rather satisfactory. A modeling victory...and time to move on.

Cover Story

USS Reliant

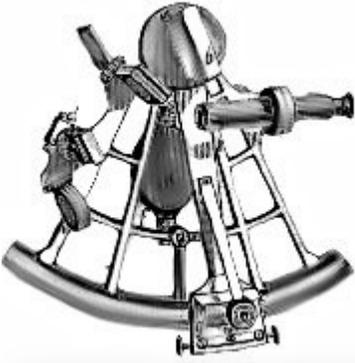


Interior

The TenaControls lighting kit is for the navigation and strobe beacons and is entirely internal. A feature of the studio model as seen in the movie is the lighting of many of the windows seen on the hull of the ship. I chose some leftover LED ribbon lighting that I had in my stash to light the interior. These ribbons are rated at 12 volts but a 9-volt battery will light it to a satisfactory level for internal lighting of this model.

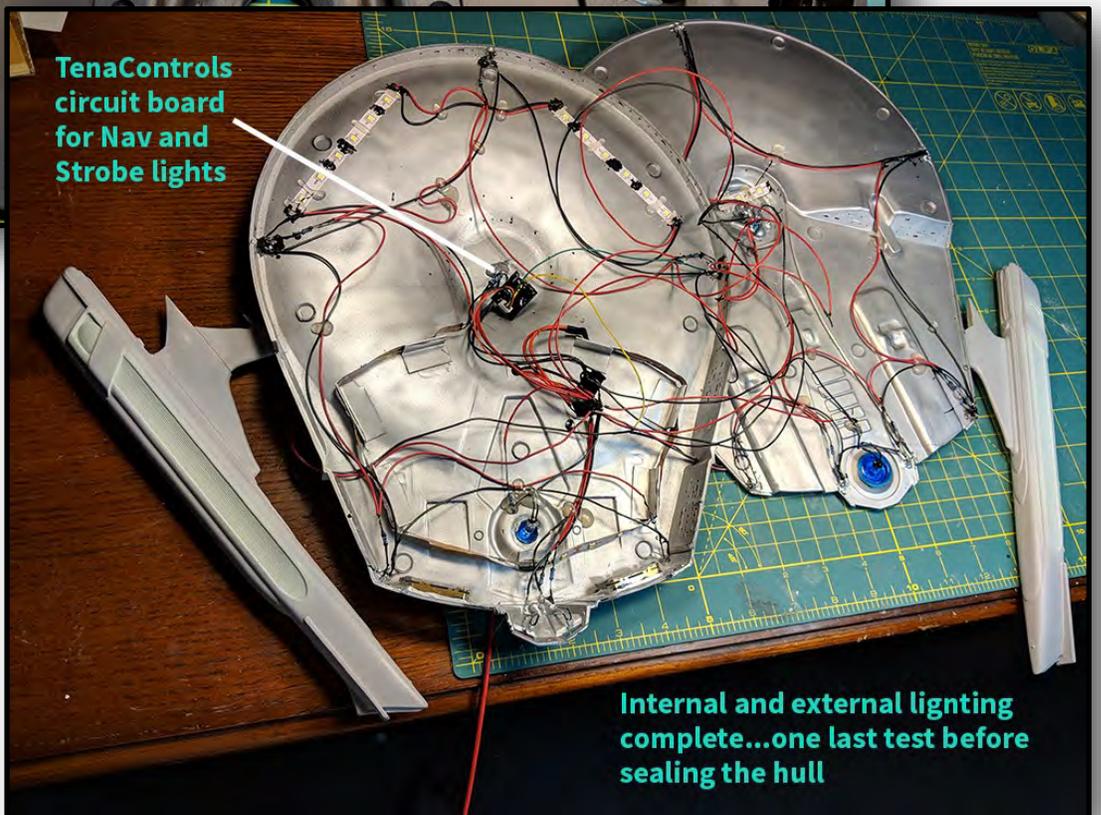
One of the first things you have to do with a lighted plastic model kit is to implement some sort of “light pollution control” as a kit brightly lit from the inside may have some of that light breakout through the thinner parts of the plastic or seams between two parts such as the hull halves. For this kit I primed the inside of the hull with black spray paint (rattle can) and then airbrushed a layer of Alclad aluminum over the black. The aluminum particles act as a fantastic light blocking material as well as adding to the internal reflectivity and getting the most of the photons (no, not torpedoes) as they bounce around inside. I also added some bracing to hold the LED lighting strip. These are fashioned from scrap aluminum and epoxied to the interior of the hull in strategic locations.

At this point you want to also drill out the various holes where the navigation and strobe lights will fit through. These are the lights primarily from the TenaControls lighting kit. Next step is to epoxy all of the lights into their corresponding holes. Any gaps that were left were filled with additional epoxy or thick acrylic black paint (Vallejo Model Color) for the smaller gaps. Each LED was then wired up with corresponding black or red leads as well as the appropriate sized resistor for the circuit. Each pair LED leads is then covered with black liquid electric tape to eliminate the possibility of two leads touching and thus creating an electric short. Testing of the lights was a continual process to ensure that they would work once the hull was sealed up because once it is sealed up, there is NO going back in...make sure it works... double check, triple check, and so on...until you are confident they will always work.



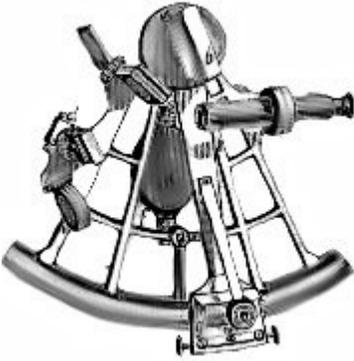
Cover Story

USS Reliant



Cover Story

USS Reliant



Landing Bay Portals

The photoetch landing bay portals are far superior to the kit portals. When one looks at the studio model, they will see a pattern of lights on these portals. The photoetch set models this lighting effect by allowing internal lighting to peek through holes placed throughout the portal frame. The kit portals do not attempt to model this aspect of the studio model. The challenge with the photoetch set, however, is attaching the photoetch hanger bay door to the photoetch doorframe. The instructions, and most modelers, recommend the use of CA glue. However, I believe that the size of the pieces along with the large joint that results from the mating is not conducive to CA glue as it would be too brittle. I always solder my brass, especially when it is a brass-to-brass joint. In the pictures you can see the results of the soldering. I was not too concerned with neatness of the joints that will face toward the inside



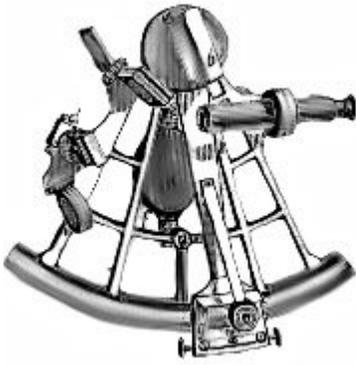
Each landing bay portal comes in two parts



The two parts are soldered together for a very strong bond



The landing bay portals are epoxied into place in the rear hull plate



Cover Story

USS Reliant

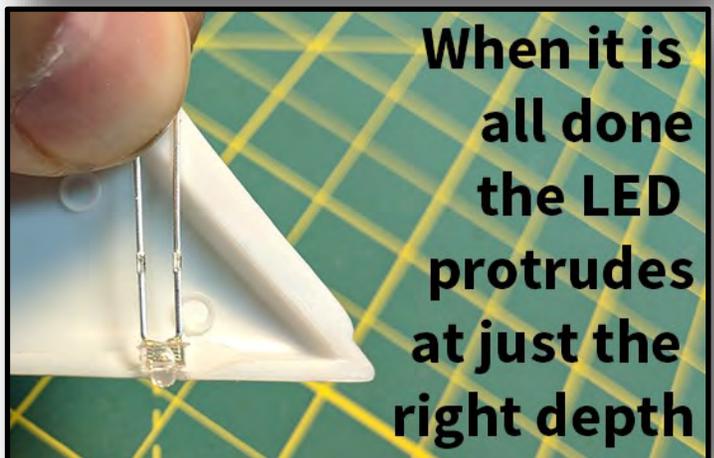
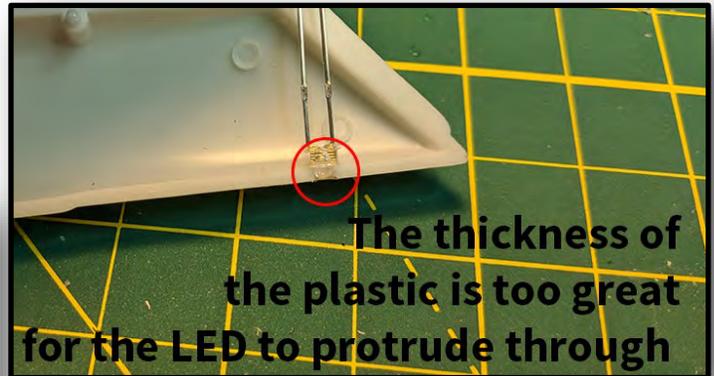
of the ship but took great care to keep the external joints between the door and the frame as clean as possible. These were subsequently glued in-place with two-part epoxy to ensure a solid joint after the hull was sealed shut.



Warp Nacelles

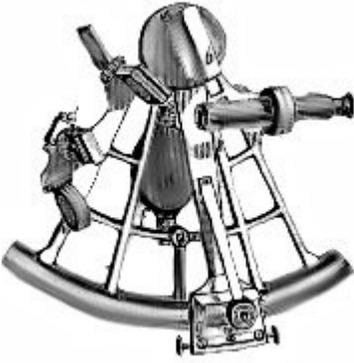
The warp nacelles presented the biggest challenge of this kit and not just because of the addition of the lighting. I feel the alignment of the nacelle and its support arm is pretty tricky...there is no set angle at which the nacelles “lock into” on their corresponding arm. Use of the lighting kit forced me to build the nacelles off the primary hull (to enable the wiring to be run) and then attaching the nacelles after I closed the hull...a very complicated procedure. It takes a rough eyeball look from the front to get it close. Then, put on a bunch of CA glue and accelerator while you are holding it and hope for the best. Perhaps with more time I could have configured some sort of jig to make the job easier...but I was on a deadline to deliver you guys a great article!

Another challenge to these nacelles was the joint between the actual nacelle and its support arm. I filled the entire gap/joint with CA glue but once this was cured the slightest movement of the nacelle...to include just a careless bump with an arm or hand... would cause the CA glue to crack under the pressure. No good, indeed. I decided to take the whole nacelle off its support arm and reinforce the joint between the two with more CA deep inside the joint (and nacelle). Luckily, this worked and after filling and sanding the



Cover Story

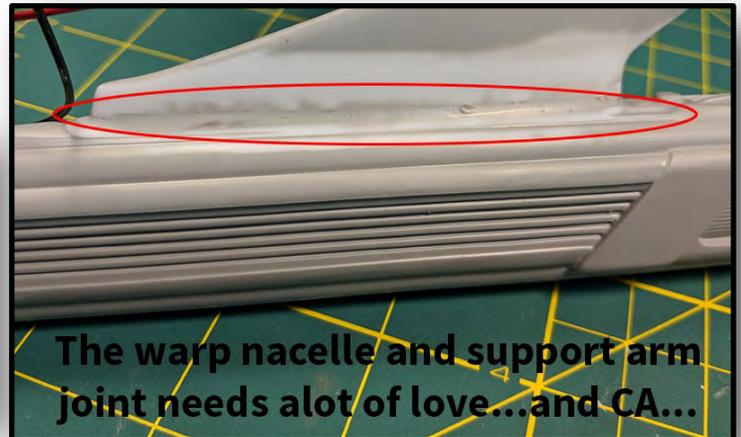
USS Reliant



joint smooth one more time all subsequent jolts to the nacelle did not produce the same cracking in the CA filler. Another modeling victory...yay.



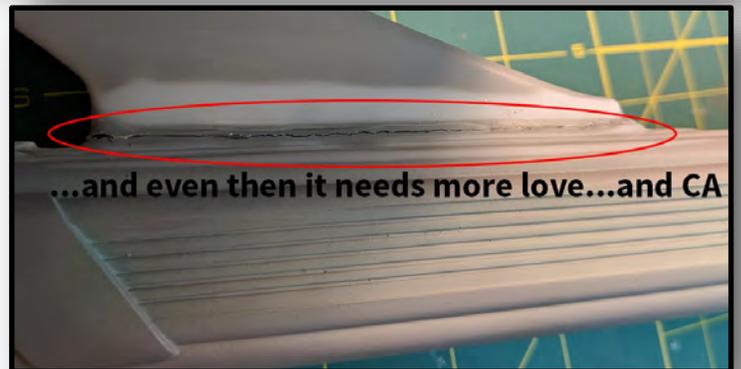
Internal wiring of warp nacelle strobe beacons



The warp nacelle and support arm joint needs alot of love...and CA...



Checking the alignment of the warp nacelle and support arm



...and even then it needs more love...and CA

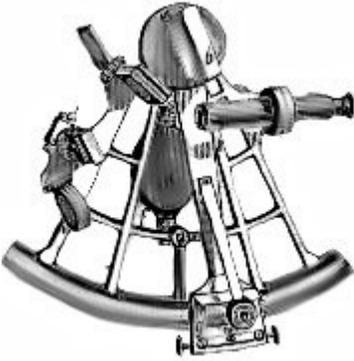
Evil Lights

Another feature I decided to add to the model are red lights on the main saucer section that are not similarly located on the Enterprise saucer section. From what I have read- and I can't remember my source during the writing of this article – red lights were added to the main saucer section, that when viewed from the front, gave a distinctive look to the Reliant so that audiences could distinguish it from the front of the Enterprise during action sequences. Red was chosen since this color has a certain “evil-ness” to it and we all know that Khan Noonien Singh is a pretty evil dude, right?

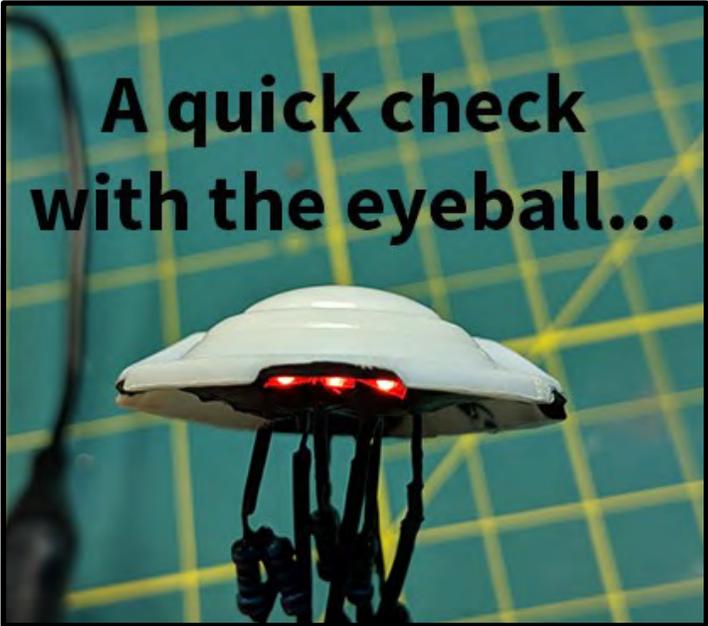
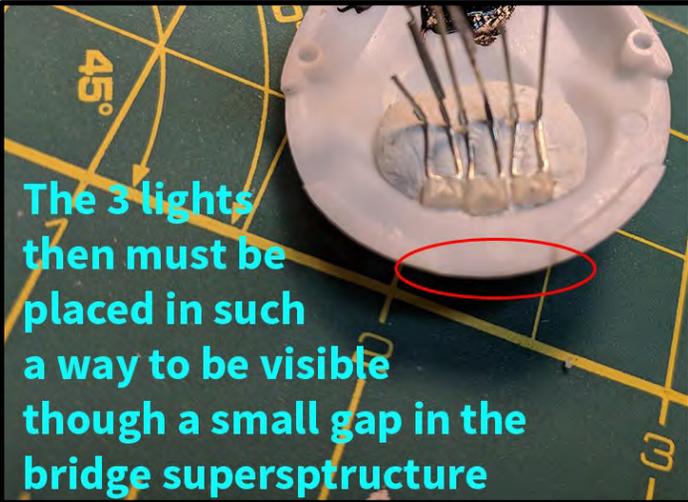
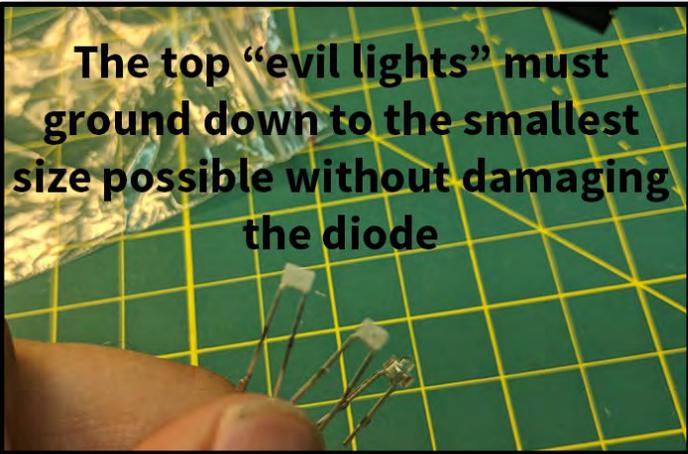
To replicate these lights, I chose to do just the front facing lights (the studio model has red lights facing front, starboard, and port sides of the saucer section).

Cover Story

USS Reliant

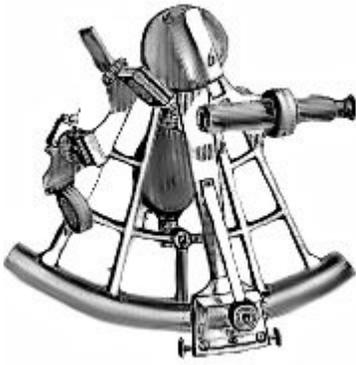


These lights are mounted both under the bridge on the upper saucer section as well as on the lower dome under the lower saucer section. The lower lights were relatively easy to install since the space available for these was readily available in the lower dome.



Light Testing

To support this build, and for all future lighted builds, I purchased a variable DC power converter from Amazon. This bench-top device allows you to dial the appropriate voltage allowing you to test your various LEDs and supporting circuits before installation. This saves time as you can vary voltage to simulate various



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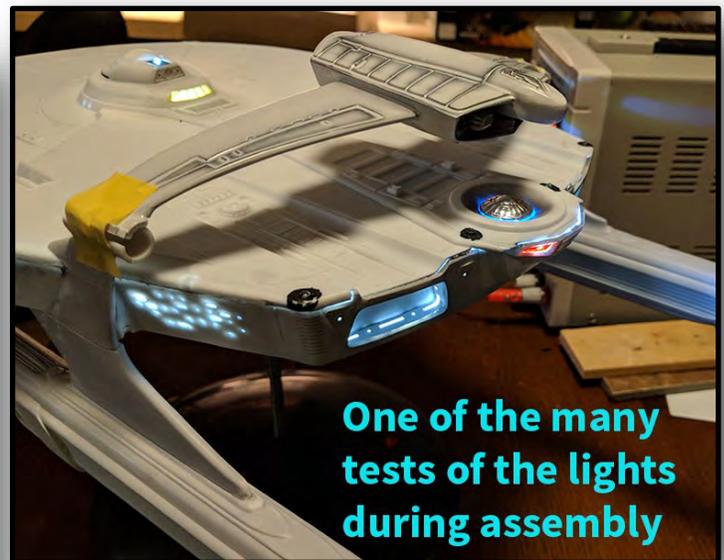
USS Reliant

power states and get a feel for how bright the LEDs will be on the final model.

I opted to dial down the lighting a bit (i.e., increase the resistance in the circuit) as I did not want the lights to overpower the finished model...but merely to complement it. I view lighting on a model is best when it works with the other visual elements such as painting, decals, weathering, etc., and any of these other elements done to extreme would distract from a finished build just as much as bright lights would.

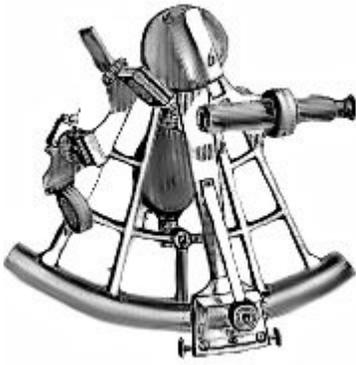
Lighted features include:

- Blinking navigation and strobe beacons (TenaControls)
- Internal LED light strips to illuminate window portals
- Red impulse engines
- Blue warp crystal portals on top and bottom rear of ship
- Red “Evil Lights” pointing forward under bridge and under saucer section



Sealing The Hull

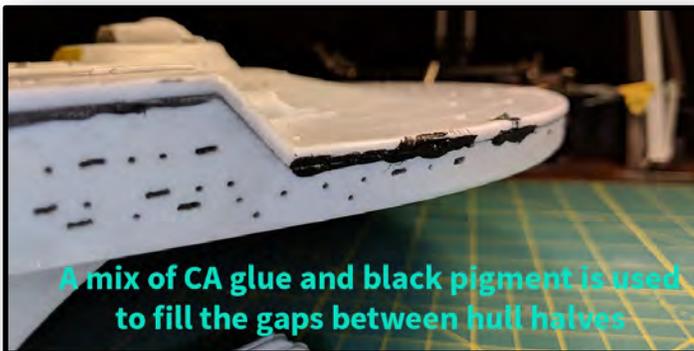
As I mentioned earlier one important step to take in building a lighted model, especially one lighted from the inside, is to implement a “light pollution” control plan. With this model it started with painting the interior of the hull sections with black and then Alclad aluminum paint. When I got the step of sealing the hull sections together another point of potential light leakage is through the seams in the hull. My main (and favorite) gap filling agent is CA glue; and as most of know CA glue is clear...a challenge for light control. What I ended up doing is mixing black pigment in



Cover Story

USS Reliant

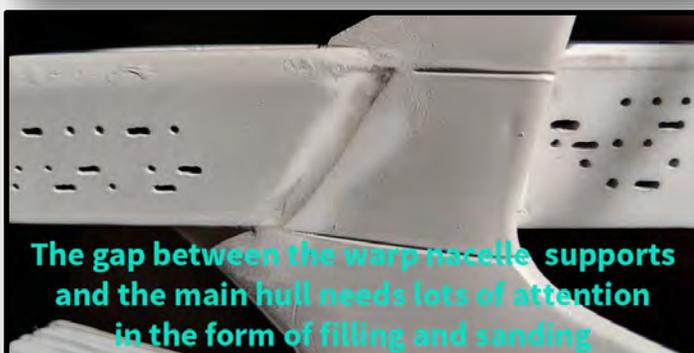
with a small pool of CA glue and then applied this mixture to all the hull seams. Once cured, I tackled with the good ol' sanding sticks sand just sanded away, working from course to fine grit until I was satisfied with the results. Light testing continued during this phase of construction to ensure that I was controlling all the light adequately.



A mix of CA glue and black pigment is used to fill the gaps between hull halves



Some of the gaps need several rounds of filling and sanding



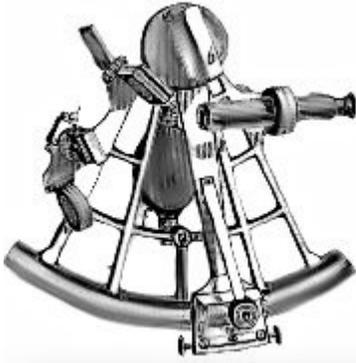
The gap between the warp nacelle supports and the main hull needs lots of attention in the form of filling and sanding

Priming & Painting

Once I was satisfied with the construction of the overall model the next step was to move onto priming and painting. A critical preparation step is to mask off all the external lighting so as to not cover them with paint. For this I utilized Vallejo liquid mask. It worked out pretty well although pulling it up can be pretty tedious. For the blue warp crystal domes – both top and bottom – I utilized Bare Metal Foil as the masking medium. I did not mask the individual windows but allowed a minuscule amount of paint to enter the interior of the hull. This did not affect the final lighting of the model.

I primed the entire model with Tamiya rattle can gray primer. After a couple of coats to ensure a smooth, solid finish I then accomplished some pre-shading. I utilized both black and white Tamiya acrylics for the pre-shading. I applied black to all the engraved panel lines, recessed areas of the hull, as well as sharp angles between hull sections. Once this had cured I then airbrushed Tamiya white on the center of each hull plate as well as any area higher than an adjacent section of the hull. I also hand-painted the white acrylic onto small bumps and raised detail of the upper hull in order to maximize contrast in these areas.

For the primary coat of paint, I chose Testors enamels. For one, the instructions call out Testor's ModelMaster colors for the various shades on the hull so I figured this would be easiest since I had all of these colors already in my inventory. The primary hull color, however, is a self-mixed shade of off white. I used two bottles of Testors flat white and mixed in a very small amount of gray and tan to give a slight off-white...appropriate for any sci-fi spacecraft. After mixing an adequate batch I thinned 50/50 with enamel thinner and applied the primary coat with my Iwata



Cover Story

USS Reliant



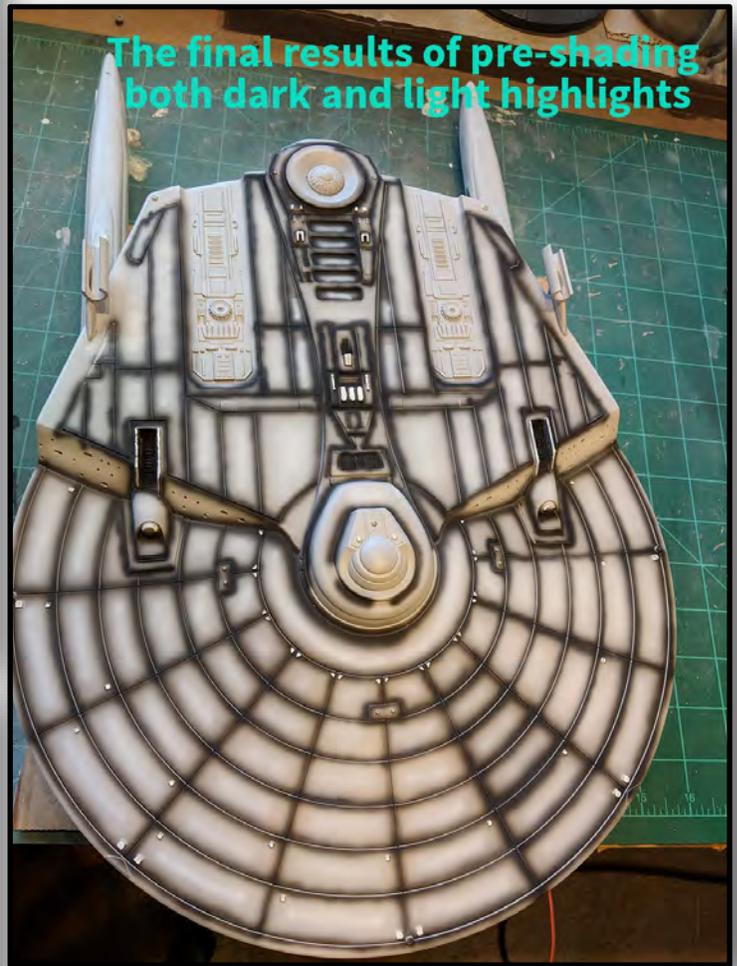
Prepping the lights for painting



Two coats of Tamiya Gray Rattle-Can Primer

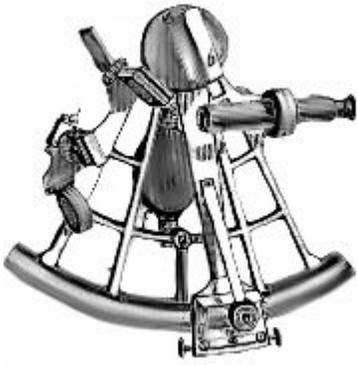
RG-3L baby air gun. This air gun is perfect for applying large, wide-area coats to a model this size. I applied light, even coats so as to gradually build up the white over the pre-shading and not totally cover-up the previous and critical step. Once all the white was on with the shadows and highlights showing though I

knew I was done. I let this cure for a couple of days since enamels require a bit more “rest time” before additional painting.



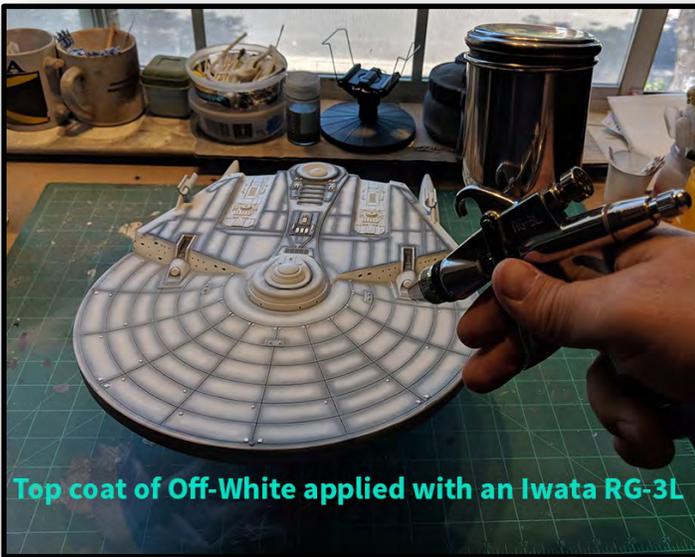
The final results of pre-shading both dark and light highlights

Once the top coat is cured I proceeded to add the secondary colors. This required some masking but it ended up being pretty easy since the shapes are very regular. The two other colors primarily used are Testors Intermediate Blue, Duck Egg Blue and Yellow. As with the primary (top) coat of white I let these colors cure for a couple of days as well.

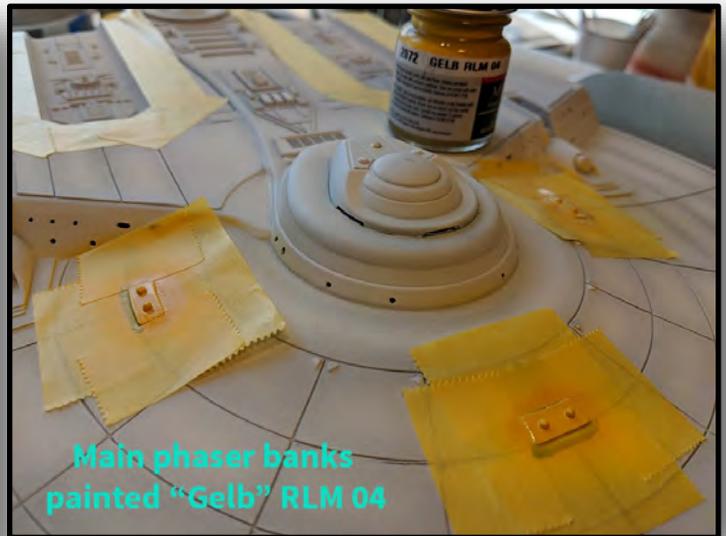


Cover Story

USS Reliant



Top coat of Off-White applied with an Iwata RG-3L



Main phaser banks painted "Gelb" RLM 04



Top Coat finished and curing for next painting steps...



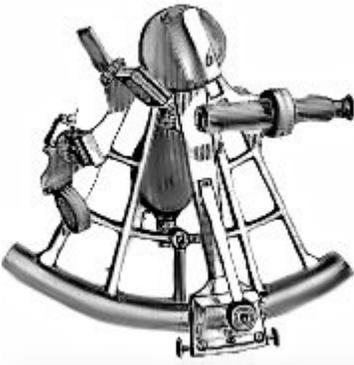
Intermediate Blue applied per the instruction's color guide...



...as well as with Duck Egg Blue

Cover Story

USS Reliant



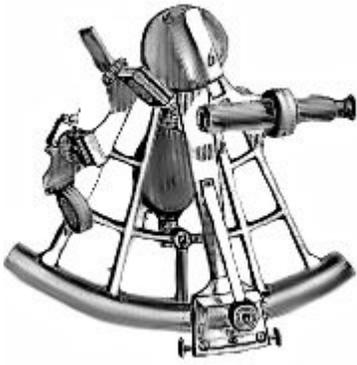
The final step in painting are the domes atop the main bridge as well as the bottom of the saucer sections. I utilized AK Interactive *Extreme Metal: Polished Aluminum*. As with other metallic colors a very smooth surface is the key to a reflective paint finish. I also made a home-made mask based on the diameter of the dome. This aided greatly in the finish of the dome. Another key thing to keep in mind with these domes is to NOT TOUCH THEM after they are painted...the metallic finish is very susceptible to scratches and blemishes. It also important to remember to cover them (I used a piece of foam) when applying top coats of sealing varnish.

Speaking of sealing acrylic: after the paint had fully cured I covered the entire model is several coats of gloss acrylic varnish. I made sure the coat was several layers thick in order to accommodate the monster decal job that soon followed.

Decals

Because lighting the kit was not enough of a hassle and I was up for more punishment, I decided to go with the Aztec decal set available for this kit. The Aztec pattern used on Federation starships in the Star Trek universe is a complicated and dense pattern of multicolored polygons over the base off-white of the ships hull. In this case the colors are light blue and light gray. One can individually mask and paint these but AMT has released a set of Cartograf decals that replicate this pattern. They are a lot of decals and it takes some time to apply correctly...but they go on absolutely beautifully and they settle down extremely nicely...to the point where I really enjoyed the tedious



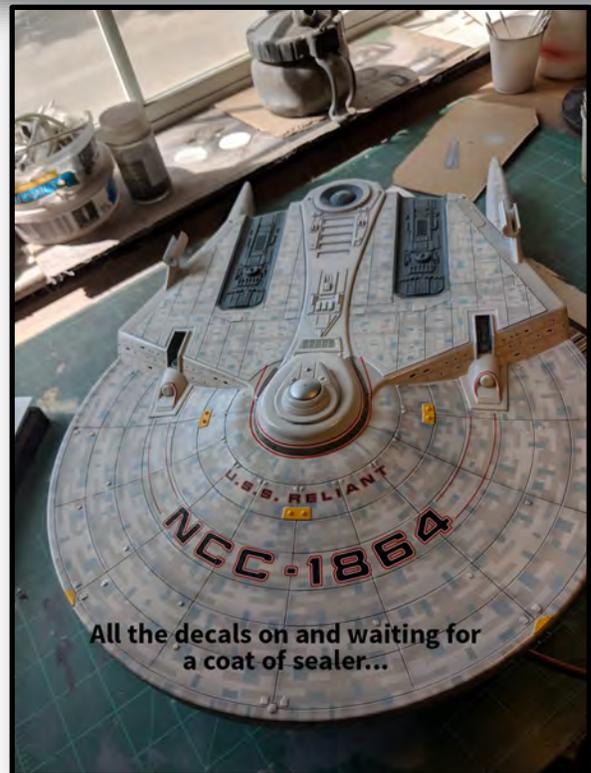
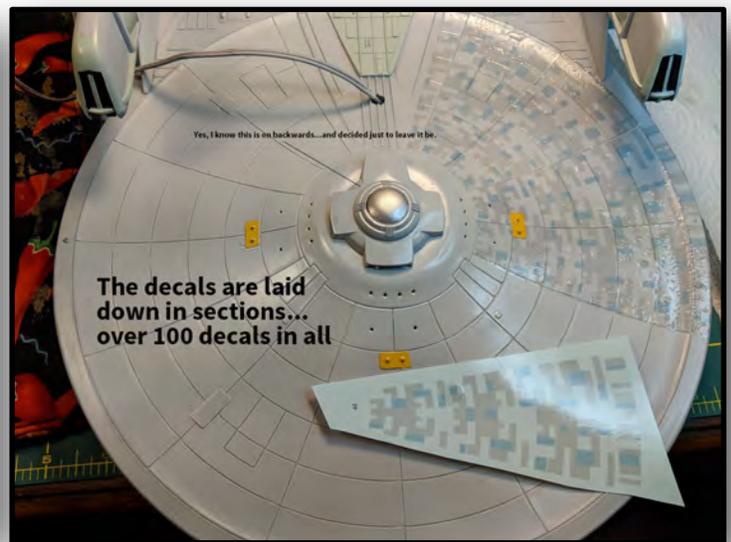


Cover Story

USS Reliant

task of applying them all. They cover almost every part of the ship and the go on in carefully designed sections. Bravo to Cartograf decals for what they pulled off with this set...very nicely done.

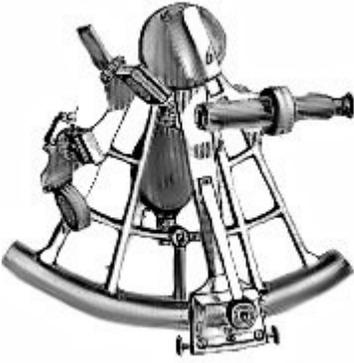
just right for panel lines and other recessed details. Once this cured I then covered the entire model in a flat acrylic varnish.



Once the decals were on and dry I applied a coat of acrylic satin varnish to cover all, and make disappear, the many tide water marks from the decal application. I also did a little bit of panel line work with Tamiya Panel Liner...a thinned, black enamel fluid formulated

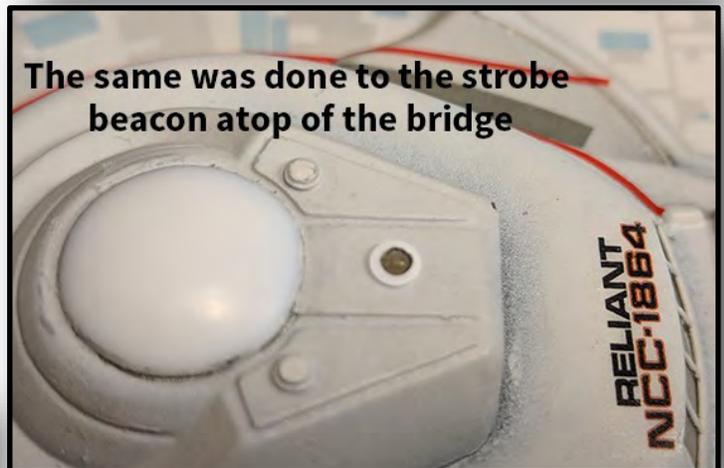
Cover Story

USS Reliant



Touch-Up and Final Details

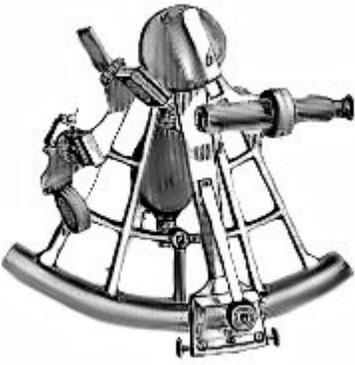
One of the challenges of installing the TenaControl LEDs (beacons) around the exterior of the hull is to get the holes just right. With drilling from inside the hull toward the outside you run the chance of going too far and making the hole too big. I did this in a couple of places...not bad for over a dozen holes to drill. To compensate for these mistakes, I didn't worry about cleaning up the hole during construction or during the mounting of the LEDs...I just epoxied the LEDs in and waited 'til the end of the build to address it. I used .010" sheet styrene and punched two concentric circles with a punch and die set: one 4 mm hole and a larger 6mm hole around the smaller one. This gave me very clean rings that I painted with the hull color then placed over the offending beacons. In my opinion I was very happy with the results...a modeling victory!



My goal was to have this model lighted by an internal 9-volt battery and not a wall pack. The battery will allow it to sit on a contest table without being dependent on a nearby electrical outlet. The flip-side is that I will have to burn through 9-volt batteries at a relatively quick rate...especially on contest days. Luckily there are only a few a year. I eventually decided to power it with two 9v batteries wired in parallel to extend the life between battery replacements – especially at shows. I also added weight to the base in the form of BBs held in place with cured acrylic. I modified the base that comes with the kit – a dome-shaped plastic base with supporting metal tube – to allow the mounting of batteries as well as an on/off switch in the base.

Cover Story

USS Reliant



Conclusion

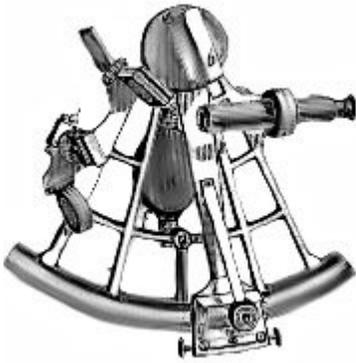
In all, I can easily say this was a challenging yet extremely enjoyable build. Yes, there are some flaws here and there (that my eye will never *not* see) but all in all, I'm very happy with this build and looking forward to both competing it and placing it in my display cabinet. I can readily recommend the kit along with all the added aftermarket parts. Both of my thumbs are up!



Feature Story

Replicating Armor Anti-Skid Texture

by Dana Mathes
IPMS# 43781



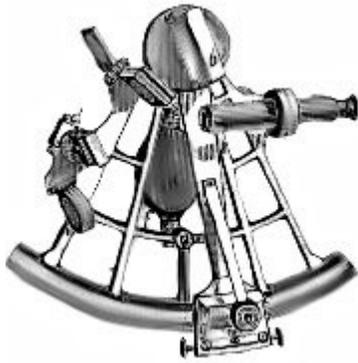
Most modern armored vehicles have anti-skid coatings applied to the horizontal surfaces of their turrets and their upper hull surfaces for the safety of their crews. Without these coatings, the walking surfaces become very slick when wet and quite dangerous. The photographs below of American M-1 Abrams and British Challenger 2 tanks show examples of these anti-skid coatings. They are most obvious on the turret tops and front glacis plate surfaces. You will also note that not every horizontal surface has the anti-skid applied to it. Not every type of vehicle uses the same texture. Anti-skid surfaces can also be found on some types of aircraft, construction vehicles, trucks, and boats. Modelers might also find creative uses for textured surfaces on figures and sci-fi projects.



The Methods

Over the years I have seen very few models on contest tables with anti-skid surfaces. Descriptions of techniques for modeling these coatings occasionally appear in modeling magazines. In order to better understand the various techniques for applying these surface treatments to a model, I decided to try out some of the techniques that I found most frequently discussed in internet blogs and articles. I purposely omitted the brush-on options offered by various paint companies (Mig, Vallejo, Mr. Surfacer) as I was concerned about brush strokes and inconsistent finishes.

My investigation yielded four techniques that seemed to be generally viewed with favor. First, AFV offers an adhesive film (AC35206) that can be cut to shape and then applied directly to the surface of the model. A second pair of techniques used spray-on methods. One involved spraying Mr. Surfacer(R) 500, a readily available hobby product, onto the model as a textured primer. A blog described spraying the product with an airbrush (0.3 mm nozzle) and higher than normal pressures (40+ psig) due to the viscosity of the material. Another spray-on method applies Rust-Oleum(R) Textured paint onto the model with a spray can. This paint is available in either a white or black fine textured finish. It is stocked in local hardware stores. A fourth method applies dry particulate onto a wet liquid cement that had been applied to the model. This is the VMS Hull TEX system (2 parts: cement and texture) available from Michigan Toy Soldier hobby shop. The vendor has published a instructional video (<https://www.youtube.com/watch?v=S-hFFChTn2M>) for this method. The texture can be applied for a heavy coating by simply shaking the dispenser over the model onto the wet cement. Alternatively, a small amount of particulate can be shaken on the model and dispersed with the cement for a thinned coating.



Feature Story

Replicating Armor Anti-Skid Texture

The Test Protocol

I set out to test these products and techniques in order to see what they can really do. Ten different samples were prepared. They are summarized in the table below. Each texture sample started as a roughly 2" x 3" piece of bare Evergreen plastic sheet. On each sample (with the exception of the Rust-Oleum for which I forgot to do this) I left bare plastic for an easy comparison with the texture surface.

You will see that I tested the products on clean plastic as well as on primed surfaces (Tamiya primer from spray can) in order to see if the presence of primer would make a difference in the resulting textured finish or if the primer and the product would chemically interact and affect the finish.

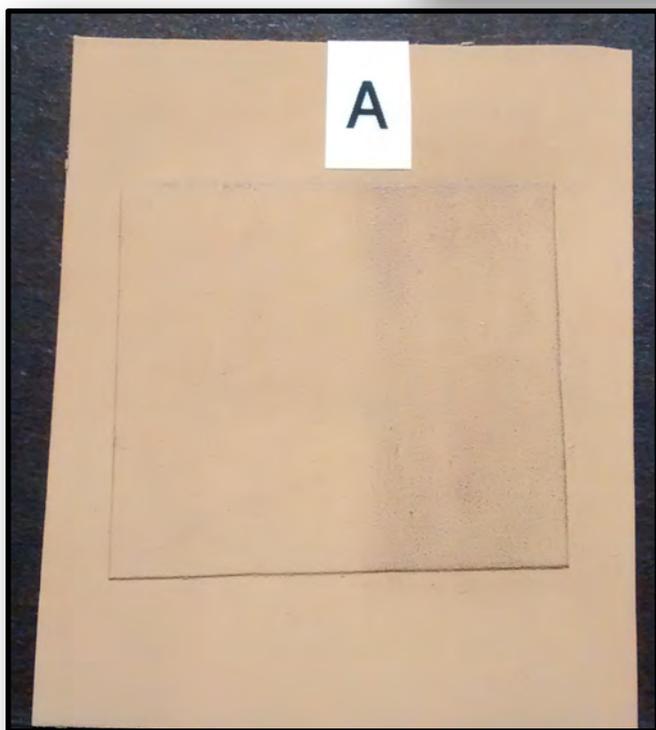
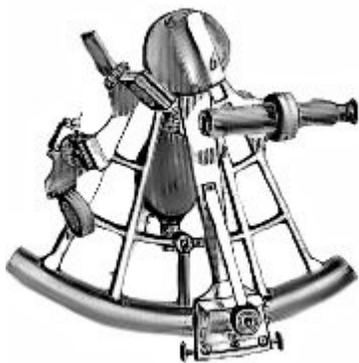
Once the anti-skid texture had dried for a day, each sample received a light coat of Tamiya primer and then two coats of a ModelMaster(R) enamel paint. Finally, the right side of each sample was lightly dry-brushed with a dark earth color (again ModelMaster enamel) for the sake of making the texture stand out better in the photographs. This also enabled a better evaluation of what the texture would really look like on a finished model.

I have noted the specifics of the applications for each sample and the results in the table below. Photographs of each sample are also provided below:

| | Technique | Vendor/Product | Applied Over Primer? | Application Notes | Consistency of Finish | Texture Effect |
|---|---------------------|--------------------|----------------------------|---|--------------------------|-------------------|
| A | Adhesive Tape | AFV | No | None | Consistent | Very Little |
| B | Spray-On Texture | Mr. Surfacer 500 | No | Thinned, 0.5 mm nozzle, 20 psig, 2 coats | Consistent | Slight |
| C | Spray-On Texture | Mr. Surfacer 500 | No | Straight, 0.5 mm nozzle, 20 psig, 2 coats | Less Consistent | Medium |
| D | Spray-On Texture | Mr. Surfacer 500 | No | Straight, 0.5 mm nozzle, 40 psig, 2 coats | Less Consistent | Medium |
| E | Spray-On Texture | Rustoleum | No | 2 coats | Consistent | Medium Heavy |
| F | Spray-On Texture | Rustoleum | Yes | 2 coats | Consistent | Medium Heavy |
| G | Sprinkle-On Texture | VMS Texture System | Yes | Normal application method | Consistent | Very Heavy |
| H | Sprinkle-On Texture | VMS Texture System | Yes | Thin application method | Least Consistent | Heavy |
| I | Sprinkle-On Texture | VMS Texture System | No | Normal application method | Consistent | Very Heavy |
| J | Sprinkle-On Texture | VMS Texture System | No | Thin application method | Least Consistent | Heavy |

Feature Story

Replicating Armor Anti-Skid Texture



AFV Adhesive Tape

Discussion of Results

None of the samples demonstrated a negative interaction with the primer. There was no difference in applying the products to bare or primed surfaces.

There were no problems encountered in applying the AFV film. It adhered well with no gaps or wrinkles. It accepted primer and paint well. This sample yielded the least visible texture: barely more texture than the texture of the primer and paint on the bare plastic.

Fearing that I would plug up my airbrush with the thick Mr. Surfacer, I used a 0.5 mm nozzle rather than the 0.3 mm nozzle noted in the articles. Before I tried shooting undiluted Mr. Surfacer 500, I tried spraying a sample with a 50% dilution. Meeting with success, I then boldly tried it undiluted. I also used two different pressures to see variations in the resulting texture and to understand the ability to control the application. In a pleasant surprise, I experienced no plugging problems when spraying the unthinned Mr. Surfacer 500. At the higher pressure (40 psig) the texture became grainier as expected but it was less consistent and a bit harder to control the consistency of the finish. I had no trouble cleaning the airbrush with lacquer thinner.

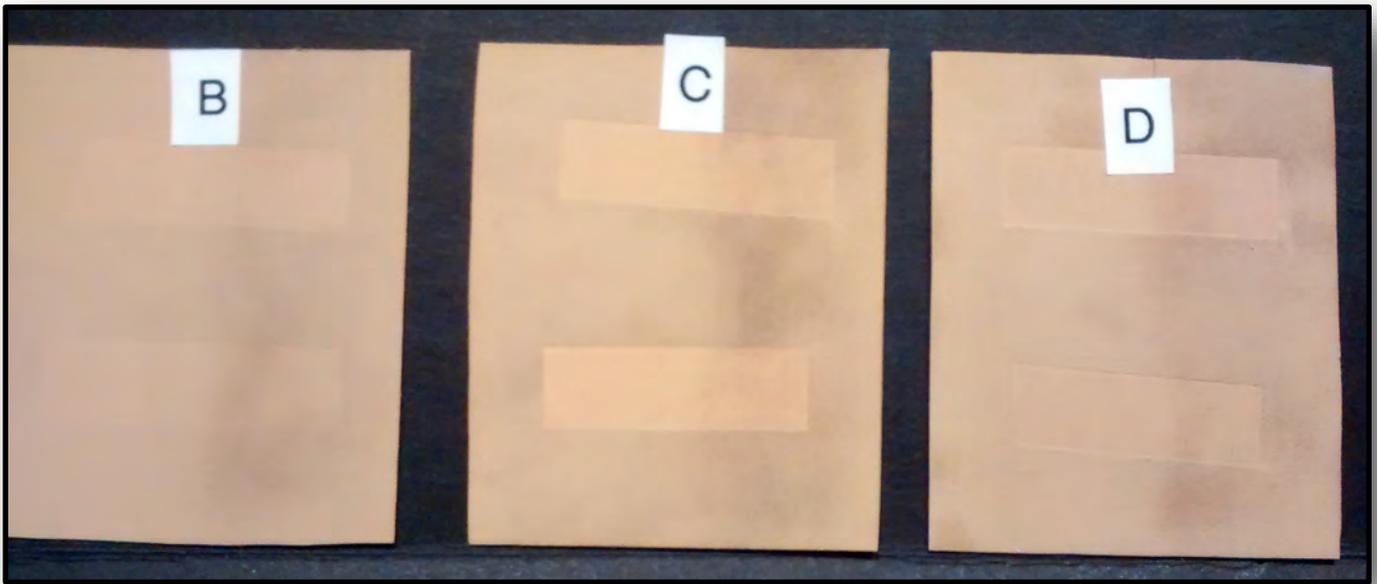
The Rust-Oleum paint sprayed very evenly from the can and gave the most consistent textured finish. This texture was rougher than the AFV film or any of the Mr. Surfacer samples. There were no plugging problems with the spray nozzle on the can. It accepted the enamel



Feature Story

Replicating Armor Anti-Skid Texture

Mr. Surfacer: Airbrushed

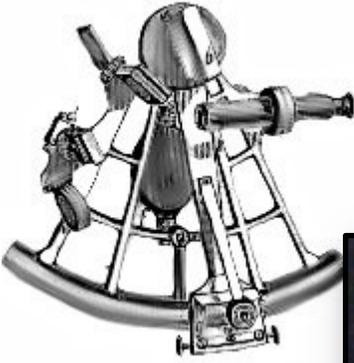


VMS Hull Tex System



Feature Story

Replicating Armor Anti-Skid Texture



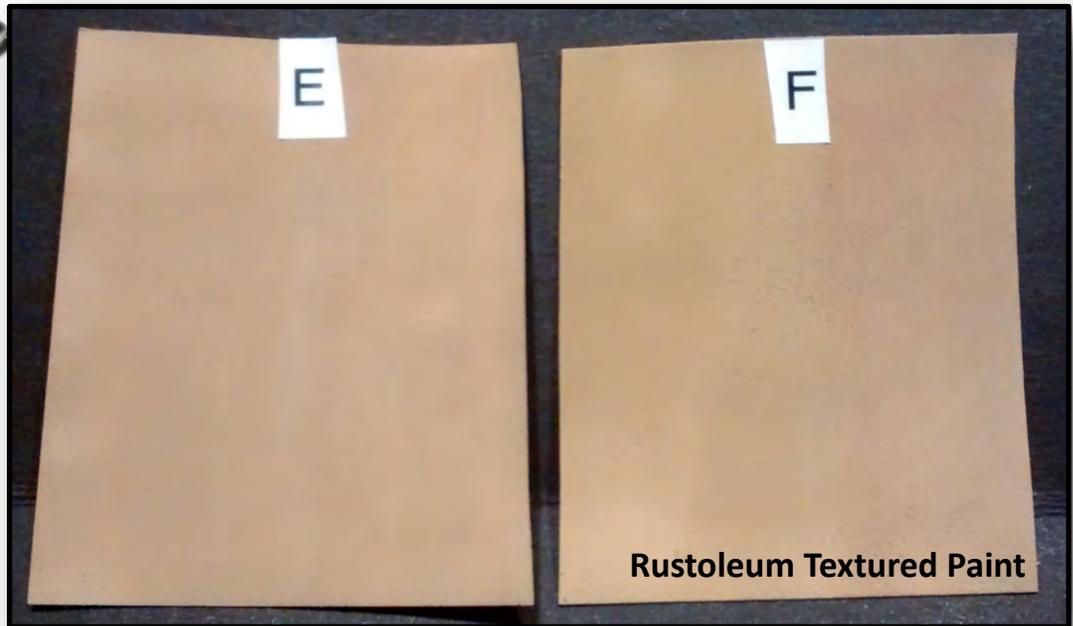
finish well. The texture from both samples was partially rubbed off when I dry-brushed them. You can see this on the right sides of samples E and F. This was unexpected. However, it does provide a means of altering and customizing the surface effect with this method.

The Hull Tex cement was easy to control when applying it with a brush.

It also can be removed with the solvent the vendor sells. The textured surface can also be removed with the solvent. This was the claim of the vendor and it proved to be true. The texture has about the same particle size as baking soda powder, but it has the advantage of not clumping. It flowed very nicely. The trick with this method is to control how the particulate is shaken on the model while the cement is wet. Surprisingly, the bottle and spout allowed me to make a very consistent surface. It was considerably rougher than that of the other methods. The alternative thin texture method was much harder to control and as noted seems to require a fair amount of practice to get a consistent finish. While testing the thin texture method, the cement interacted with the primer (when applied on a primed surface) and began to dissolve it. But when the sample had dried, there were no blemishes or brush marks.

Conclusions

So, which method is best? Like most things, it depends on what you are trying to accomplish. Because of its thickness, the AFV film looks to be out-of-scale for 1/35 or smaller projects. However, its texture is probably very accurate for lightly textured 1/35 or 1/48 scale armor and aircraft projects. There are some subjects that have anti-skid strips glued to their surfaces and this film can represent those strips well. This method requires careful cutting and fitting of the adhesive film to the model project.

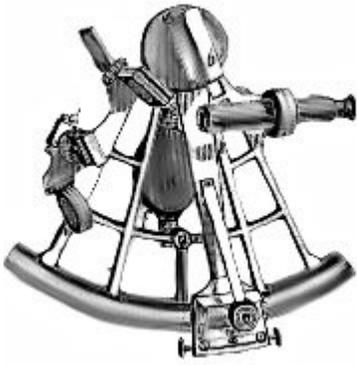


The two spray-on methods both require the model to be masked. The lightly textured Rust-Oleum spray paint provided the most consistent textured finish of all the methods. It provides a good scale match for 1/35 or 1/48 models. The sprayed-on Mr. Surfacer 500 would be a good solution for lightly textured surfaces of any scale. You can manipulate this method with air pressure and dilution to achieve the texture you need for the subject. Consistency of finish may be an issue if you are trying to get rough texture with high pressures.

The VMS Hull Tex system is the most forgiving of all the methods. If you make a mistake in applying the cement or the particulate, you can take it all off with the solvent and start over. The regular texture method is also the easiest to apply as it requires no cutting, trimming, or masking. However, the result is a very rough, textured surface. It is probably best for larger scale projects, with 1/35 being the smallest applicable scale. The thinned VMS texture is more difficult to apply and, as noted, requires some practice to master. Scalewise, 1/48 is probably the lower limit for this method too.

So, if your model has hit the skids so to speak, and you need a textured surface, you have several methods available to choose from for an anti-skid coating.

Feature Story



History of Alamo Squadron: The Nineties!

by Dick Montgomery IPMS # 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 (2018). 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 to sell their collections.

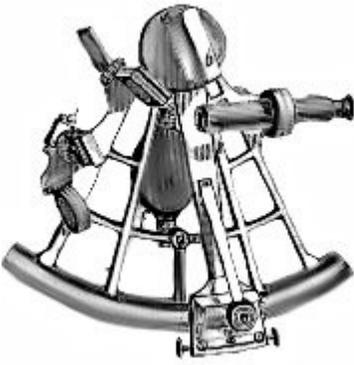
The September 1991 newsletter contained two interesting bits of information. First, Tom Ward had secured a site for club meetings at the San Antonio Association of Life Underwriters building on Loop 410, near Babcock. The newsletter also indicated that Tom assured the membership that he, personally, 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 an 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

Feature Story

History of Alamo Squadron: The Nineties!



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.

ModelFiesta XI – Feb 8, 1992

The records for ModelFiesta XI indicate that Paul Lemon served as the Event Director. As to who served as Vendor Coordinator, there is some conflicting data. The event flyer lists Dave Brizzard as the V.C., but in documentation dated in the early years of 2000, Bob Carr was identified as the Vendor Coordinator for ModelFiesta XI.

ModelFiesta XI was held at the Seven Oaks Hotel located at 1400 Austin Highway on February 8, 1992. "MF XI" was another in a long string of successful contests. With 575 entries "MF XI" surpassed all other ModelFiesta competitions in the total number of entries. The Seven Oaks Hotel no longer exists. It was destroyed by a fire in the late 1990's, certainly after 1995.

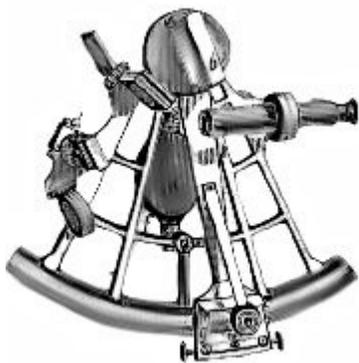
Categories- As at "MF X" the *Lone Star Brigade Scale Model Society* of San Antonio was given responsibility for the Armor categories. The armor club had very successfully taken over the area at the request of Alamo Squadron the previous year. The automotive categories were handed over to the *South Texas Automotive Modelers* of San Antonio. This group of modelers had handled the automotive categories at ModelFiestas IX and X. Some notable changes in the category structure show that categories were being defined more tightly than in previous ModelFiestas, a natural result of more entries being placed on the tables.

Trophies for MF XI featured the traditional view of a female raising some sort of torch above her head. A medallion featuring the X-Acto Dive Bomber was attached next to the riser upon which "Madame Model" stood. An engraved plate identified the category in which the model was placed and its placement of either 1st, 2nd, or 3rd.

| Category | Number of Categories | Number of Entries |
|-------------------|----------------------|-------------------|
| Aircraft | 15 | 169 |
| Armor | 10 | 100 |
| Automotive | 8 | 123 |
| Collections | 1 | 7 |
| Dioramas | 4 | 44 |
| Miscellaneous | 1 | 5 |
| Preteen/Youth | 1/2 | 32 |
| Ships | 1 | 8 |
| Spacecraft-Sci-Fi | 3 | 31 |
| Figures | 4 | 56 |
| Totals | 50 | 575 |

Feature Story

History of Alamo Squadron: The Nineties!



ModelFiesta XII – Feb 6, 1993

Neither the identity of the Event Director or the Registrar are known, but the Vendor Coordinator was either Dave Brizzard or Bob Carr. Dave's name appears on the contest flyer but his staff position is not clearly defined.

Billed as the "National Contest of Texas", ModelFiesta XII took place at the Seven Oaks Hotel & Conference Center at 1400 Austin Highway on Feb 6, 1993. This facility had been the home of ModelFiesta for several years. ModelFiesta XII proved to be a turning point in the manner in which the Aircraft categories were structured. Details are provided below. The decision to rework the Aircraft categories was a very good decision and forms the basis for the Aircraft division through the current day (Sept, 2018)

The official entry count at the show was 457 entries. The contest was not as successful as had been hoped and some alarm bells sounded when the total entry count dropped from the previous show by a total of 116 entries. Youth entries had decreased by half to a total of 16. Armor entries dropped by 38 to a total of 62. Automotive entries were down by 39, and Aircraft by 16. Only the Figures class increased, and that was by a count of 24. ModelFiesta XII was the last contest to dip below the 500-entry mark. (Note that Collections, Group Builds, etc, are counted as 1 entry regardless of the number of individual models in the Collection or Group.)

The trophy featured the familiar naked lady (Winged Victory) on a marble-texture base with an engraved plate showing the category and placement of the winning entry. A small medallion was placed to the right of the female figure and featured the X-Acto Dive Bomber and the date, 1993.

The Contest Brochure had been fairly standardized over the past ModelFiestas. Brochures featured a basic map showing the location of the event, and also in-

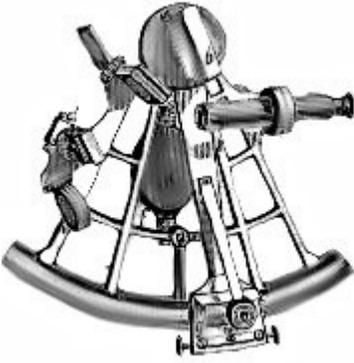
cluded the date, schedule, and listing categories, rules, and awards. In its original form the brochure consisted of a single sheet of standard typing paper folded along the horizontal axis into two equal parts. Printing was accomplished in such a manner that the brochure became a four page document. The brochure for ModelFiesta XII were printed on blue paper.

A very strange feature never found in any ModelFiesta previous to MFXII or since, was revealed by studying the contest brochure and the Winner's List documentation. It appears that, for some strange and inexplicable reason, the Best of Show award and the Frank Garcia Award were merged into the "Frank Garcia Best of Show" Award. Frank Garcia was honored, after his untimely and unfortunate passing, with an award named in his honor in 1985. The award was traditionally given to the model determined by judges to be the best U.S. Navy Jet subject entered in the show. At ModelFiesta XII the award(s) was presented to a car model, hardly a U.S. Navy Jet.

| Class | Categories | Entries |
|-------------------|------------|---------|
| Aircraft | 18 | 151 |
| Armor | 10 | 62 |
| Automotive | 9 | 82 |
| Collections | 1 | 7 |
| Dioramas | 4 | 36 |
| Figures | 6 | 80 |
| Miscellaneous | 1 | 5 |
| Ships | 1 | 6 |
| Spacecraft/Sci-Fi | 1/2 | 0/12 |
| Preteen & Junior | 1/1 | 10/6 |
| Totals | 55 | 457 |

Feature Story

History of Alamo Squadron: The Nineties!



ModelFiesta XIII – February 5, 1994

Although the archive does not clearly identify the Event Director for ModelFiesta XIII it may well have been Phil Sanders. During the course of the day it became apparent that Phil was slowly becoming unable to carry out the functions of the Directorship. A number of club members stepped into the role and divided up the responsibilities in such a way that the participants were unaware of the situation. Lee Forbes took on most of the responsibilities aided by Dick Montgomery and a number of other unidentified club members.

Billed as the "National Contest of Texas", ModelFiesta XIII took place at the Seven Oaks Hotel & Conference Center at 1400 Austin Highway on February 5, 1994.

In the Aircraft Division the category for 1/48 scale aircraft depicting a subject dating from the origins of flight to 1938 was reinstated. This return to active status followed a three year period in which the category was not offered. The decision proved to be an appropriate one as the category drew eight entries.

In another Aircraft decision, models of military subjects in small scales (1/144) were gathered into their own category. This also proved to be a good decision, the category attracted 7 entries.

In the Automotive Division a significant change was made. Competition subjects were divided into Open Wheel and Closed Wheel categories. When one thinks about NASCAR subjects and Indy subjects this change was long overdue. Another change involved dragsters which first were given a separate status in ModelFiesta X. The category was deleted afterward and reappeared in ModelFiesta XIII.

Again, in the Automotive area the categories for large and small trucks were redefined. In ModelFiesta XII the split between the categories occurred at 1.5 tons. At "MF XIII" the split was moved to 10,000 lbs.

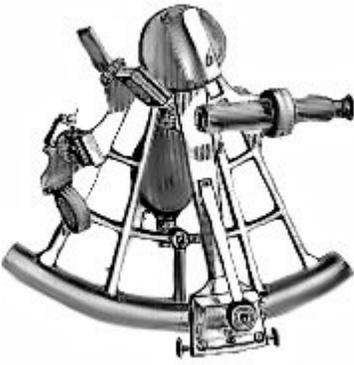
New I.S.A.s appeared in ModelFiesta XIII. The Meatball Award was presented for a second year and was joined by I.S.A.s for the best NASCAR subject (traditionally sponsored by Bob Carr and Gordon Ziegler) and the best Golden Age Aviation subject, sponsored by Bob Davies. A third new I.S.A. called the Airbrush Award was presented at the contest although it was not advertised in the contest brochure.

Pardon the digression for a personal story: When Bob Davies studied the list of entries which were eligible for his Golden Age Aviation subject, he found only a single model. It was a Ford Flivver by Williams Bros and it was built by me (me, the author of this article being Dick Montgomery). Bob had no idea it was my model when he walked up to me and expressed a conundrum. Remember, again, that he did not know that it was my model! Bob's problem was that, as he put it, "the Ford Flivver is the only eligible model in the contest, but it isn't very good." He asked my opinion as to whether he should give the award to the Flivver or simply not grant the award to an undeserving model. Keeping a straight face, I suggested that if the model did not live up to his expectations then the award should be withheld. Bob accepted that advice. To my knowledge, Bob never realized that it was my model in question. (I'm smiling when I type this!)

| Class | Categories | Entries |
|-------------------------|------------|---------|
| Aircraft | 18 | 153 |
| Armor | 10 | 85 |
| Automotive | 11 | 121 |
| Collections | 1 | 4 |
| Dioramas | 4 | 34 |
| Figures | 4 | 65 |
| Miscellaneous | 1 | 9 |
| Ships | 1 | 8 |
| Spacecraft/Sci-Fi | 3 | 22 |
| Young/Preteen | 2 | 24 |
| Former 1st Place Winner | 1 | 3 |
| Totals | 55 | 528 |

Feature Story

History of Alamo Squadron: The Nineties!



ModelFiesta XIV – Feb 14, 1995

The archives show that the Event Director was Paul Lemmon, the Registrar was Dick Montgomery and the Vendor Coordinator was Phil Sanders.

ModelFiesta XIV was held at the Seven Oaks Hotel & Conference Center located at 1400 Austin Highway. Paul Lemmon served as the Event Director. ModelFiesta XIV was an interesting contest because of some interesting changes in the contest structure. It was also the last contest at the Seven Oaks facility.

Alamo Squadron had used the Seven Oaks facility since ModelFiesta VIII in 1989. "MF XIV" was to be the 7th, and last, contest held at Seven Oaks. The contest had grown too large for the available space by 1995. The number of entries was holding above the 500 model mark and the number of vendor tables had grown as well. Another factor in the decision to move the contest for 1996 was the attitude of the management of the facility. Management's responsiveness to club requests had deteriorated to a level which indicated that they no longer wished for club business. In fact, on the morning of the contest one of the hotel staff came very close to getting into a fist fight with a club member. Hotel management apologized for the altercation, but it was clear that they had forgotten who was the customer and who was "paying the freight". In any case, the facility simply was not large enough for ModelFiesta anymore.

Judging- The most significant change at "MF XIV" was the use of the "Popular Vote System of Judging." The brochure laid out some clear reasons for the use of the system, and the system addressed one of the criticisms that Alamo Squadron had received over the years, that being the judges tended to give a "home field advantage" to Alamo Squadron members. (Addressing the issue of "home field advantage", it is noted that this complaint usually follows most model competitions. Alamo Squadron, as well as many other modeling clubs in the area not only invite judges from

other clubs to participate, but often put those out-of-towners in positions of team leadership. I have personally witnessed only two examples of home-town favoritism, neither of them taking place in a Texas club.)

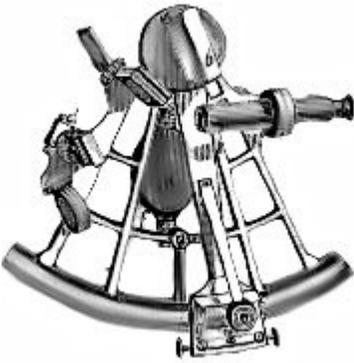
The system, however, introduced as many problems as it was supposed to fix. First and foremost, entrants complained that awards went to entrants who had the most friends in attendance. Secondly, many categories had such low numbers of votes that many "tie-votes" occurred. Judging teams were formed and dispatched to resolve the ties. The end result was that a committee of judges broke the ties by employing the Committee Judging System which had been put aside in favor of the Popular System.

(In point of fact, it became obvious that one participant made it a point to recruit participants to vote for models built by himself and his friends. He was overheard by numerous individuals during his recruitment effort, and the contest leadership was made aware of his actions.)

In the end, the Popular system was met with disfavor within and outside of Alamo Squadron and was retired after ModelFiesta XIV. It also became evident that Alamo Squadron needed to exercise more supervision over categories which were judged by SIGs. Alamo Squadron had given the responsibility of dealing with the Armor and Automotive divisions to SIGs, both in laying out the category offerings and in judging the entries. After the competition there were complaints that within the SIGs there were some judging improprieties. Regardless, the impact the SIGs had on ModelFiesta was a positive one. During the period of time in which the SIGs participated in ModelFiesta, in both the Armor and Automotive divisions additional categories were created and both divisions were expanded in a dramatic fashion. To this day (Sept 2018) members of these SIGs still play significant roles in the contest and in the club.

Feature Story

History of Alamo Squadron: The Nineties!



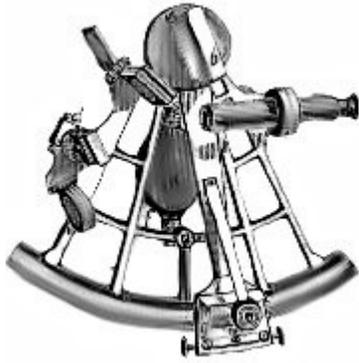
Another change which was well received at ModelFiesta XIV involved "ties". In the most recent past ModelFiestas ties were common. Starting at "MF XIV" no ties were allowed. The contest leadership had planned on a committee of judges being used to break ties, and they did just that. What was not expected was the low number of votes cast in categories that necessitated the committee of judges to deal with the selection of award recipients.

Trophies- For many years the trophies presented at Alamo Squadron were home-made or simple "naked-lady" affairs. All were received well and are still displayed with pride by their owners. In "MF XIV" a giant step was taken in regard to the physical appearance of the trophies. The X-Acto Bomber design still played a prominent part in the trophy's appearance and the material used for the plaque was a significant improvement over the home-made variety.

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.

| Class | Entries / # of Categories |
|-------------------|-----------------------------|
| Aircraft | 154 Models in 19 Categories |
| Armor | 71 Models in 10 Categories |
| Automotives | 147 Models in 11 Categories |
| Collections | 11 Models in 1 Category |
| Dioramas | 38 Models in 6 Categories |
| Figures | 62 Models in 4 Categories |
| Miscellaneous | 7 Models in 1 Category |
| Ships | 10 Models in 1 Category |
| Spacecraft/Sci-Fi | 22 Models in 1 Category |
| Young/Preteen | 31 Models in 2 Categories |
| Total Entries | 553 Models in 56 Categories |





Upcoming Events

IPMS Region 6

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

Location: Northside Ford of San Antonio

October 6, 2018
Capitol Classic 2018
Travis County Expo Center
7311 Decker Lane, Austin, TX 78724
<http://www.austinsms.org>



October 20, 2018
Chisholm Trail 2018
Midway Baptist Church
5135 S. Broadway, Wichita, KS 67216

October 27, 2018
Cajun Modelfest 32
LSU Ag Center 4H Minifarm Building
101 Efferson Hall, Baton Rouge, LA 70803
<http://www.brscalmodelers.com/contest.html>

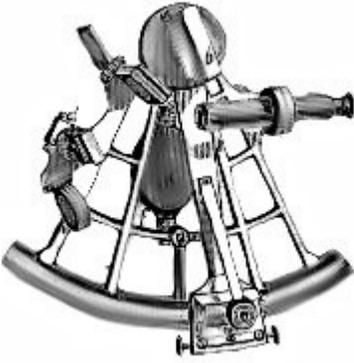


November 11, 2018
Model Display, Bassett Place
Bassett Place
6101 Gareway Blvd West, El Paso TX 79925
<http://www.ipmselpaso.us/>



January 27, 2019
CALMEX XXXIII
Lake Charles Civic Center
9000 Lakeshore Drive, Lake Charles, LA 70602
<http://www.ipmsswamp.com/calmex.html>





About Alamo Squadron

Executive Board 2018-2019



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IPMS/USA Alamo Squadron was founded on November 17th, 1977 in San Antonio, Texas, for the enjoyment of building scale models and the camaraderie of the members. It is a hobby-centered social organization which, at its core, is focused on scale modeling of all kinds. It is an excellent source of information for those who wish to enhance their modeling skills and improve their modeling techniques, and is open and inviting to visitors and guests. Dues are \$24.00 a year, due to the treasurer on September 1st of each year.

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



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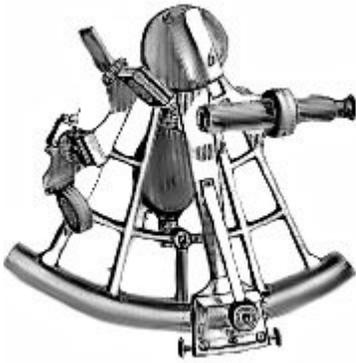


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www.alamosquadron.com



Final Words ...



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

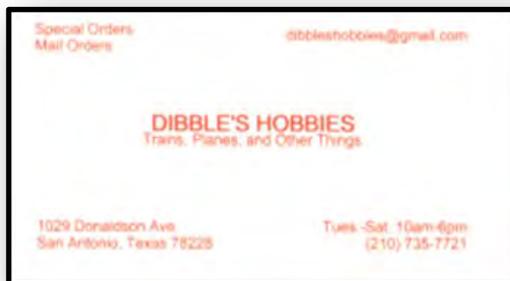
<http://www.ipmsusa.org/>

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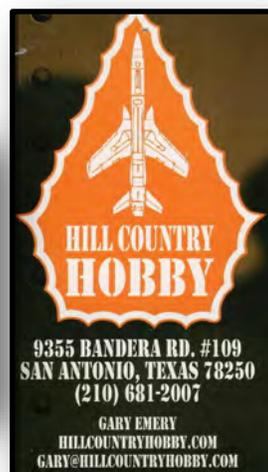


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