



The Navigator

September 2020

The Newsletter of the Alamo Squadron IPMS Chapter

The San Antonio chapter of the International Plastic Modelers' Society

A registered 501c-7 organization

Team Lead for the National IPMS/USA Convention: 2023
IPMS/USA Region 6 Chapter of the Year: 2016

IPMS/USA Region 6 Newsletter of the Year: 2017
IPMS/USA Chapter of the Year: 1999 & 2005



The calendar marches on regardless of momentary community concerns and issues.

Let us not forget that this particular holiday “...constitutes a yearly national tribute to the contributions workers have made to the strength, prosperity, and well-being of our country.”

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As well as the usual snippets, this issue is chock full (e.g., “massive reading”) from a comprehensive travel log, detailed auto body painting steps and a real-world scale sized experience.

Enjoy.

FOR Modelers and BY Modelers ABOUT modeling...

PRESIDENT'S COLUMN

By Keith Rule

From the dragline...



A Few Notes

The Alamo Squadron Leadership is going forward with plans for Model Fiesta in February 2021. We have established a go/no-go date of December 15, 2020. By this date we hope to have an understanding of vendor and contestant participation which will tell us whether the event will be financially viable. Vendor and contestant participation will be largely determined by future COVID-19 developments and the relaxation of city restrictions. Other model clubs, according to their websites, are planning on having 2021 model contests. Optimism reigns!

The E-Board is considering ways to resurrect the Summit Award Program. This would give all of us some needed encouragement to continue building. More later.

I have tried to figure a way to have a live meeting. But Bexar County disallows any gathering of more than 10, inside or outside. That is my understanding. Unless we want to go “illegal”, I don’t see a way around that restriction. The restriction must change to have a meeting in Bexar County. Not sure that going outside the county is feasible. Hopefully we will be having live meetings soon.

We have another online meeting September 3 at 7:00. You’re encouraged to attend if you can.

Keith



WORK IN PROGRESS

Article and model photos by Keith Rule

"Paint 'em All?" – Part 2

It is now **Monday, August 3** and more progress has been made in my "Paint 'em All" project.

The 55 Chevy and 78 Trans Am have been finished. The Chevy clear coat (Tamiya) was polished with 1500 through 12000 polishing pads, Novus 2, and The Treatment Wax. The Trans Am clear coat was Zero Diamond Finish Clear Coat. This is a 2 Part Urethane clear coat that requires gloves, mask, and plenty of ventilation (and possible health risks). It results in a very hard, durable, high gloss finish. Some think the finish is too thick (out of scale) for 1/25. I tend to agree. Other car modelers swear by it, especially those that have access to a professional spray booth! I would never say "never", but it highly unlikely that I will use it again. The Tamiya clear coat on the 55 Chevy is my first experience with this product and I am quite satisfied with the result.



The 32 Ford Sedan has been painted with Testor's Revving Red. I have chosen to do a one-color paint job except for the white roof panel. I don't have to do multi-color, pinstriped, graphics on every model do I? I have ordered some Mr. Hobby Topcoat clear coat for this project. It is a relatively new product that I want to try. I will, of course, do a test spoon.

I have made some changes to the plan for the Harley Davidson Ultra Classic. I had some left over Testors Pearl White. I added a little Tamiya Yellow to it and sprayed a test. The color was just what I wanted, so no need to order HOK Pearl Yellow. The Testors Blazing Black Lacquer will not be used either. Experimenting with test spoons, I mixed some House of Kolor Silver Ultra Mini Dry Flakes in clear coat and sprayed it over the Pearl Yellow and Tamiya Gloss Black. The result was beautiful. I just hope the model turns out the same. The Harley will have silver pinstriping so the "body" parts have been painted Testors Diamond Dust. The pinstriping tape has been laid out and given one coat clear to "seal" the edges. I have written a 19 step process from primer, through taping and painting, to polishing to complete the custom paint job.



The 2017 Camaro has been prepped and primed. The interior roof area has been painted semi-gloss black and taped off. The underside of the hood has been painted flat and semi-gloss black with the red, white and blue vent openings seen on online photos. The body will be yellow and the hood satin black.

The White-Freightliner Tractor and Revell Dump Trailer are next in line.

It is now **Sunday, August 9.**

Reading back over what I have written, I realize that I have left something out. When I say I have sprayed something, I mean I have airbrushed it. I can't remember the last time I painted a model with a rattle can. If the color I am using comes in a can, I decant it into bottles for one of my two Paasche Model H airbrushes – Size 3 (.64 mm tip) and Size 5 (1.06 mm tip). This includes the Tamiya Primer I use, bought in bottles and run through the airbrush.

The Mr. Hobby Topcoat intended for the 32 Ford Sedan has yet to arrive (ordered from Canada. The only place I could find it), so I used old reliable, Testors Wet Look Lacquer Clear Coat. Before the clear coat, I taped off and on each side of the then taped it off before coat and three wet coats The model has been set aside for 10 days to allow curing of the clear needed.



sprayed the step pad fender unit flat black, the clear coat. One mist gave me a gloss finish. aside for 10 days to coat before polishing as

The major project this multi-step process for Pearl Yellow, Black, and pinstriping. After priming and spraying a basecoat of Testors Diamond Dust silver, the pinstripe taping was laid out. Then the yellow and black areas were taped off and Tamiya Gunmetal sprayed. Then the black taping was pulled, the gunmetal taped off, and Tamiya Gloss Black sprayed. Then the gunmetal and yellow taping was pulled and the gunmetal and black taped off, and a custom mix of Tamiya Pearl White and Tamiya Yellow sprayed.

week was following my painting the Harley Gunmetal with silver

Now it was time to pull all the taping, pinstriping included. I am always anxious to see the results of a complicated taping and airbrushing project, but the results this time were without flaw! Now it was time for the Harley Davidson tank decal and clear coat. Through internet research, I have figured out



how to download images to Microsoft PowerPoint and print my own decals. It's actually quite simple and I have copied and printed several logos on clear decal paper for the Harley and future projects. The decal sheet must be sprayed with a sealer or the ink will run when exposed to water. I used a clear acrylic out of the can. Before applying the decals, I mixed some House of Kolor Silver Ultra Mini Flakes in a cup of the Testors clear coat and sprayed each yellow, gunmetal, and black part. This is the first time I have used the silver flakes and it gave the three colors

a nice, in scale, metal flake finish. The two circular tank decals went on without issue, then one mist coat and three wet coats of the Testors Wet Look Clear Coat (no Mr. Hobby Topcoat yet) finished the painting. All parts are set aside for 10 days before polishing.

The 2017 Camaro has been painted factory correct Lemon Peel Yellow from Paintscratch.com. The side marker light decals were unacceptable, so I have bare metal foiled the marker lights and painted them clear orange and clear red. The red rear marker light and Chevrolet bow tie decals have been applied to the rear. I am in the process of taping off hood and front areas for flat black with yellow pinstriping. The rear spoiler will also be flat black. My plan is to gloss clear coat everything after the flat black goes on, then “kill” the gloss on the flat black areas with semi-gloss or flat clear coat. Test spoon, of course!

I have opened boxes and played around with the White-Freightliner Tractor and the Revell Dump Trailer. My main concern is fitting the dump trailer to the fifth wheel of the tractor. I tried some mock-up of the tractor chassis but it was difficult. I will wait for assembly of both the tractor and trailer chassis and figure it out then.

It is now **Sunday, August 16** (my how time flies).

The 32 Ford Sedan has been polished and looks great. I have prepped and painted all other parts and started some assembly. This includes stripping the chrome from all chrome parts, priming, and painting gloss black in preparation for the Alsa Easy Chrome clear basecoat and chrome topcoat. The chrome was sprayed, and I have learned a lesson. You must set your airbrush to low pressure and spray very light coats. Too much paint and you get “aluminum”, not chrome. I will have to strip (hopefully) and start over! (It is **Monday morning August 17**) I have been successful in stripping the chrome parts, spraying gloss black, clear basecoat and chrome finish. The compressor was set on 15 psi and a very light coat applied. As soon as you see the chrome appear, quit! Next time I will spray each part separately so that the overspray from one part does not hit another part. This will allow for better control of the chrome finish.)

There has been no progress on the Harley Ultra Classic.

The flat black areas of the Camaro have been completed. I am still waiting for the Mr. Hobby Topcoat from Canada (sigh). This clear coat comes with a leveling thinner that I am anxious to try, so the Camaro is setting on the bench waiting.

The most exciting development this week has been with the White-Freightliner Tractor. The body of this truck came in three parts, requiring careful assembly. In the past, I have glued multiple vehicle body pieces with regular model cement, “welding” the pieces together. When I tried to clean up, or scribe the resulting panel lines, I found the joint to be too soft to get a clean joint. Or the joint would have a crack that needed filling and scribing, and I have yet to find a putty or compound that gave me a satisfactory panel line. Putty requires sanding, and on this model (and others I have assembled) there

were rivets right next to the joint, which would subsequently be sanded off and need replacement. More work. On this body, I tried a different approach.

After sanding and mating the joints, I assembled the body with superglue making sure that all joints aligned. Sure enough, the joints were far from acceptable. I had purchased some Mr. Hobby Mr. Surfacer 500. This is just a very thick gray primer which can be brushed on. After cleaning up the joints (panel lines) with a scribe, I brushed on multiple layers of the Mr. Surfacer, filling the joints. Then I took a several Q-Tips and lacquer thinner and removed the excess Mr. Surfacer, leaving a clean panel line! A coat of primer confirmed my success. No sanding at all, no further scribing, and all rivets intact!

It is **Sunday, August 23**, and time for more reporting.

More progress on the assembly of the 32 Ford Sedan has been made. Chassis assembly is complete, engine is wired, and the interior has had some detailing. But, ultimately, I am disappointed in the chrome finish achieved with the Alsa Easy Chrome. It is very difficult to get the right amount of product on the parts. Too much and you get “aluminum”. Too little and you get “black” chrome. I have another approach in the works and will report on that later.

The Harley Ultra Classic remains on the bench without progress.

The 2016 Camaro has been successfully clear coated with 2 mist coats and 3 wet coats of Testors Wet Look Lacquer, all in succession, with ± 30 minutes between coats. I had a problem with the supplier of the Mr. Hobby Topcoat and cancelled the order. I say “in succession” because, if I get any dust/dirt/debris in a coat, I stop and let the clear coat cure overnight (at least). I then sand out the offending imperfection, lightly sand the entire body, and proceed with clear coat. But I was fortunate this time and have a finish that will be ready for polishing in 10+ days.

The White-Freightliner Tractor panel lines have been touched up with Mr. Surfacer 500 and primer. I have received some Tamiya Titanium Silver and sprayed a test spoon. I will combine this with Tamiya Red and Black for a simple three-color paint scheme.

More next month.

Keith Rule



KIT REVIEW AND BUILD

Article and finished model photos by Michael Buckley

Forbidden Planet

A Really, Really Big Saucer Model

Several months ago, I noticed a small Tattoo of the Forbidden Planet flying saucer on my soon-to-be a UTSA Graduate in Psychology Granddaughter--- which she commissioned out of love for the movie. Go figure.

Later I purchased the Polar Lights model from an Alamo Squadron member thinking it to be a future cute gift. Little did I realize how huge a plastic model---30 inch disk---and complex in assembly---6 panels per side equals 12 panels, many warped and each seeking their own alignment with tiny tabs as guides, devouring mucho, mucho super glue and fuhgeddaboutit number of rattle-can chrome enamel and acrylic gloss coats.

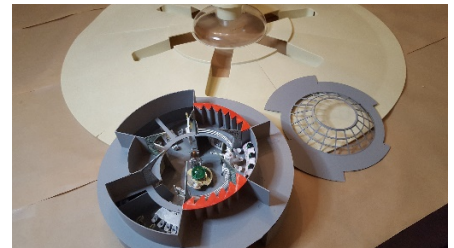
The interior can be seen after popping open the top silver Blister which reveals a double-decked crew Cabin and Command Station with a diminutive Robbie The Robot ---all in 1/48 scale is my surmise. Horrible exterior Panel joints result ---but with a fabulous Interior---and one should fully expect the spindly leg supports to stress fracture dislodge after a few cabin interior viewings.

Now how to suspend the monster in a collegiate apartment.....

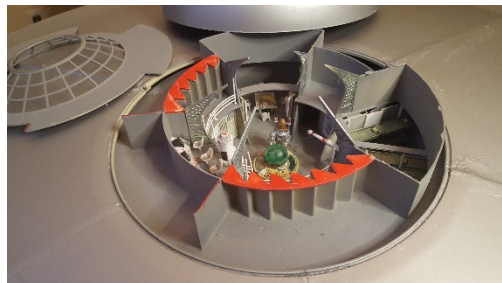
First trial fit of bottom saucer panels and finished upper level Crew cabin →



← Cabin interior with Crew Bunks, central Command Station and the ubiquitous Robbie-the - Robot



Saucer complete with 1/48 Beaver for scale; glad one cannot see the poor upper panel joints; note the sleek top Blister which beautifully conceals the Crew Cabin. →



VIRTUAL WORKS IN PROGRESS

(These were shared with the group online during the last video call.)

Two (2) photos from Chris Settle: *"The perfect "no glue" endeavor was easy to release after breaking the first piece. Seriously considering getting rid of the goal altogether"*



c



From John Kress:



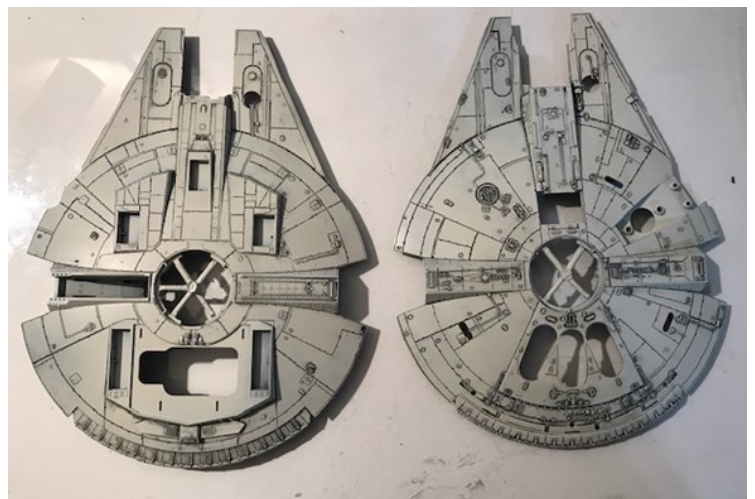
Diorama WIP from Kent Knebel:



From Mark Verdi:



From Gerardo Escobedo:



Three subjects by Dana Mathes:





REVIEW – 1:1 SCALE

By Lee Forbes, IPMS/USA

#2297

FOR A CHANGE OF PACE: HELP RESTORE A Warbird VERSION 2.0

Some of you may recall that in the August 2019 issue of our club newsletter, *The Navigator*, I submitted an article regarding the research assistance I provided to Jerry Yagen concerning a P-40E Warhawk he had recovered in Northern Russia. Jerry owns and flies an extensive collection of flyable warbirds he operates at his own airfield located near Virginia Beach, VA. The airplane was painted in the colors and markings of a replacement P-40E the AVG received prior to their deactivation July 4, 1942. The airplane was given number “White 108” and was flown by legendary AVG Ace, Squadron Leader David Lee “Tex” Hill when he led a four-ship P-40E bombing raid on the Salween River Gorge in China on May 7, 1942. The airplane was debuted at the 2004 AVG Reunion held at Kermit Week’s, Fantasy of Flight Museum, located near Kissimmee, FL. If you’re interested in learning more about Jerry Yagen’s fabulous warbirds collection check out his website: www.militaryaircraftmuseum.org

The next time I got involved in assisting in the research of colors and markings of a warbird occurred right here in San Antonio several years later and it concerned Rod Lewis’ restoration of a Korean War F-86F (AKA Canadair Mk 6). As some of you know Rod Lewis is a very successful business man who is the President and CEO of Lewis Energy headquartered in San Antonio and is located near the San Antonio International Airport (SAT). He also owns an extensive collection of flyable warbirds known as Lewis Air Legends which are hangared at the SAIP and at his ranch in South Texas. Probably one of the most recognizable aircraft in his collection is the P-38 Lightning “Glacier Girl” that was recovered from the Greenland ice cap in 1992 a half-century after she crash landed in the summer of 1942. The recovery project was sponsored and financed by Roy Shoffner, a wealthy businessman, from Middlesboro, KY. The Project Leader of the recovery effort was retired Vietnam Army Aviator, Bob Cardin. He was also the leader of the 10-year restoration effort leading to “Glacier Girl’s” first flight that occurred on October 26, 2002, at the Middlesboro Airport with Veteran Warbirds Pilot, Steve Hinton, at the controls. In 2007, Rod Lewis purchased “Glacier Girl” and hired Bob Cardin to be his Director of Aviation for his growing commercial and warbirds fleet. I first met Bob Cardin at one of the air shows held at Randolph AFB where “Glacier Girl” was one of the featured static displays. I think it was 2008 or 2009, but I don’t recall for sure. Alamo Squadron was also there with an extensive display of our craft in one of the hangars. Bob was taking a break and checking out some of the other exhibitors and came by our hangar to look at our extensive collection of aircraft models and I introduced myself to him and from that moment on we became good friends. As a result he invited me from time to time to come out to SAT to look at the collection and talk about some of Rod’s ongoing restoration projects. As a result of our relationship, I made arrangements with him to conduct a number of “personal tours” on Saturday mornings just for our Club. Needless to say, our members really appreciated these special tours.

Now let's get back to the story of my helping with the research that led to Rod Lewis' agreeing to paint his Canadair MK 6 Sabre restoration project in the colors and markings of the airplane flown by Korean War Double Ace, then Captain Ralph Parr, 335 FIS, 4 FIW, FEAFF when he was stationed at Kimpo AB, South Korea in July 1953. Rod purchased the airworthy Canadair Mk 6 from The Classic Aircraft Aviation Museum, located in Hillisboro, OR in 2012 and had it flown to Steve Hinton's Planes of Fame Museum Fighter Rebuilders restoration facility in Chino, CA. The restoration took three years to complete before the airplane was flown to SAT in April 2017 and I was invited to be present when she arrived. I was amazed at how loud the engine was as the airplane taxied toward the Lewis Air Legends hangar. If you thought a T-37 "Tweety Bird" was loud this engine greatly exceeded that of the T-37. Steve Hinton told me that the Canadian Mk 6 Avro Canada Orenda 14 Turbojet engine was 20% more powerful than the General Electric J-47 Turbojet that powered the original F-86F and considerably faster as well.

Now back to my story. In 2012 I became an Associate Member of the Red River Valley Fighter Pilots Association (AKA "River Rats") and our Pack was named in honor of Colonel Ralph Parr, USAF (Retired). When I learned from Bob Cardin, that Rod Lewis was restoring a Canadair Mk 6 that was very similar to the F-86F that, then Captain Parr, flew in combat during the last seven weeks of the Korean War, I thought it would be great idea to have the Mk 6 painted in Ralph Parr's colors and personal markings. When I suggested to Bob Cardin why I thought this was such a great idea, he told me that Rod Lewis was very particular when it came to the color schemes he chose for his warbirds. They had to be unique and based on exact unit markings and the personal markings of a particular combat pilot, and could not have been done before on a similar airplane anywhere in the world-wide warbirds community. He agreed that it would be an attractive color scheme, but he'd have to discuss it with his boss. Having researched the colors and markings of Ralph Parr's F-86F, I learned that his personal colors and markings, even though he became a double Ace in the last 7 weeks of the Korean War, had largely been overlooked by aircraft decal makers for use by plastic model aircraft companies. The course of action I took to provide a convincing case to Rod Lewis, on why he should paint his Mk 6 in Ralph Parr's colors and markings took the following approach. I purchased a 1/32 scale model kit of an F-86F and asked one of our Alamo Squadron members, Gary Fuller (who enjoyed building highly detailed 1/32 aircraft kits), to build it for me so I could demonstrate to anyone interested what the actual F-86F would look like in finished form. I don't recall the model kit I chose but its decal sheet contained all the national insignia, yellow outlined in black quick ID markings and all of the stencils, etc. necessary to complete the kit. But it didn't include Ralph Parr's buzz number, Air Force serial number, or his personal markings. To obtain these markings I contacted my good friend, Jack Morris, the owner and decal designer of Sierra Hotel Custom Decal Company. Jack had numerous F-86Fs already drawn in his extensive computer inventory of markings so this was just a matter of making some buzz number and Air Force serial number changes and creating Ralph Parr's nose art and 10 victories in 1/32 scale. To make the long story short, Gary used these custom decals to finish the demonstration model of Ralph Parr's F-86F. And it was a beauty of a finished model and would have been competitive in any contest that Gary may have entered. Sometime later, Gary moved from San Antonio to the Dallas area and I'm sure he's still building some beautiful 1/32 scale aircraft models.

Once I had the F-86F demonstration model completed I met with Bob Cardin to show off the finished product, needless to say Bob was impressed! He took a number of photos of the finished model from a number of different angles to show the features of the model. We agreed that I needed to write up a "white paper" Bob could use when he met with Rod Lewis to advocate for the Ralph Parr paint job. The paper covered Ralph Parr's WWII, Korean War, and Vietnam War service where he earned the Distinguished Service Cross and Air Force Cross respectively for valor and linked him to Randolph AFB and New Braunfels where he ultimately retired. In any event, Rod agreed to have the Mk 6 painted in Ralph Parr's colors and markings.

As I'd mentioned earlier in this article, the restoration of the Mk 6 F-86 took place at Steve Hinton's Planes of Fame Museum Fighter Rebuilders restoration facility in Chino, CA. During the three year rebuild it took to complete Bob often forwarded me photos and gave me status reports as the work progressed. Originally, Bob told me that after arrival at SAIP the airplane was to be flown to an airport in Uvalde, TX where Ralph Parr's personal markings would be painted on the nose of the airplane. This same paint facility had been used before for many of the nose art designs seen on many of the Lewis Air Legends warbirds. Subsequently, Bob told me they had decided to use decals for Ralph Parr's personal markings so that the airplane could be debuted here in San Antonio sooner with the actual painting of the markings taking place at a later date. Bob asked me if I could look into having decals made for this purpose since my friend, Jack Morris had created decals for the F-86F demonstration model. On a hunch, I contacted Jack and asked if he could "scale up" those markings to 1 to 1 scale. I was surprised to learn that he could do that. Bob said let's do it. Next I contacted a vendor here in San Antonio in the business of making same day signs and advertising decals that could be wrapped around vehicles such as panel trucks and the like. Jack sent me a disc containing all of the personal markings in 1 to 1 scale. Upon completion of the decal printing job which included placement on the airplane, Bob asked if I'd like to supervise the vendor placing the decals on the airplane in their correct position, and naturally I accepted. In this restoration project I actually got to apply my hand as a plastic modeler to the finished project using exact measurements and the correct panel lines to insure the correct placement of the decals.

But the story doesn't end here. As I'd mentioned earlier I became an Associate Member of the River Rats in 2012. Since our local Pack's namesake was Ralph Parr, our pack leadership agreed with my recommendation that our Pack should nominate Rod Lewis for an Honorary Membership in the River Rats to show the Pack's appreciation for his choosing to paint his Mk 6 F-86 in Parr's colors and markings. And I was asked to take on that project on behalf of our Pack. I contacted two other pack members to get their support in writing letters of recommendation in addition to my own. To expedite the process I drafted letters for the other two nominators which were scarcely modified, and shortly thereafter Rod Lewis was approved as an Honorary River Rat by the National River Rats Executive Board and it was only the third such honor granted in the history of the River Rats Organization. Additionally, our local Pack nominated Bob Cardin for a River Rat membership for his part in the restoration of the Mk 6 F-86 in Ralph Parr's markings which was approved. And Jack Morris was also nominated for an Associate River Rat membership and it was approved for his part in the project. And as they say in South Texas, "All's well that ends well."

This was probably one of the most enjoyable warbirds restoration projects that I have ever been involved in since I not only knew Ralph Parr personally through my membership in the South Texas

Chapter of the American Fighter Aces Association while he was alive but I was able to press home the idea of honoring his memory by successfully advocating Rod Lewis to paint his Mk 6 F-86 in Ralph Parr's marking of the airplane he flew in combat during the Korean War. As far as I know, I'm not aware of any other River Rat Pack that has a flyable warbird painted in their Pack namesake's colors and markings. One last thing you may be interested in: "What happened to the F-86F demonstration model?" I kept it and after the restoration of the Mk 6 F-86 was completed I donated it to the Ralph Parr memorabilia Museum that is located in the basement of the "Auger Inn" casual bar located in the Parr Officers club at JBSA-Randolph. Lastly, if you are interested in looking up the entire Rod Lewis warbirds collection go to his website: www.lewisairlegends.com



In flight photo by Bradley Wentzel.



*Ralph Parr Pack River Rats:
L/R Lee Forbes, Bob Cardin, Eddie Pickrel, Gary
Baber & Gary McDaniels.*

← *Photo by River Rat Photographer Gary Baber.*



*Rod Lewis' Mk 6 F-86 in, then Capt Ralph Parr's,
personal markings: "BARB, Vent De La Morte" and
his 10 confirmed victories.*

Photo by River Rat Photographer Gary Baber. →



“ON THE ROAD” FEATURE

ARTICLE, PHOTOS AND IMAGES BY DICK MONTGOMERY

IPMS #14003

A Modeler’s Bucket List – the IPMS/UK Convention in Telford. (Continued from the August 2020 Navigator)

Going to the IPMS Telford Convention – (Going Long)

In the previous article about the IPMS/UK convention in Telford, England (Navigator/Aug 2020) in a “virtual tour”, we flew to Birmingham and then caught a train to Telford. We selected a hotel for our two-night stay (Friday, Saturday), and we went through a brief tutorial on how to “take a virtual walk” using Google Maps to arrive at our hotel and then walk to the Telford Convention Centre to attend the IPMS/UK convention. That article concluded with a description about the model contest, which is a small portion of the activities at the IPMS/UK show.

Remember that the option chosen in the previous article was to “go short”. In other words, get to Birmingham, train to Telford, return to Birmingham and fly home. No frills.

But wait! Let’s consider a 2nd option. Rather than “go short”, let’s consider what you might be able to see and do if you extend your stay for 3 or 4 days. London is only a few hours away by train and it is London this article will focus upon. So, let’s “go long”, or at least, “longer” than the 3 days highlighted in the previous article. We are going to head to London and spend some time in one of the World’s most exciting cities.

And while scribing this bit of the “Telford Convention” article, I took a break to check for any earth-shaking email traffic. Of course there was not any but I did find it very interesting that the only email I had in my queue was from the Royal National Hotel in London! Because I was a guest at the Royal National during my 2018 trip, my email is on file, and from time to time I receive an invitation to visit once again. I thought it quite coincidental that an email from the Royal National would appear while I was laying out a rough draft for this article!

So, back to “going long”. There are three options to consider when thinking about extending one’s visit when going to the Telford show.

One can go to Telford first, followed by a few days in London. Option 2 is to visit London first, followed by going to Telford and then heading home, or going to London for a few days, then taking the train to Telford, and after Telford, returning to London for an additional two or three days. When thinking about these options it is important to remember that the Telford convention opens its doors on a Saturday, and then shuts down on Sunday afternoon, usually around 4pm.

Another consideration when planning your schedule is to consider the issue of jet lag. You can expect your flight to Telford to take anywhere from 7 (direct from the east coast) up to 14 or more hours if

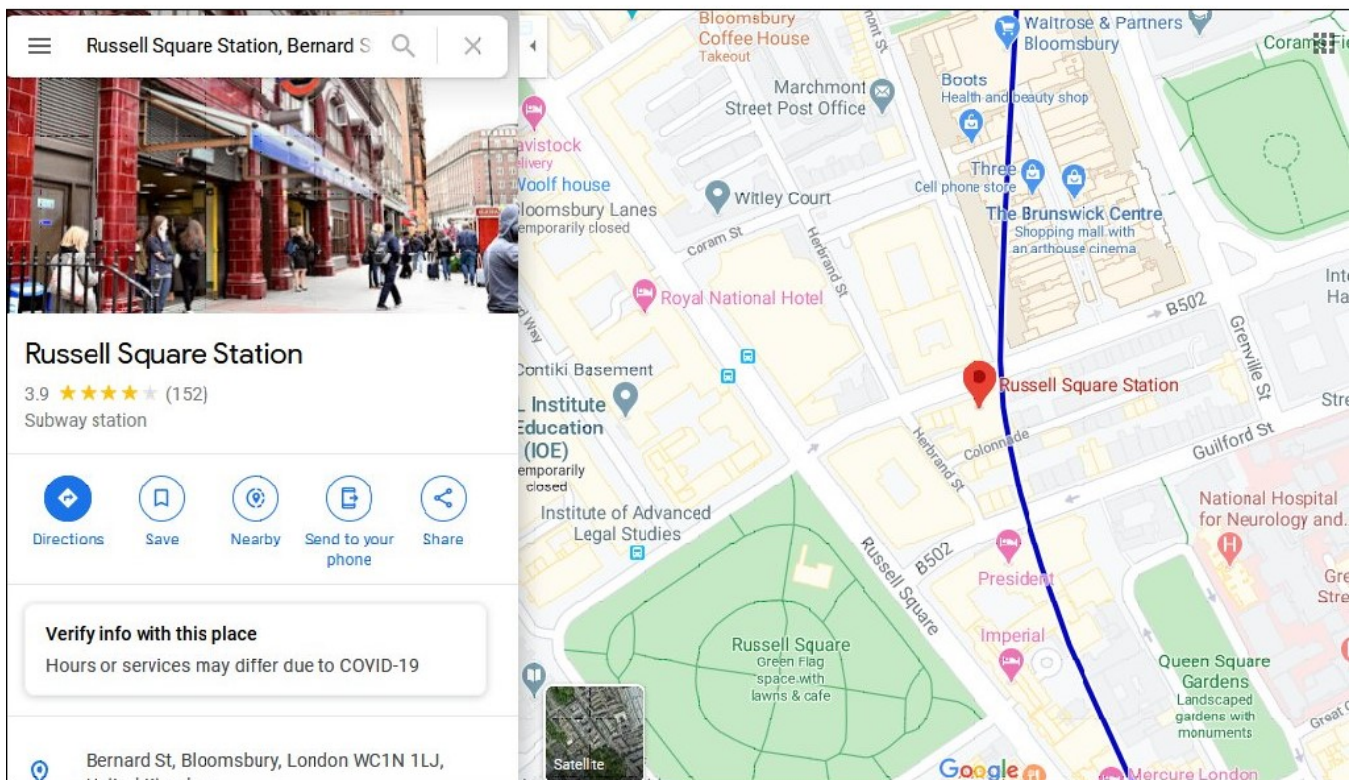
connecting flights from the central and western United States are on the docket. Keeping jet lag, and your ability to actually sleep on a long flight in mind, let's not look so much at the schedule you eventually settle upon but rather let's explore what sites you might want to visit in London or nearby areas.

There are two questions to consider when thinking about what to see and do during your UK trip. Since the assumption is that you are a modeler, what sites in London might appeal to your modeling interests, and then secondly, since London is filled with historical sites, what non-modeling sites would be of interest?

For the modeler, there are several museums that should be on your "Bucket List". Let's look at a cluster of sites some of which will interest modelers and others that are of historical importance. While these sites for Day 1 of your extended stay will be presented in a specific order, the order could be reversed and some of the sites could be deleted depending on your interests and physical stamina.

I am going to start by recommending you find a hotel near Russell Square Tube Station. Tube stations do not have their own dedicated websites but you can find Russell Square Station by going to Google Maps. When Google Maps opens, locate the "Search Google Maps" window (usually appears in the upper left) and enter, "Russell Square Station, Bernard Street, London, UK". You will see this screen display.

Russell Square Station is identified by a red pin.



The blue line next the pin represented the "Piccadilly Line", or Blue Line. Piccadilly line runs all the way westward to Heathrow Airport, the ride from Russell Square being about an hour. Also, on this map is the hotel which I will recommend for your stay. If you look just to the left of Russell Square Station you will see a pale purple/pink pin labeled, "Royal National Hotel". (Yep, that is the same hotel I mentioned earlier in this article. The location is excellent being close to Russell Square Station (5 to 8 min walk)

with good restaurants nearby, within easy walking distance to the British Museum, and in a different direction, a walk of about 15 minutes to King's Cross Rail Station and the British Library. Euston Rail Station, another major UK rail station, is to the west of King's Cross and about 15 minutes from the Royal National Hotel.

These rail connections are important. The train that brings you from Telford to London will most likely pull into Euston station. From Euston Station it is a short walk to the Royal National. And if you decide to travel to the Duxford Museum (which is strongly encouraged) it is King's Cross Station that you will use as your departure and return station. Again, the walk from King's Cross to the Royal National is under 15 minutes.

As you study the information presented on Google Maps you will see an image of the exterior of Russell Square Station, and by scrolling down you can read "review" comments by individuals who have used that particular station. I recommend the Royal National because of its proximity to Russell Square Station, several enjoyable restaurants, easy walking distance to Euston Rail Station and King's Cross Rail Station as well as the British Library and British Museum.

The breakfasts at the Royal National were particularly good and the staff was always friendly and helpful. There is also a Postal Station within a 5-minute walk as well as some Banks (if you need to exchange money) and a shopping mall just 3 minutes away. Another plus for me on my 2018 trip was that the Charles Dickens Museum (the house in which he lived for many years) is a 15-minute walk away. Oh, and there is a Harry Potter Shop in the King's Cross Rail Station!

Now it's time to look at a couple of proposed daily schedules that will take you to some very intriguing "modeler" sites, as well as historical sites.

Schedule A (This schedule is labeled "A" so that I can reference it in the next installment of this series of articles)

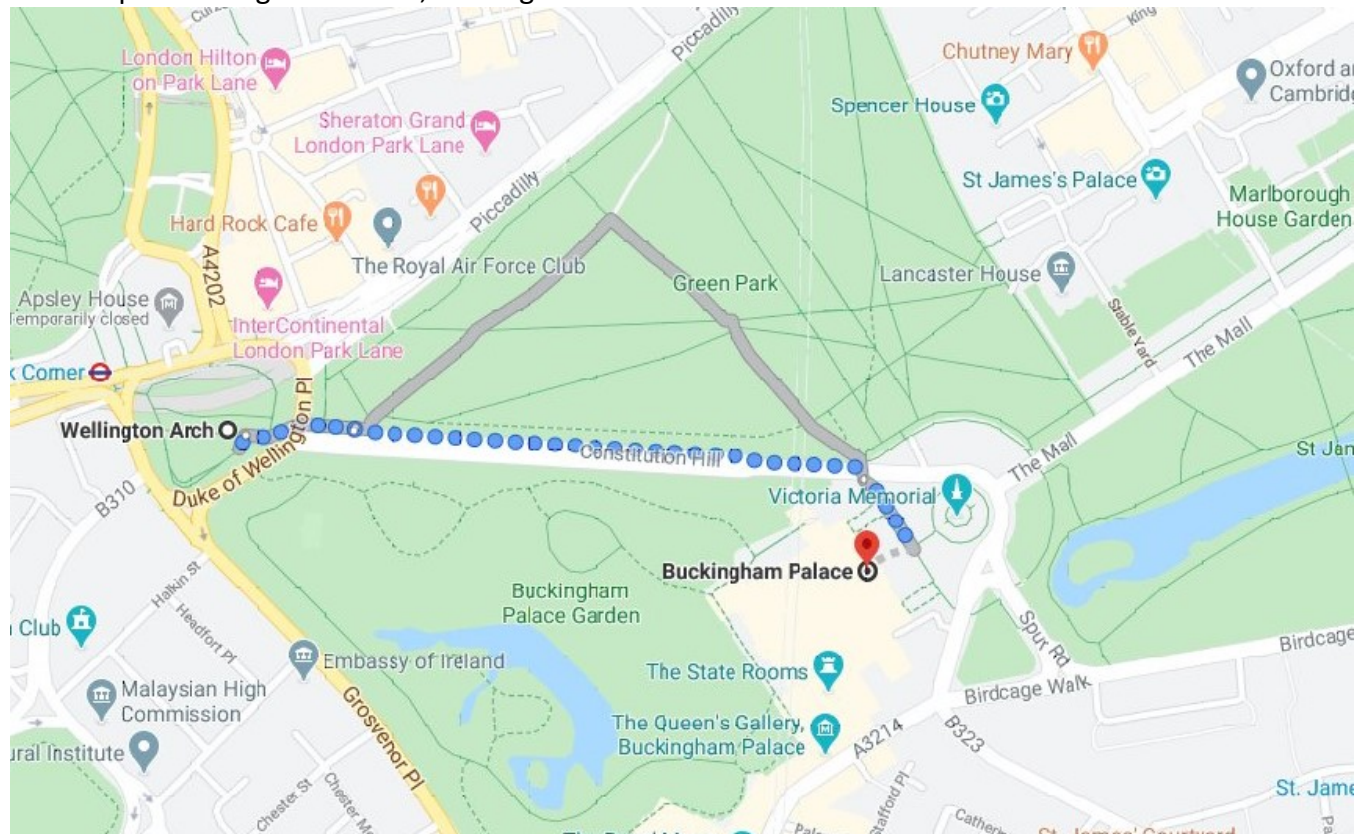
Regardless of the hotel that you select for your London stay, start this schedule by taking the Tube to Hyde Park Corner Station. Wellington Arch will be easily visible as you exit the Tube Station.

Wellington Arch (https://www.english-heritage.org.uk/visit/places/wellington-arch/?utm_source=Google%20Business&utm_campaign=Local%20Listings&utm_medium=Google%20Business%20Profiles&utm_content=wellington%20arch&utm_source=Google%20Business&utm_campaign=Local%20Listings&utm_medium=Google%20Business%20Profiles&utm_content=wellington%20arch)

It's a llllooonnnngggg URL but it will get you to the Arch site and the information you'll need to plan your visit. There is a ticket office for the "ride" to the observation deck, and you will be surprised with the nice view as you look along Constitution Hill Street toward Buckingham Palace. 5 minutes of gawking at the view, taking some pictures and then hitting the Gift Shop for a souvenir, and it's time to go. Memorials to various military services in the immediate area around the Arch might be of interest so add an additional 15 minutes for pictures.

Estimated Tour Time (ETT) – 35 min including shopping time in the gift shop and pics of nearby memorials

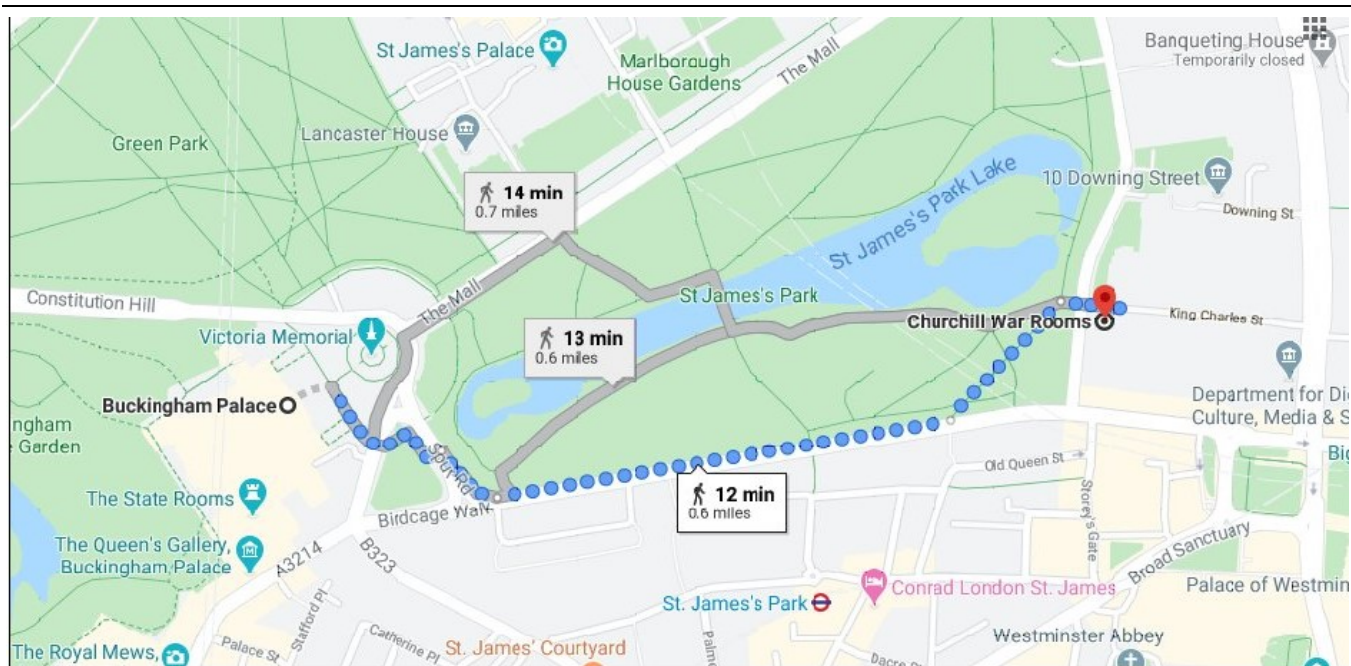
Next stop is Buckingham Palace; walking distance to the Palace – .4 mile Time: 9 min



Buckingham Palace – You don't need a website for details because your visit to the Palace is actually just a "Walk-By" as you are heading to the Churchill War Rooms. Be sure to take some pictures of the Victoria Memorial, the memorial in front of the Palace, and take some pics of the Palace itself. Also, be sure to look down the Mall, the street that runs from the Palace to Trafalgar Square. You might be able to see an arched structure at the far end of the Mall. That is Admiralty Arch and Trafalgar Square is through the Arch. You are not going all the way to the Square so no worries.
(ETT) – 10 minutes for pictures of the Victoria Memorial and exterior of the Palace.

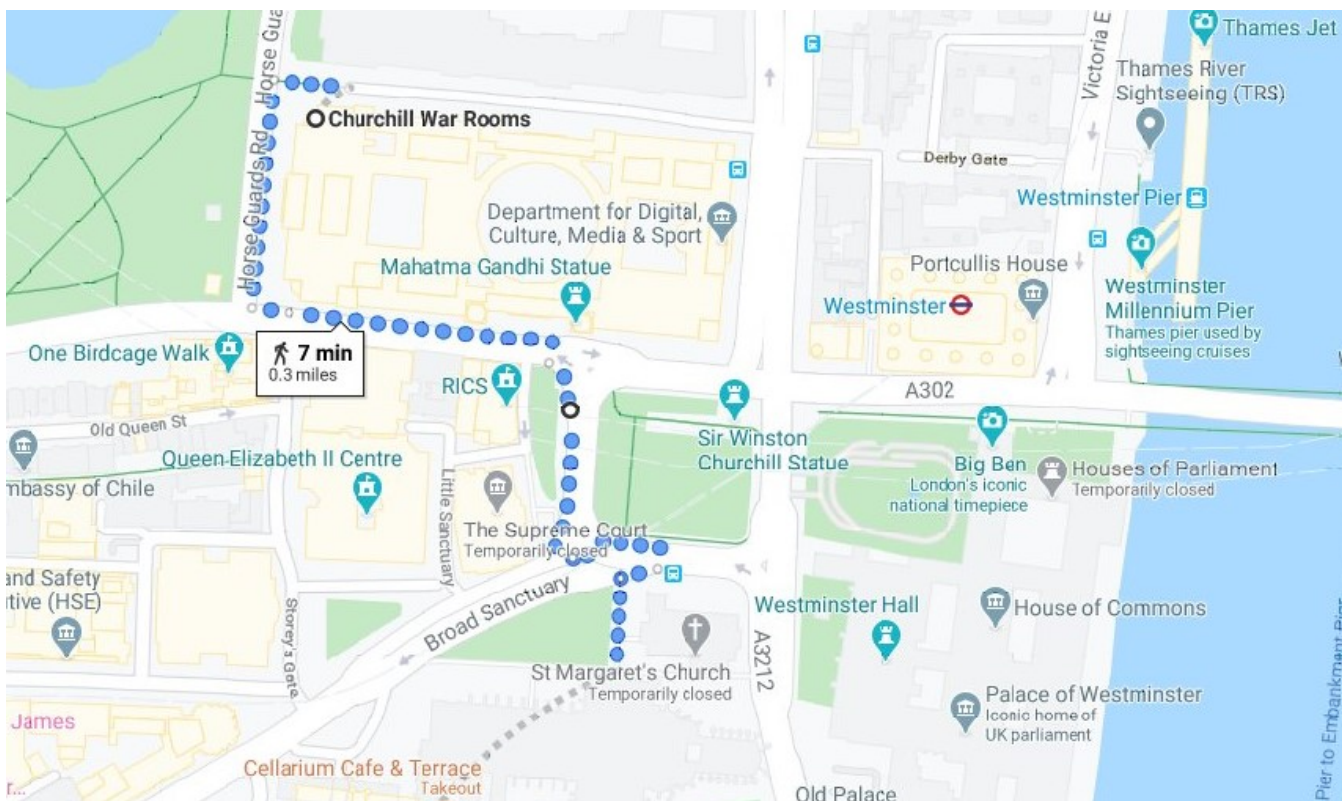
Next stop is **Churchill War Rooms**; walking distance to War Rooms - 1.1 mile Time: 21 min

Churchill War Rooms – (<https://www.iwm.org.uk/visits/churchill-war-rooms>)-



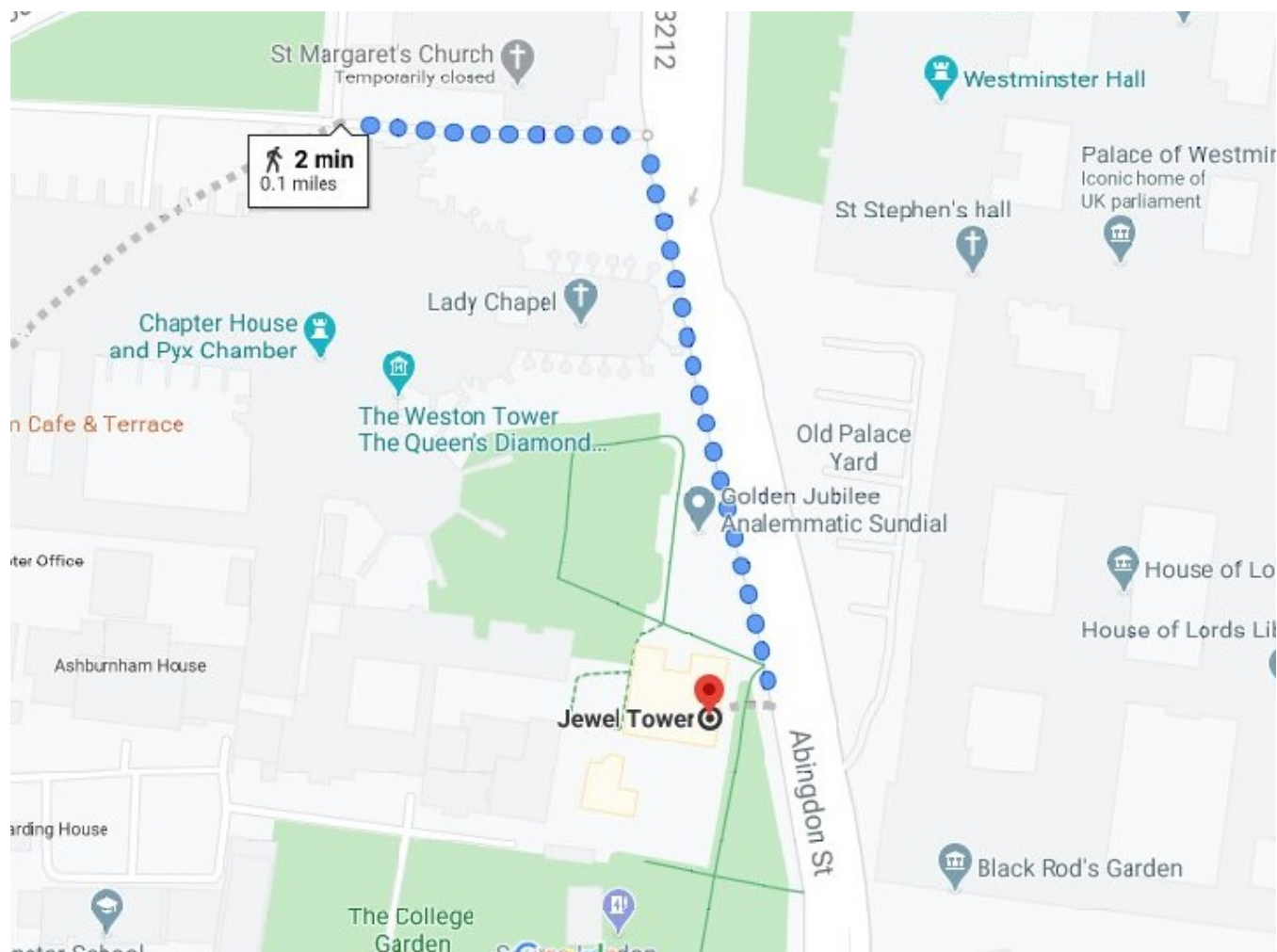
Check the opening time for the War Rooms. If you started your walk at Wellington Arch and took the time to take in the view from the Observation deck, then the War Rooms are probably open upon your arrival. It is intriguing to consider that Churchill and his Top Brass walked the very hallways that you are touring and could hear the bomb impacts as the Germans attacked London. Buy your ticket and enjoy the “walk-through” tour. (ETT) – 60 minutes

Next Stop is **Westminster Abbey**; walking distance via Great George St - .3-mile Time: 7 min



Westminster Abbey via Great George Street – (<https://www.westminster-abbey.org/>) During my 2013 trip, and then again in 2018, there was no large crowd and no wait in a long line to enter this magnificent cathedral. Keep in mind that the Telford convention takes place in November, and that helps to avoid the “summer crowds”. Also, my recommendation is to approach the Abbey by departing the War Rooms and following Great George Street toward the Thames. You will get an excellent view of Parliament Square Garden and will see some familiar statues, including a statue of our own Abe Lincoln! The three times I have been in the Abbey photography was forbidden so don’t be surprised if that is the case. Take your time and enjoy the history of the structure. You will find the tombs of Queen Elizabeth, Sir Isaac Newton, Mary-Queen of Scots, Steven Hawking and many other very famous people throughout the structure. (ETT) – 90 minutes

Next Stop is **Jewel Tower**; walking distance .1-mile Time: 2 min

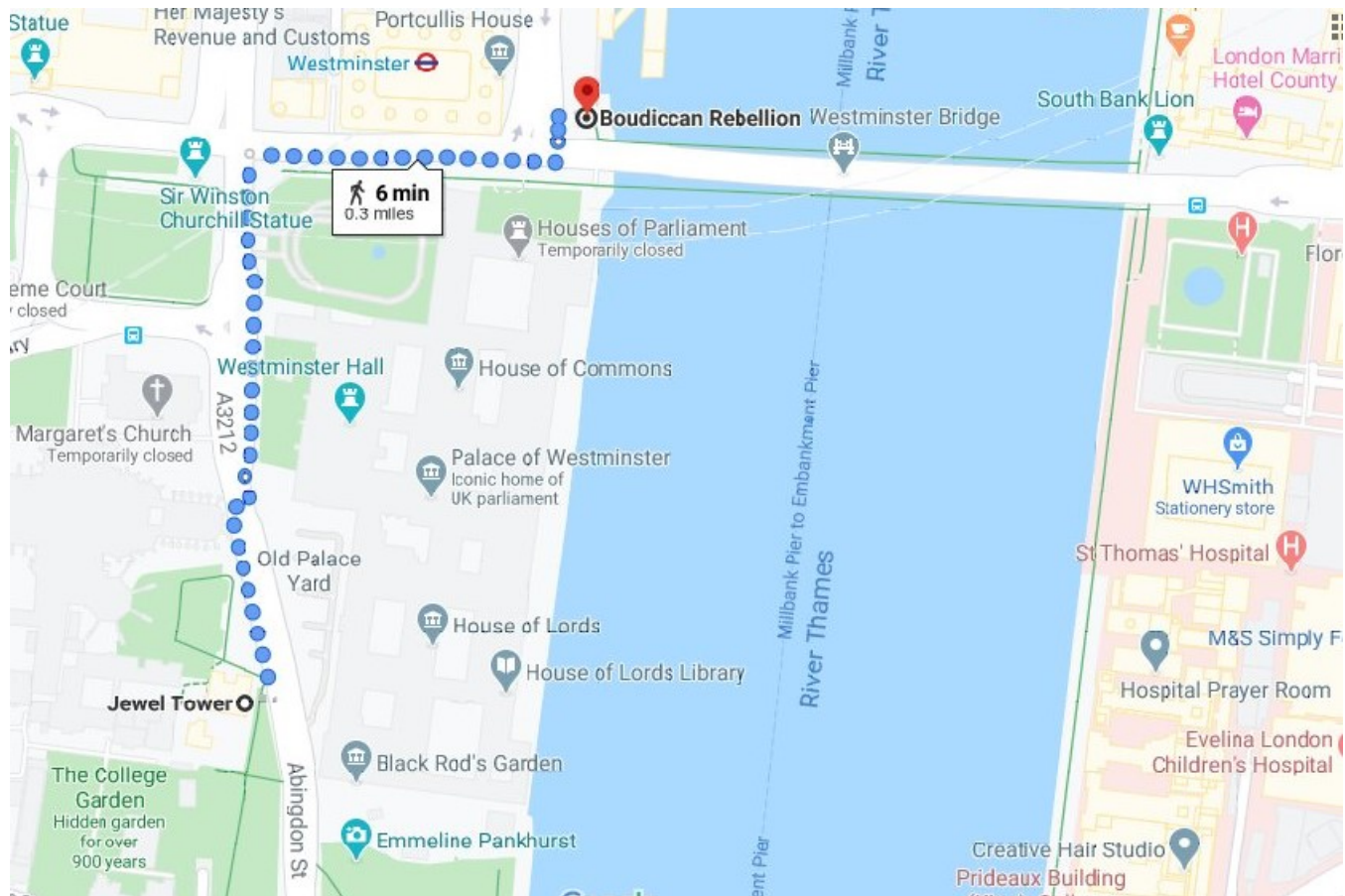


Jewel Tower – (https://www.english-heritage.org.uk/visit/places/jewel-tower/?utm_source=Google%20Business&utm_campaign=Local%20Listings&utm_medium=Google%20Business%20Profiles&utm_content=jewel%20tower&utm_source=Google%20Business&utm_campaign=Local%20Listings&utm_medium=Google%20Business%20Profiles&utm_content=jewel%20tower)

It takes about as long to type out the above URL as it does to walk from Westminster Abbey to Jewel Tower. Jewel Tower struck me as the Cinderella of historic structures in London. It’s there but never

talked about and seldom seen. I became aware of Jewel Tower after listening to a Rick Steves audio tour and decided that it would be worth my time to visit and I was not disappointed. The structure is quite small compared to those around it and for my entire visit I was the only person in the structure other than the gift shop attendant. It is small and even reading most of the signage throughout the structure it took only 15 minutes to conclude my self-guided tour. I recommend you take the time to see this site as it is certainly worth the time committed to a visit.
(ETT) – 15 minutes....oh heck, let's make it 20.

Next Stop is **Boudiccan Rebellion Monument**; walking distance .3 mile Time: 6 min

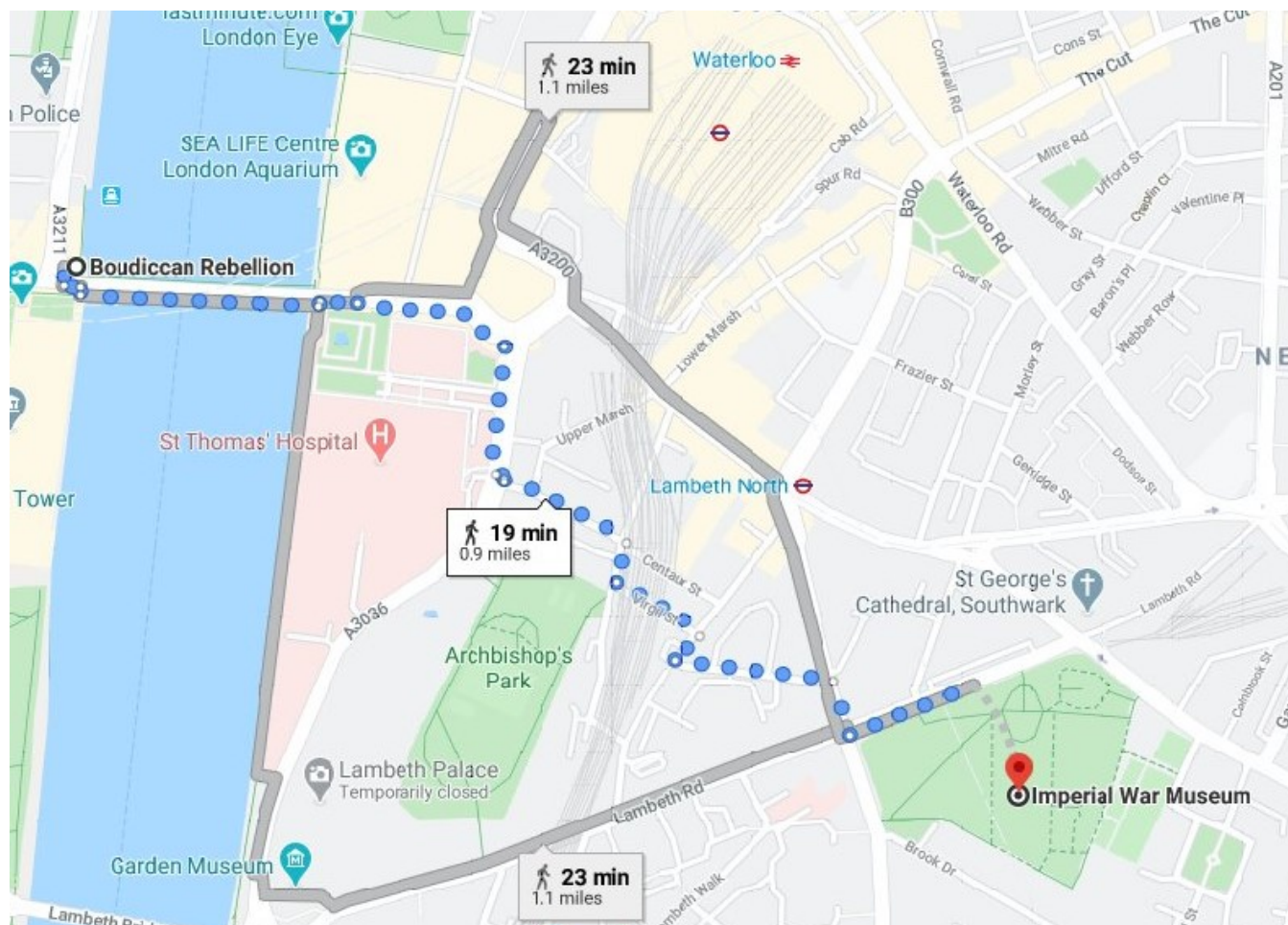


Boudiccan Rebellion Monument –

(https://en.wikipedia.org/wiki/Boadicea_and_Her_Daughters) The monument does not have a website, per se, so visit the Wikipedia link to gain an understanding of the historical importance of Boadicea. The monument is located on the northern end of Westminster Bridge and on the “down-river” side opposite the Parliament and Clock Tower. If you are not looking for it, you may, in fact, simply walk by it and not notice. On both of my recent visits the space directly in front of the monument was “occupied” by a souvenir stand. I view this like placing a firework stand in front of the Lincoln Memorial! I cannot see why the Brits allow a souvenir stand to block the view of the monument. Oh well. What do I know? I’m just a colonial. Anyway, you might take a few minutes to find a good angle for some pictures but I do suggest you cross the street to the “Clock Tower” side of the bridge before walking across Westminster Bridge. You will have a better view of Parliament from the west side of the bridge as you cross the Thames. (ETT) 5 minutes

Next Stop is the **Imperial War Museum**; walking Distance 1.1 miles

Time: 23 min

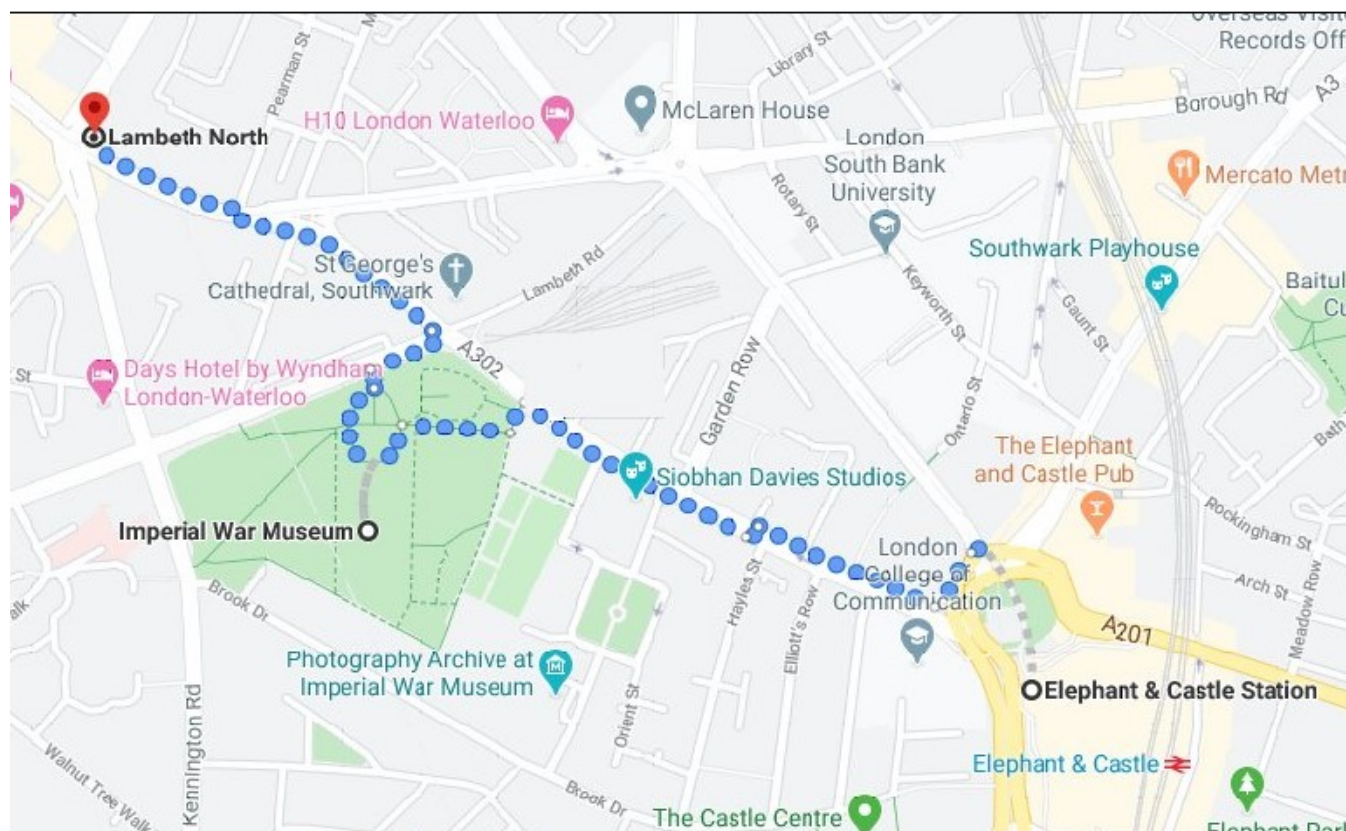


Time and distance are for the route that follows the Thames upstream along the south bank to Lambeth Road. I recommend this route for a better view of Parliament and fewer twists and turns than the slightly shorter and far less scenic route along the street marked A3036. (Blue Dot route on the accompanying map)

Imperial War Museum (<https://www.iwm.org.uk/visits/iwm-london>)

There are quite a few museums scattered around England that bear the title of “Imperial War Museum”. The facility that comes to mind, however, when hearing the term, “Imperial War Museum”, is the museum located on Lambeth Road (AKA – A3203) in London. I have visited the IWM-Lambeth 3 or 4 times over a 40-year span and have enjoyed each visit. Having said that, my 2018 visit will be my last. The WWI exhibit was interesting with a great deal of equipment on display but I found the aircraft displays to be rather thin in number. Still, if you have never been to this museum then I recommend you take the time to visit. (ETT – 90 minutes)

Next stop: **One of two nearby Tube stations.**



Lambeth North and Elephant and Castle are about the same distance from the IWM and in opposite directions. As the IWM is the last site for the day, the better Tube station for you would be the one that requires fewer transfers to go to your hotel.

Walking distance from IWM to Lambeth North

Walking distance: .3 mile Time: 6 min

Walking distance from IWM to Elephant and Castle

Walking distance: .4 mile Time: 8 min

Summary:

You've visited the Wellington Arch, Buckingham Palace, the Churchill's War Rooms, Westminster Abbey, the Jewel Tower, walked by the Boudiccan Rebellion Monument, walked across Westminster Bridge, had a good look at the Parliament building and Clock Tower, walked along the Thames for a stretch, and finished your schedule for the day at the Imperial War Museum. Your total walking distance measured out to about 3.6 miles over terrain that is flat and level. Your total time, including the walks and the estimated tour times at each site add up to about 6 ½ hours. Watch the Open/Close times for these sites to get them all checked off in a single day. You will also need to build in time for lunch. There are many restaurants and fast food locations along your route, so you will not go hungry. I can recommend "Pret a Manger" and they are everywhere, especially near every Tube station I visited.

If you are staying at the Royal National, you can eat dinner at the Marquis Cornwallis or at the Burger and Shake. Both are about 3 to 4 minutes away from the hotel. Or you can go to the mall at the end of

Coram Street (across the street from Marquis Cornwallis) and find a place to eat there. Do not forget that King's Cross Station has a wide variety of restaurants and a Harry Potter Shop. King's Cross is only about 15 minutes from the Royal National and it's an easy walk.

If you are not interested in the Wellington Arch and Buckingham Palace, then you can start your day at the Churchill War Rooms and continue from there.

In the next installment of this series of articles we will lay out visits to some of the following sites:

Other sites (Historical) The George, Tower Bridge, Tower of London, Greenwich Observatory, St. Paul's, British Museum, National Gallery, Trafalgar Square, the National Gallery, walk along White Hall/Parliament St. to view monuments, 10 Downing, The Shard, London Eye and more.

End of Part 2 – Stay tuned for Part 3 in an upcoming “Navigator” issue.



ON THE HORIZON

Kit of the Month Submittals

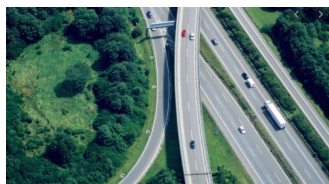
Each month club members are encouraged to bring one of their recent acquisitions to the meeting and open its box to let others peek inside. With a few brief comments and questions answered, we will get to know what is in the box and, chances are, rush home to order a copy. When you are ready to share your experience and thoughts, contact and coordinate with Club President Herb Scranton III at

2020 – 2021 Monthly Club Programs

Date*	Program ¹
Sep 3	"Home Alone," Session II, guided tours of personal work areas (2)
Oct 1	"My Best Modeling Experience," Sharing discussion related to time of friends, contests, projects, road trips, etc.
Nov 5	"Where do I buy my models and supplies?" Discussion of vendors.
Dec 3	White Elephant Gift Exchange
Jan 6	Model of the Year Competition (pending) "Paints and Airbrushes" Discussion
Feb 3	Model Fiesta Preparation, Judging Criteria Discussion
Mar 4	Model Summit Award (pending), Model Fiesta Debrief, Stash Management Discussion

*First Thursday of each month.

Source: ¹<http://www.alamosquadron.com/meetings.html>



Upcoming IPMS Region 6 Area Club Events

Provided by Dick Montgomery IPMS #14003

Coordinate with Contacts to verify that the schedule and location is accurate before finalizing plans.

Date	Title	Contact	Location	Address
April 25, 2020 Rescheduled for Sept 27, 2020	Modelmania 2020 Contest includes all modeling genres. Vendor Area http://www.ipms-houston.org/?page_id=11	Ken Jackson – kw.jackson.1@hotmail.com	Stafford Center	10505 Cash Road, Stafford, TX 77477
October 3, 2020	Capital Classic 2020 http://www.austinsms.org	jrforster@gmail.com	Travis County Expo Center	Austin, TX 78724
January 31, 2021	CALMEX 35	Robert Leishman swampclub@yahoo.com	Lake Charles Civic Center	900 Lakeshore Drive, Lake Charles, LA, 70601
February 20, 2021	ModelFiesta 40	Mark Verdi alamosquadron@gmail.com	San Antonio Event Center	8111 Meadowleaf Drive San Antonio, TX 78227
March 20, 2021	RiverCon X IPMS Region 6 Regional	Andrew Bloom 1952@gmail.com	LSUS University Center	One University Place Shreveport, LA 71111
August 18 -21, 2021	IPMS National Convention 			Las Vegas, NV



CLUB ANNOUNCEMENTS

Next Club Meeting

The monthly meeting scheduled for Thursday evening September 3 will be another virtual affair. Watch for an email announcement for specifics.



Newsletter Article Contributions

Alamo Squadrons' newsletter, "*The Navigator*", is published monthly by the IPMS/USA Alamo Squadron club of San Antonio Texas intended for the enjoyment of the members of Alamo Squadron and its friends around the world. Articles, product reviews, news items, and other hobby-related contributions are most welcome. Send written text files or photos and web site URLs as well as any overall comments/suggestions feedback to our editor, Sam Casas at scasas002@satx.rr.com.

Next Issue: October 2020

Target Release Date: Sun September 27

Article/Photo Submissions Are Due: Fri Sep 25

Website Biographies of Club Members




This is a way for members to learn a little bit of modeling-related information of their club mates to facilitate the sharing of knowledge and techniques in all modeling genres and various areas. In no way is this mandatory and only if you wish to share your info with other club members should you participate. Be aware whatever is posted on the Alamo Squadron website becomes open to the all the world...there are no security controls on our website. If you wish to have your bio published, please reach out to Keith at Krue1148@gmail.com. Here is a link to the bios already on file for your review and for others to verify that their information is correct: alamosquadron.com/members.html





OUR FEARLESS LEADERS

Executive Board 2019-2020

President	Vice-President	Treasurer
		
Keith Rule Krule1148@gmail.com	Dana Mathes huskercat@gmail.com	Chris Settle Csettle99x@yahoo.com

About Alamo Squadron

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 its 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 modeling skills and improve modeling techniques and is open and inviting to visitors/guests at all skill levels with a variety of modeling interests. Annual dues are \$12.00 a year* paid to the Club Treasurer on September 1st of each year.

(*Update: Via E-board decree, the collection of membership dues will be deferred until Sep., 2021. Nothing is due until further notice.)



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

www.alamosquadron.com



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



NATIONAL MEMBERSHIP

IPMS/USA is an organization dedicated to the hobby of Scale Modeling. Yearly membership includes a hard copy of the outstanding IPMS Journal mailed out six times a year, which is full of stories of interest on modeling subjects such as aircraft, armor, automotive, ships and figures. There are full listings of IPMS contests and swap meets, hints and tips articles and kit reviews. Being a member also allows one to participate in IPMS/USA sanctioned Regional Contests and the world-famous National Convention held each summer. You'll also have access to the online Member's Forum where a wide variety of society and modeling topics are discussed. In addition, many hobby shops offer discounts to IPMS/USA members. Check out the www.ipmsusa.org website for more information.

Note the change to the IPMS mailing address:

IPMS/USA MEMBERSHIP FORM			
IPMS No.:	Name: _____		
Address: _____	If Renewing	First	Middle
City: _____	State: _____	Zip: _____	
Phone: _____	E-mail: _____		
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Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior (Under 18 years) \$17	<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journals)	How Many Cards? _____	
<input type="checkbox"/> Canada & Mexico: \$35	<input type="checkbox"/> Other / Foreign: \$38 (Surface)	Checks must be drawn on a US bank or international money order	
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order			
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And our Meeting Site Sponsor:





ONE MORE THING...

Plastic Emporiums

Some old and new haunts of our favorite local plastic purveyors. See if you can guess who/where they are (or were).

(Photos taken and used without permissions)



1. A smorgasbord of hobbies.



2. Nitro nirvana found in most other aisles.



3. Extreme modeling supplies.



4. A 40% coupon could go far.



5. Meager inventories.



6. Where electronic servos more likely rule.

**Now Permanently
Closed**
(sorry, no photo available)

7. Might have been worth the
drive to the not too distant Far
North.



8. Glue is optional.