

The Navigator

June 2021



NEGATIVE MODELING



IPMS Executive Board Election
Read all about our OWN Len & Rob!



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OUR STILL “NEW” MONTHLY MEETING SPOT

Meeting:

Jordan Ford
13010 N Interstate 35, San
Antonio, TX 78233

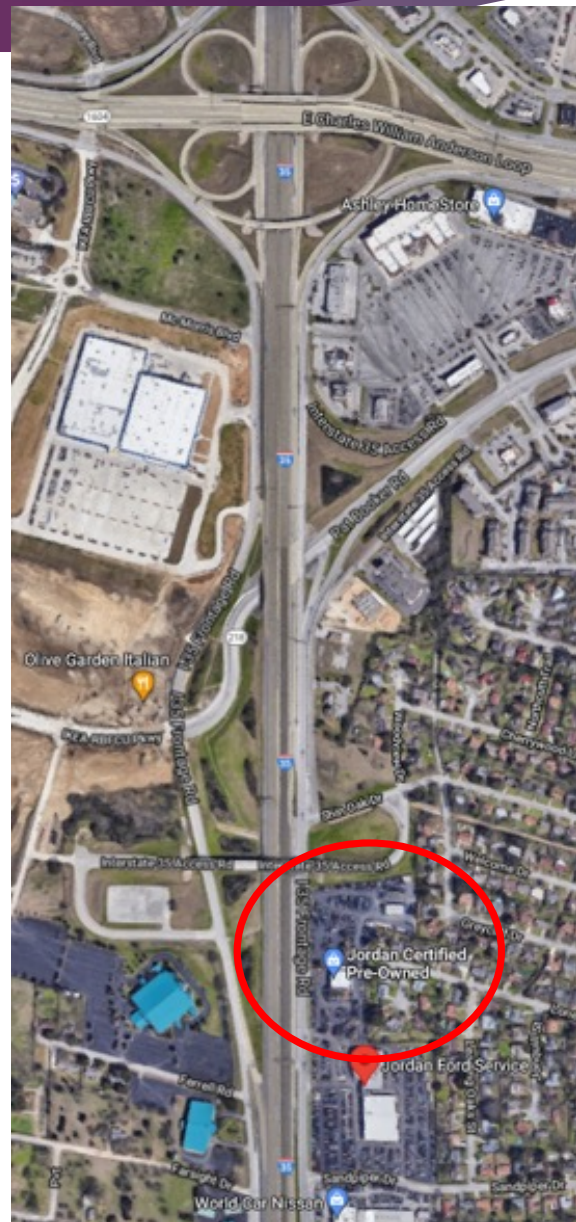
Date: Thursday,
June 3, 2021

Time: 6:30 PM – 8:00 PM

NOTE: Masks and
distancing are still in place

At press time, a video
conference call setup is
considered as an
alternative venue for
remote/online participants
this Thursday evening.

Watch for an email
announcement for
information over ZOOM .





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LEADERSHIP THOUGHTS

Your Executive Board (E-Board) met this month to discuss actions against our three priorities: Safety & Health, Learning Experiences, and ModelFiesta planning.

First, regarding Safety & Health, we will continue to require masks and distancing at our upcoming meeting. This is in line with Jordan Ford's policy.

Secondly, we had an informative dialog with the leaders on an IPMS club on the **East Coast** that has been very successful in the use of Zoom to engage virtual club members. We are studying how we might apply some of their procedures. In addition, we are changing up the meeting agendas to better manage our limited time and ensure good dialog for the demonstration and Work-in-Progress presenters. As you know, we must be out of our venue promptly at 8:00 p.m. Some of our future meeting agendas may include more unscripted time for socializing and open modeling discussions.

Thirdly, we still have need of folks to take leadership roles for some aspects of the upcoming Model Fiesta Contest. Please contact

Mike Gallegos or me if you'd like to be involved with the planning for our 2022 event. Monthly MF planning meetings will begin in mid-June.

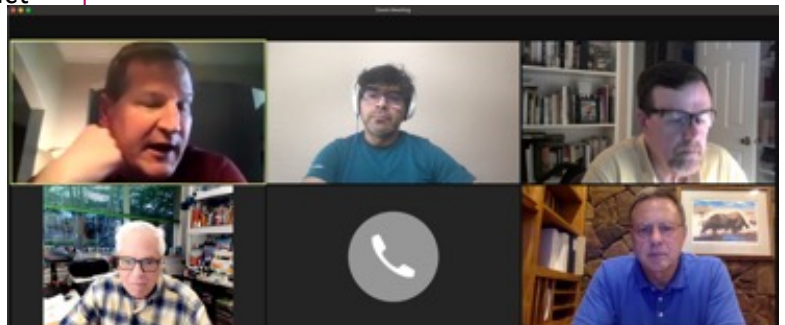
You may be aware that our own **Len Pilhofer** has relocated back to New York state. He will continue to be a member of the club, serve as our Webmaster, and actively participate in planning the 2022 ModelFiesta. We wish Len the best in his new home. As part of this transition, Dick Montgomery has assumed the role of Club IPMS Contact. Moreover, Craig Gregory will assist Len locally with the Webmaster duties.

I hope you can join us in person or virtually for our next meeting on Thursday, June 3 at 6:30 p.m. I will be making a presentation about abrasive weathering techniques. These are useful for distressing paint finishes. Our monthly contest theme this month is "**Open.**" So, any subject is fair game.

See you soon,
Dana Mathes

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MEMBER'S SHOWCASE

Adam-David Stephenson
Uvalde, Texas

Model:
1/48 Tamiya F-14B
VF-103 "Slate 46"
First Place
RIVERCON 2021
Shreveport, Louisiana



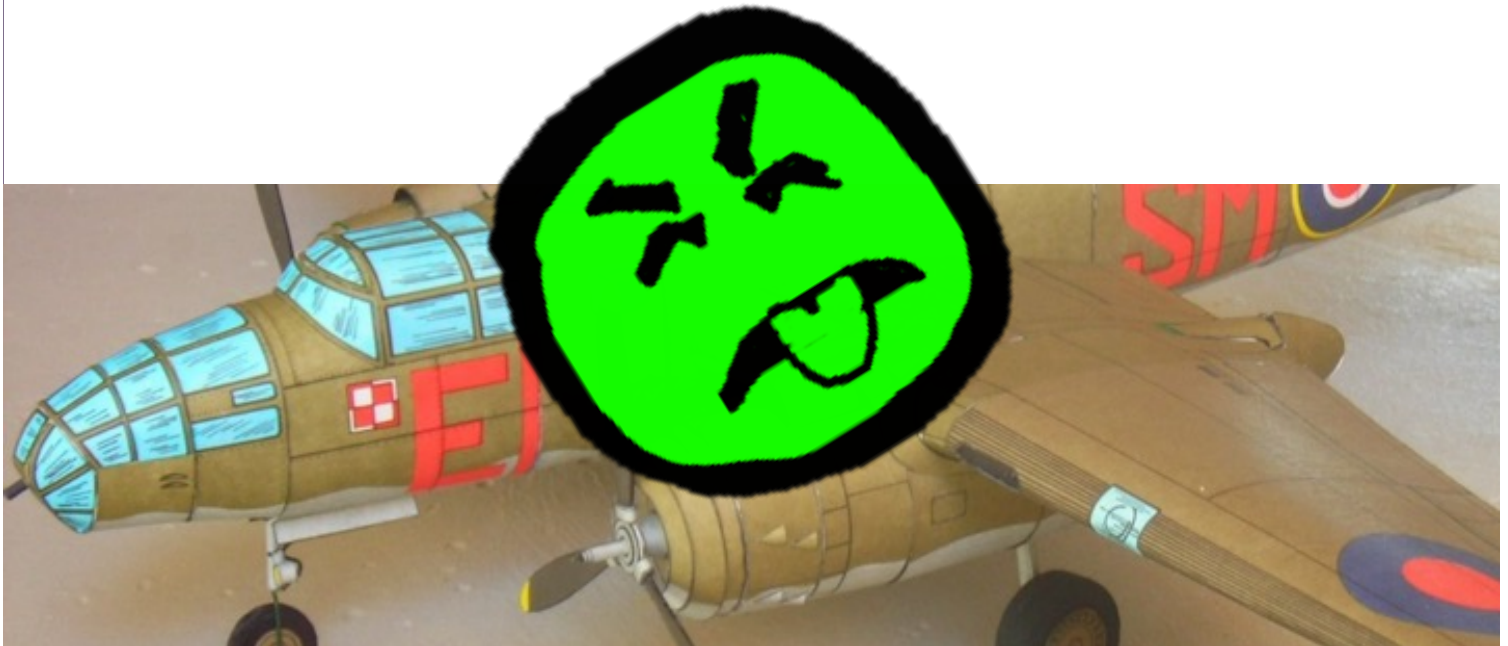
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NEGATIVE MODELING

By Dana Mathes



I recently encountered the term “negative modeling” on a scale modeling podcast. It was used to describe the time and effort modelers invest in fixing mistakes, as in “one step forward, two steps back.” I’ve had my share of negative modeling mishaps. A recent airplane model that demonstrated its inability to fly shed several pieces after I dropped

it. Injector pin marks and seam flaws have mysteriously appeared on models during color coat painting even after intensive inspection during priming. I’ve been on my hands and knees on the floor and pawed through the innards of a vacuum cleaner in my search for lost parts. I’ve had to spend time scratch-building replacements for lost, broken, and

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mangled items. Spilled paint graced a model once right after its color coat was finished. Several of my models have endured multiple dunkings in paint remover after painting mistakes.

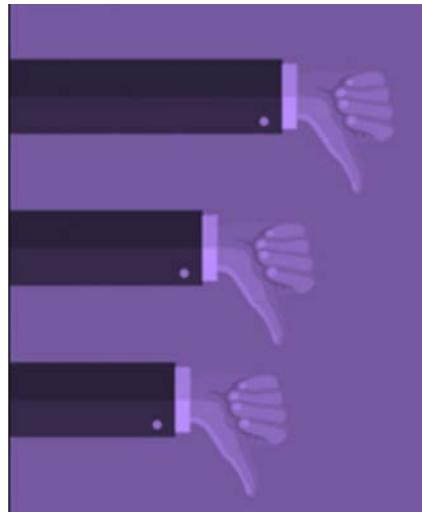
In fact, I once read a magazine article in which the author suggested that the measure of your skills is the size of the hole you can work your way out of. Your discipline improves as you learn to avoid potential mistakes: paint and glue bottles are never left open and solid fixtures are used to hold models.

Getting in a hurry and mis-reading the kit instructions has also set me back. What negative modeling adventures have you experienced?

When I first started building models again as an adult, I read the modeling magazines, talked to experienced modelers, and watched YouTube® demonstrations. No one spoke of their mistakes and accidents. I thought the best modelers were so good that they simply didn't have setbacks. Over time, I found that assumption to be false.

As I've progressed in the hobby, I've heard many tragic stories about unfinished models that were thrown away, blown up, shot, exiled to the "shelf of doom," or salvaged for parts. Building a model without some type of setback, of whatever magnitude, is probably impossible.

What I've discovered is that there is a silver lining in negative modeling. As your skills grow, your ability to recover from a mishap improves.



Modeling miscues and accidents bring out the very best of your creativity. When you are in a modeling crisis and trying to save a model, you find yourself more willing to try things because you have little to lose. For example, my airbrushing skills and confidence in using an airbrush have improved since I have had to repaint and touch-up models. I've also learned that fabricating reasonable facsimiles of

some types of parts is not as hard as I originally thought it was. Strategically placed weathering and stowage to cover up flaws doesn't hurt either.

There is no doubt that negative modeling sets you back in terms of the time invested on a model. However, with regards to your skills and confidence, the longer-term outcome of negative modeling may in fact be "positive modeling". Negative modeling also builds discipline, character, and patience too - at least that is what I tell myself after I've goofed.



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MEMBER'S SHOWCASE

Keith Rule
San Antonio, Texas

Model:
1956 Ford F100
First Place
ModelMania 2021
Stafford, Texas



This truck was built with the Revell Foose Ford F100 kit. The major points of this build are:

- * Detailed engine compartment
- * Detailed interior using kit provided decals on the seats
- Truck bed removed and replaced with stained and varnished wood planks separated by chrome painted
- * Plastruct channel dividers, all supported with scratchbuilt Plastruct framing
- * Paint is Tamiya Metallic Gray and Tamiya Green Pearl. I chose these colors from my stock of leftover spray cans, decanted and sprayed with my Paasche Model H. Clear coat is Testors Wet Look lacquer.

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IPMS VOTING IS OPEN



Click on the IPMS logo to vote!

For members of IPMS/USA:

Voting for the IPMS E-Board is now open. Don't worry, you have plenty of time. Voting terminates on the last day of August. The first order of business is to find your IPMS membership card and to check the expiration date for your membership. Make sure it is valid through August 2021. If you don't know either of these data points, I can help you to recover that information. You can view the "Candidate's Biographies" here:

<https://voting.ipmsusa3.org/page/2021-candidate-biographies>.

You can cast an electronic ballot here:

<https://voting.ipmsusa3.org/content/voting>

Traditionally, the next IPMS Journal to reach your mailbox should contain a paper ballot which can be mailed in. A third path to casting a ballot is available to those who are attending the upcoming IPMS National Convention in Las Vegas. There will be an

opportunity to cast a paper ballot while you are at the convention.

For **Alamo Squadron** members, there are two candidates who will be familiar to you. **Len Pilhofer** is standing for the Presidency, and **Rob Booth** is standing for the position of IPMS Secretary.

Len and Rob are supporting John Bonnani for the position of 2nd Vice President. So what we have here are the Three Musketeers!

As the Alamo Squadron Chapter Contact, and as a former IPMS Officer, (3 offices actually) I have some familiarity with the offices and the responsibilities placed on those who hold office. If you have questions of this nature, please feel free to ask me.

Please, PLEASE, PLEASE be sure to cast a ballot well before the voting deadline!

Dick Montgomery
Alamo Squadron Chapter Contact

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PRESIDENT LEN PILHOFFER



Click on the IPMS logo to vote for Len!

While I am a recent member of the society, I am a life-long modeler with memories of gluing plastic together when I was as young as 6 years old. The biggest frustration as a young modeler was not having the resources to learn how to improve my techniques. Beyond just experimenting with what I had on-hand to improve my modeling, there was nowhere to turn. After a twenty-plus year career in the U.S. Air Force I settled down, quickly got back into scale modeling, and discovered IPMS/USA. When I attended a local show and a few of the chapter's meetings I quickly realized what a fantastic resource this is for expanding my skills. I have a passion for learning new styles and techniques to improve my modelling as well as passing on what I have learned to others; be they seasoned experts or a beginning modeler. It is this desire that interested me in joining IPMS/USA as I see the society as a large classroom where modelers can learn from each other. This vision is motivating me to run for the office of President of this great society.



If elected, I will approach the office of President with a view of how to improve the learning environment of local meetings, shows, and the national convention. I want to ensure that when a member leaves an IPMS event they say to themselves that it was worth attending because they learned something new in the hobby. What can the national IPMS/USA organization do to help local clubs promote this learning environment? In addition, what can the organization do to improve the annual national convention to promote learning in scale modeling? I wish to pose these questions to the national executive board should I be elected as well as pose these questions to the membership at large. The executive board will take these recommendations, see what is feasible, and execute.

In addition to fostering a better learning environment my experience as a national convention chairman left me with many ideas of improving the process from bidding to planning and executing. There are many aspects of the national convention that can be streamlined and taken on by the national executive board. This will decrease the burden on local clubs and in-turn, hopefully increase the number of clubs willing to step forward to host a convention. There are many parts of the country that have not seen a convention in many years and some that have never hosted one at all. I, along with other members of the executive board, will take a deep look at what can be improved in this regard.

Thank you for your time and I humbly ask for your support in the upcoming IPMS/USA national elections.



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SECRETARY ROB BOOTH



Click on the IPMS logo to vote for Rob!

My name is Rob Booth. I recently retired as a Director of Preconstruction Services, capping a long career as a Project Manager and Estimator in the commercial construction industry. Like the process of building a scale model from a kit, my day job consisted of producing a unique, high-quality finished product from many differing components according to a set of illustrated instructions that were not always sufficient for that purpose. A key to success in those efforts was the ability to clearly communicate and document the process, like what is required of the IPMS/USA Secretary.

I have been an IPMS/USA member since 1994 when I joined Alamo Squadron, the San Antonio chapter. I remain an active chapter member and served as the chapter President in past years. My certification as a Qualified Nationals Judge was earned in 2013. I was nominated by Alamo Squadron for consideration as the first IPMS/USA Member of the Year in 2019, for which I am very humbly proud. I was awarded that distinction at the 2019 Convention in Chattanooga. I'm also a founding member and currently the President of IPMS-Tex Hill – the Texas Hill Country Scale Modelers. I actively participated in the preparation of two bid proposals to host the IPMS/USA National Convention, including the postponed 2020 "Come and Make It" Texas Nats, now re-scheduled for 2023. I serve as the Awards Coordinator and the Decal Coordinator and serve as a "behind the scenes Co-Chair" to assist Convention Chairman Len Pilhofer whenever and wherever necessary to pull off that event.



I, and others from that team decided to step up and campaign for positions on the IPMS-US E-board to try to improve the Nats Convention bidding and hosting process, and contribute to the betterment of the Society. I believe the Secretary has an important role to play in assembling and documenting that information with the rest of the E-Board to ensure continued success and improvement. Thank you for your consideration. I will act on and appreciate the confidence of your vote.



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KIT OF THE MONTH

by Herbert E. Scranton III

Greetings Alamo Squadron modelers.

This month's Kit of the Month is the **MPC 1970 Cyclone Spoiler** Kit number 2470.

As many of you know I'm a Ford guy and like to build models of cars I have owned, have driven, or Fords my friends have owned. When I was stationed at Fort Sam Houston in 1976, I had a friend with a 1970 Mercury Cyclone Spoiler, Wow what a car. It was Grabber Blue with a black interior and equipped with a 429 Super Cobra Jet (SCJ) Ram Air and a 4-speed transmission. Ford only made 1631 Cyclone Spoilers in 1970 and only 341 were SCJ's. It's a rare car, I have never seen one in person since 1976. I have always wanted to build a model of the 70 Cyclone but all I could find were NASCAR versions which could not be built as stock Cyclones.

I got an excellent book for Christmas this year, "Collecting Muscle Car Model Kits" by Tim Boyd. For those of you who don't build model cars, Tim Boyd is car model builder with countless regional and national awards for his models and a recognized authority on model car and truck kits and the history of model car companies. In his book he describes the 4 waves of model car kit development. Wave 1 is kits that were engineered in the first wave modern



kit production and produced during the actual production of the 1 to 1 car and usually developed from the factory blueprints. These models were generally from 1958 to 1976. There is also Waves 2,3, and 4; but it is not pertinent for this article. There is also the Envy Factor which is represented by the number of *'s after the wave number. To more *'s after the wave number the more rare or desirable and the more expensive. A wave number could have up to 5 *'s.

Now back to the model in question, it turns out that in 1970 and 1971 MPC made a stock version of the Mercury Cyclone Spoiler and the 1970 version had the correct decals to make an accurate 1970 Cyclone Spoiler.

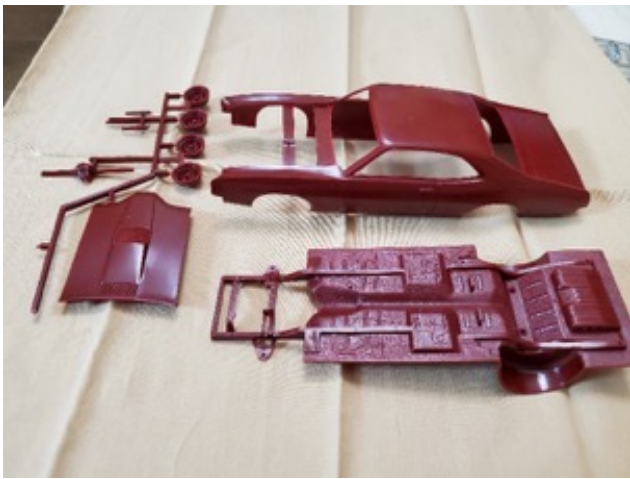
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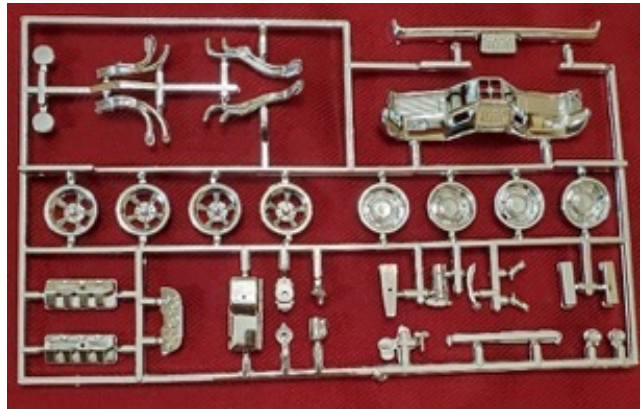
MPC 1970 Cyclone Spoiler



The body of the Cyclone was modified to make a NASCAR version, but the stock version was never reissued after 1971. The 1970 version of the Cyclone Spoiler is the most rare and desirable version because of the correct decals and is a Wave 1 with ****. In the last 9 or so years I have been on eBay looking for various models that I desire (and there are a lot) I have found some rare ones, but I have never seen a MPC 1970 Cyclone Spoiler in fact I didn't even know they existed till 5 weeks ago.

I just finished reading the chapter on the Mercury muscle cars when I get a notification on my phone about some models on eBay and wouldn't you know my luck the first model listed is... you guess it... a 1970 Cyclone Spoiler by MPC. I didn't blink, I didn't hesitate I paid the asking

price and it was mine. Did I mention that this model was a Wave 1****. When new in 1970 this model was probably about \$2.00-\$2.50. but 51 years later it cost \$271.00. In 9 years of looking, I found 1 and 2 days after that a second one shows up on eBay and the bidding started a \$195.00.



I have had a chance to inspect the model and here is what I have found. For a model that is 51 years old, the box and the instructions are in great shape. The model is molded in a dark red, the chrome is shiny and in great condition. It can be built one of three ways, Stock, a George Barris Custom, or as a NASCAR version. The body is an excellent representation of the 1970 Cyclone with no flash and very fine mold lines. Based on all the pictures I have seen of the



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MPC 1970 Cyclone Spoiler

interior, it is accurate. The glass is clear and in great condition, and the decals look new. It has 8 tires, 4 whitewall stock wide oval with Goodyear lettering on both sides and 4 I believe to be Goodyear Blue Streak racing tires. The engine in the kit is the Boss 429, which was not available in the Cyclone.

When MPC was making the mold the Ford literature in early 1969 stated that the Boss 429 was to be the top engine in the Cyclone Spoiler, hence the Boss 429 and not the 429SCJ. This should be an easy fix as I have some models with the 429SCJ that I can swap to make a stock 1970 Cyclone Spoiler.



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Upcoming Events

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IPMS Region 6 Events

All-new hyperlinks! Click them all!

Start Date	Name & Link	Contact	Location
June 12, 2021	<u>OKCMetroCon 2021</u>	Richard Fisher - challenger@challenger-n-scale.com	Bethany, Oklahoma Region 6 - Southwest
June 26, 2021	<u>North Shore Expo</u>	Brian Cavet • bcavet@hotmail.com	Covington, Louisiana
July 24, 2021	<u>Houston Automotive Modelers Society 14th Running of our Model Car Show and Contest</u>	Robert D. McQuown - robert.mcquown@sbglobal.net (link sends e-mail) Event Website (link is external)	Spring, Texas Region 6 - Southwest



**August 18 - 21, 2021
In the Fabulous City of
LAS VEGAS**



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Club Information

Club's E-Board 2021-2022

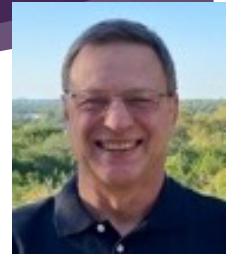
IPMS/USA Alamo Squadron: The Club was founded in 1977 in San Antonio, Texas, for the enjoyment of building scale models and the camaraderie of the members.

The Alamo Squadron has been putting on 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 since 2013, the San Antonio Event Center.

President:

Dana Mathes

huskercat@gmail.com



Vice-President:

Eric Syverson

esyver@zoho.com



Treasurer:

Christopher Settle

csettle99x@yahoo.com



Photos by:

Miguel Lopez & Jerry Escobedo

ARTICLES!! ARTICLES!!

We need your writing skills for the newsletter!

All submission must be turned in by the 20th of the month prior to next month's meeting. Please, send your input to Jerry Escobedo: paperjerry3@gmail.com

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IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
Address: _____ If Renewing _____ First _____ Middle _____ Last _____
City: _____ State: _____ Zip: _____
Phone: _____ E-mail: _____
Signature (required by P.O.) _____
Type of Membership ☐ Adult, 1 Year: \$30 ☐ Adult, 2 Years: \$58 ☐ Adult, 3 Years: \$86
☐ Junior (Under 18 Years) \$17 ☐ Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____
☐ Canada & Mexico: \$35 ☐ Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order
Payment Method: ☐ Check ☐ Money Order

Chapter Affiliation, (if any): _____
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 1411

Riverview, FL 33568-1411

The Alamo Squadron Newsletter is published monthly by IPMS/USA Alamo Squadron of San Antonio, for the information and enjoyment of the members of the Alamo Squadron and its friends around the world. Articles, reviews, news items, ads to buy, sell or trade, and other contributions are very welcome.

Send text file, photos and web sites to Jerry Escobedo:
paperjerry3@gmail.com

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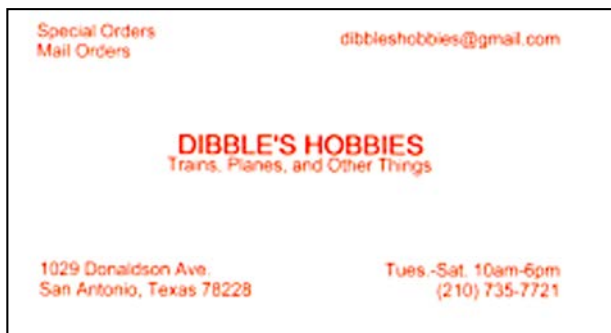


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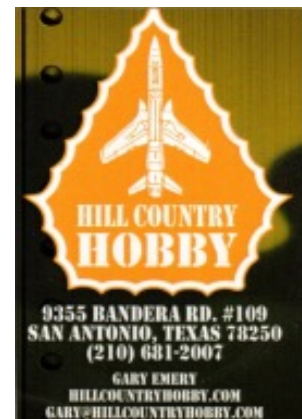


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