

# THE NAVIGATOR

The Official Newsletter of the Alamo Squadron Modeling Club

## President's Corner - By Keith Rule

May 2024



The election of the 2024-2025 club officer positions took place during the April meeting. No further nominations were made, and I was elected President, David Auth was elected Vice President, and Don Weaver was elected Treasurer, all by Unanimous Consent. This will be my second year as President, David's first year as Vice President, and Don's third year as Treasurer. With a service limit of three years, Don will have fulfilled his service next year, and Alamo Squadron will be looking for a new Treasurer. Brett Scholten has accepted the position of IPMS Contact and Herb Scranton will remain in charge of the Model Summit Awards. Alan Larrumbide has volunteered as Navigator Editor assisted by Jerry Escobedo.

Model Fiesta is our premier event of the year. We have been able to secure the entire New Braunfels Civic Center for our January 4, 2025 Model Fiesta 43. We will no longer need to restrict our entries or close the Contest Room for judging. The Model Fiesta Committee is working on a bigger and better show:

Director – Chris Menold  
Finance – Don Weaver  
Head Judge – Joe Bianco and Chris Lenahan  
Awards – Chris Settle  
Registration – Brett Scholten and Chris McLain  
Vendors – Mark Verdi and Will Winmill  
General Admission – Marc Smith  
Marketing – David Auth

Raffle – Jim Norton

Make & Take – Dave Barnum

Chris Menold has been in contact with Hobbytown and they have enthusiastically offered a space for us to meet and build, socialize, and generally “bs” about models. This takes place every Sunday from 12:00 – 4:00 at Hobbytown, 1309 N. Loop 1604. All are welcome.

The first Alamo Squadron Picnic was held Sunday, April 28, at O.P. Schnabel Park, 9606 Bandera Road, Pavilion 1, San Antonio from 1:00 pm to 7:00 pm. Our next meeting is on Thursday, May 2, starting at 6:30. I remind you that the meeting has moved from Jordan Ford to a new location at 2411 Pat Booker Road, Universal City, TX 78148. This is Jordan Ford's ancillary facility. There has been much discussion about purchasing chairs for this new meeting place, but luck has stepped in. Jonathon Griffith was able to snag 16 chairs for us when Jordan Ford replaced many of the chairs at their main facility. There are already a few chairs in the meeting room and after the April meeting we found several more upstairs from the meeting room, which satisfied our needs! No purchase was necessary. The Demo will be Vinyl Cutter Canopy Masking by Devon McCollough. The Monthly Contest theme is Straight Out of Box Builds. And we will have Work In Progress.

See Ya', **KEITH**

this issue

President's Corner by Keith Rule

The Art of Plastic Scale Modelling by Julio Caro

Thinking “Inside the Box” by Herb Scranton III

Lee's Retrospect by Lee Forbes



# The Art of Plastic Scale Modeling

By Julio Caro



Plastic scale modeling is more than just a hobby; it's an art form combining precision, patience, art, engineering, and passion. For most enthusiasts, the process of putting together a kit made up of many unassembled parts into detailed replicas of ships, aircraft, cars, or even fictional spacecraft (among many other things) is a rewarding endeavor that offers both challenge and satisfaction.

The origins of plastic scale modeling can be traced back to the mid-1950s, with the advent of mass-produced plastic model kits. These kits allowed hobbyists to build replicas at a fraction of the cost associated with earlier wooden



models. The hobby has evolved over time, with plastic model manufacturers offering kits ranging from simple snap-together pieces suitable for beginners to complex models that require advanced skills and can take hundreds of hours to complete.

Building a scale model is a meticulous process that usually starts with extensive research. Modelers strive for accuracy, studying photographs, blueprints, and historical documents in order to replicate every detail as close to the original item as possible. The actual assembly involves cutting, gluing, and fitting tiny parts, followed by painting and applying decals. Advanced techniques like weathering

can add realism, simulating wear, tear, and aging effects.

Plastic scale modeling is a vibrant and beloved pastime. Whether you're a seasoned veteran or simply a curious beginner, the world of scale modeling offers not just the thrill of the building something you can be proud of, but also the warmth of a community that appreciates the artistry and effort that goes into every model.

## Consider Joining our Modeling Club

As I bring our article to a close, I would like to extend a warm invitation to anyone who finds joy in the meticulous art of plastic scale modeling to join Alamo Squadron, the San Antonio chapter to the International Plastic Modelers' Society (IMPS).

Alamo Squadron is more than just a group of hobbyists; it's a community where friendships are forged, skills are honed, and masterpieces are created. Whether you're picking up your first model kit or you're a seasoned modeler with years of experience, there's a place for you here.



## About Alamo Squadron

Alamo Squadron is an organization dedicated to the educational advancement of scale modeling

skills. Our club serves the modeling community in Texas, Mexico, and the Southern United States. We do so by cultivating and promoting interest in the scale modeling hobby, creating bonds of friendship and mentoring through the exchange of information, techniques and ideas that foster improvement in the individual's scale modeling skills. We are a non-sectarian, non-political, and non-profit organization.

While we have some very highly skilled builders in our ranks, WE ARE NOT a clique of "master modelers" that maintains a high bar required for membership. We encourage scale modelers of all ages and skill levels to join our ranks as well as becoming a member of our national, parent organization: IPMS/USA. Alamo Squadron's focus is teaching and learning.

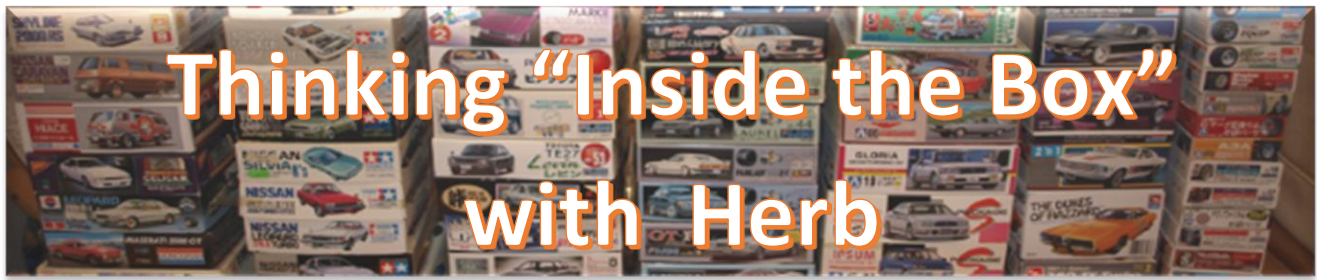
By joining us, you'll gain access to a wealth of resources, participate in workshops and events, and enjoy the camaraderie of fellow enthusiasts who share your passion.

If you're interested in learning more about and/or joining IPMS/USA Alamo Squadron Chapter, visit the club's web site at <http://www.alamosquadron.com/index.html>.

- *Julio*



2024 Great Texas Airshow: Photo by Dick Montgomery



## AMT 1960 Ford F-100 with Trailer

By Herb Scranton III

I've been looking for this model on eBay for the last 10 or so years. All I could find was very expensive glue bombs. This March, AMT answered my dreams. I purchased this model at Hill Country Hobby for \$39.99. The F-100 is 1/25 scale, 3 in 1 skill level 2. It can be built as a stock, custom or service vehicle. The kit also comes with a trailer that can be built as a trailer of a display stand. The kit has 138 parts in white plastic, chrome, clear, 3 metal axles, 6 black vinyl tires and some really nice decals. The box art is very pleasing to my eye as well.



Herb Scranton III at work in the man cave.

Herb is a regular Navigator contributor reviewing new model cars and aircraft on the market. He will also write on some old and rare cars and trucks as well.

There is a cab and pickup body, three bags of white plastic, two bags of chrome parts, one bag with the clear and red clear parts, and one bag of tires and axles. The instructions are typical old school AMT, but they are clear and easy to follow, and the decals are well done. They include the stock door and instrument decals and lots of optional ones.

AMT states this kit is all new tooling. If you had one from 1960 you would recognize this model immediately however there is much improvement to this kit. The cab is well done, light mold lines in the back of the cab with no flash and same goes for the pick-up body. AMT did a great job reengineering this kit to go together much better than the original kit. For instance, the interior now has a separate seat which will make it much easier to paint and the dash decals w Herb Scranton III was pictured above in his man cave. Herb will be a regular Navigator contributor and will

write reviews of new model cars and some aircraft coming on the market. He will also write some reviews on some old and rare cars and trucks as well.

ill greatly improve the overall look. The hood now has a separate chrome Ford crest for the nose and FORD F-100 script for the sides. All the white plastic is cleanly molded and from what I can see most of the pin marks will be hidden when the model is built. The tires are semi-hollow and represent period bias ply tires. They are "no-name" but have a good tread pattern. The four truck tires are wide whitewall and the trailer tires are blackwall. The front and rear windows have been separated for easier installation and are distortion free. The clear tree also includes headlight lenses. There are custom and stock red clear lenses for the truck, a flasher dome and lights for the trailer. The chrome trees now have three wheel options; full chrome wheel hubcaps, custom slotted rims and separate factory hubcaps.

AMT has used the same chassis on all the early 60's pick-up trucks, to include this one. Everything is molded in, the suspension and the exhaust system, which is non stock. The relief is well done, but I would prefer a separate exhaust system. The engine is also the same engine used in the original 1960, 61,62, and 63. It is a no stock Y block ford with 3 chrome carbs, valve covers, it also has headers. The engine has been re-engineered a little for ease of construction.



This model has nice extra parts, a torque wrench, 4-way lug wrench, tool box, 2 gas/oil cans, extra battery, fire extinguisher, a chrome trophy, and of course the parts for the service and custom versions.

The trailer is the same one from the original kit, with the exception of the wheel/tire which has been re-engineered. As mentioned before the trailer can be built as a trailer or as a display stand.

Impression. This is a long awaited 1960 F-100 a lot of us builders have been waiting for. All the trees are crisply molded with no flash, the chrome trees are also well done and the same for the clear/clear

red tree and as I have already said the decals are awesome. The re-engineering was well thought out but I would have liked a straight 6, which most of these trucks had in the 60's, to include my dad's truck, and a separate exhaust system or at least the parts to make a stock Y-block V8. I look forward to building this as my dad's truck, we did a lot camping, hunting and fishing in this truck.



- Cheers Herb III



<https://www.classic.com/veh/1960-ford-f-100->



## HELPING RESTORE A WWII CURTISS P-40E WARHAWK

By Lee Forbes, IPMS/USA 2297

Whenever you hear or read about the original American Volunteer group (AVG), better known as the "Flying Tigers," that flew against Japanese ground and air forces in Burma and China before the United States entered WWII, two names quickly come to mind: General Claire Chennault and David Lee "Tex" Hill. Chennault was the American Volunteer Group (AVG) Commander and "Tex" Hill was the Squadron Leader of the 2<sup>nd</sup> Squadron. While there were two other Squadrons in the AVG, the 1<sup>st</sup> Squadron led by Robert Neale, and the 3<sup>rd</sup> Squadron, Led by Arvid Olson, it seems that "Tex" Hill, for whatever reason, garnered most of the publicity about the Group. As some of you may know I had the distinct honor and pleasure of knowing "Tex" Hill personally from 2000 until his death in 2007 as his volunteer "ghost writer" and administrative aide who answered his considerable worldwide fan mail for him and assisted him in handling numerous special projects. One of those projects involved the restoration of a WWII Curtiss, P-40E "Warhawk" Lend Lease fighter plane recovered from a crash site near Murmansk, Russia in early 2000. That's how I got into the business of being a "Pro Bono" aircraft camo and markings consultant to several owners of flyable Warbirds. In this particular case Mr. Jerry Yagen, owner of an extensive flyable warbirds collection, located near Virginia Beach, VA, contacted "Tex" Hill a few months after I started helping him and mentioned that he was

going to restore a P-40E that he had recovered in Russia and asked Tex if he had flown any of the replacement P-40Es that the AVG had received before they disbanded July 4, 1942. Tex responded yes and proceeded to tell him the story of how he had led a flight of four of the new airplanes to bomb a Japanese Army Division advancing on the Burma Road toward Southern China at the Salween River Gorge on May 7, 1942. Mr. Yagen told "Tex" he'd be honored to paint his P-40E in the camo and markings of the airplane that "Tex" flew during that famous bombing raid after the restoration was completed. Tex told him he'd be honored likewise, and asked me, "To work with Mr. Yagen's people to help them out in any way I could." Even though I knew a lot about the Flying Tigers, and the P-40Bs the AVG was equipped with, I had to conduct some additional research to learn about the AVG's replacement P-40Es. In March,



Photo by Jerry Yagen

<http://www.warbirdrestoration.co.nz/past.html#thunder>

1942, the AVG started to receive the new P-40Es from USAAF stores in West Africa when a half-dozen 3<sup>rd</sup> Squadron pilots volunteered to ferry them back to China. Of course, the first P-40Es were assigned to the 3<sup>rd</sup> Squadron. They were left in USAAF markings during the flight and only

replaced with new adhesive decal Chinese insignia. The Red fuselage band of the 3<sup>rd</sup> Squadron and the new nose shape of the "Sharks Mouth" white teeth and red tongue were also added. Other markings included a Walt Disney-designed Flying Tiger decal being added just aft of the cockpit and the new



Photo by Gavin Conroy:

<https://www.key.aero/article/meet-man-one-worlds-largest-warbird-collections>

modified with AVG markings after arrival in China. The full series of replacement aircraft were to be numbered "101" through "134." They were all painted Olive Drab and Neutral Gray and had "U.S. ARMY" painted under their wings in Insignia Blue, not Black, which is often depicted. These markings were retained. The fuselage USAAF insignias were painted out in Dark Green and not replaced. There were no serial numbers of any kind painted on the vertical fin. The other four wing insignias were all

slightly smaller White ID Numbers were placed mid-way on the Dark Green painted over fuselage insignia and parallel with the ground. Some P-40Es had the distinctive 3<sup>rd</sup> Squadron, Tricolor Red, White and Blue dust covers added to their wheels, but this was not uniform in all cases. The specific aircraft flown by "Tex" Hill when he led the bombing raid at the Salween River Gorge on May 7, 1942, was one of the newly arrived 3<sup>rd</sup> Squadron airplanes numbered "White 108" as were the other P-40Es, "White 102", "White 104" and "White 106," flown by his three squadron mates. All the "bombers," including Tex's, were flown by experienced former U.S. Navy dive bomber pilots. The reason the replacement P-40Es were so

welcome, was they could carry bombs or fuel tanks on their centerline and were equipped with six .50 caliber machine guns in each wing. Whereas the P-40Bs were only equipped with two .50 caliber machine guns in the nose and four .30 caliber machine guns in the wings and couldn't carry bombs of any type or fuel tanks on their centerline.

One of the first things I did before the restoration began in 2000, was to prepare an extensive monograph describing the details of the May 7, 1942, Salween River Gorge Bombing Raid, based on Tex's amazing recollection of the event. This was shared with all concerned with the restoration project, including photos of the airplane flown by Tex on that mission. This monograph was later reformatted and appeared in the October 2005, issue of Flight Journal, as a Tailview piece by David Lee "Tex" Hill titled, "Shooting Fish in a Barrel."

The Point of Contact, in Mr. Yagen's organization, that I worked with throughout the two-year restoration project was his Director of Aviation, Mr. Chris Vitiphil. The actual restoration work was done by AvSpec Ltd., Owned by Mr. Warren Denholm, at Ardmore Airfield, Auckland, New



Photo by Ricardo von Puttkammer

<https://vintageaviationnews.com/aviation-museum-news/military-aviation-museums-virginia-warbird-weekend.html>

Zealand. Most of my contact with everyone was via e-mail, and I received almost weekly progress reports consisting of color photos of the airplane as it progressed from a "pile of corroded parts" to a flyable airplane when finished. Naturally, "Tex" was delighted to see his airplane taking shape. When the time came to paint the airplane, Mr.

Vitiphil, knowing that I was an aircraft model builder, asked me if I could recommend any paint sources to be used to duplicate the USAAF Olive Drab and Neutral Gray in use in the 1942 time frame. I told him of the Modelmaster Enamel pre-mixed paints that I used in my hobby. He said, "That sounds great." In a few days, he mailed me four aircraft aluminum 4" X 4" squares already primed in zinc chromate onto which I airbrushed the Modelmaster Olive Drab and Neutral Gray paints. And those were the colors Mr. Denholm matched to paint Mr. Yagen's newest addition to his flyable collection.

Mr. Yagen's P-40E airplane debuted at the 2002 Warbirds Over Wanaka International Air Show at Wanaka Airport, New Zealand in 2002 and he was in attendance. After the Air Show, the airplane was disassembled and shipped to Virginia Beach, VA where it was re-assembled, and test flown before P-40E "White 108" became the newest addition to his growing collection of flyable warbirds. Tex Hill saw "his" airplane for the first time when Mr. Yagen flew it to the 2004 Flying Tigers Association Reunion held at Kermit Week's Fantasy of Flight location near Kissimmee, FL. While the airplane was at the Reunion, Tex Hill signed his distinctive signature on the inside of the radio access door.

I saw Tex's signature for the first time when I attended an IPMS/USA sponsored event held at Mr. Yagen's Military Aviation Museum during the 2008 IPMS National Convention, in Virginia Beach, VA. That evening, I had the opportunity to converse with Mr. Yagen and we talked about the restoration of his P-40E "White 108" and he told me how much he and his team appreciated my assistance during the project. He later invited me to go flying with him for about 20 minutes that evening in a Navy "Yellow Peril" Biplane Stearman and of course I couldn't turn him down. That



certainly was the highlight of that particular Virginia Beach Convention for me. My next involvement in the restoration of a flyable warbird, was an F-86F (AKA Canadair Mk 6), in the markings of the late Korean War Double Fighter Ace, Colonel Ralph Parr, that is now part of the Lewis Aviation

Legends flyable collection. But as they say, "That's another story!"

- *Lee*



2024 Great Texas Airshow: Photo by Dick Montgomery

## Navigator Newsletter

Issue	Content Deadline	Publish Date	Club Meeting
June	26 May	2 June	6 June

## on the horizon

Date	Event	Location
May 4	<a href="#">Houston Model Mania 2024</a>	Safford Tx
May 18	<a href="#">CALMEX 37</a>	Sulphur, La
May 25	<a href="#">2024 Scalefest</a>	Grapevine, TX
June 15	<a href="#">OkieDokieCon 2024</a>	Bethany, Ok
June 22	<a href="#">SummerCon</a>	Convington, La
July 27	<a href="#">2024 Space City Shootout Model Car Contest and Scale Automotive Expo</a>	Seabrook, Tx
November 9	<a href="#">Austin Scale Modelers Society 2024 "Capitol Classic"</a>	Williamson County Expo Center 5350 Bill Pickett Trail, Taylor TX
<b>January 4 2025</b>	<a href="#">Alamo Squadron Model Fiesta 43</a>	<b>New Braunfels Civic Center 375 S. Castell Ave New Braunfels, TX.</b>



2024 Great Texas Airshow: Photo by Dick Montgomery

## Local Hobby Shops

### Dibbles Hobbies

1029 Donaldson Ave,  
San Antonio, TX 78228  
(210) 735-7721

### Hill Country Hobby

9355 Bandera Rd Ste-118  
San Antonio, TX 78250  
(210) 681-2007

### Anime Tokyo

3333 Wurzbach Rd Ste 105,  
San Antonio, TX 78238 ·  
(210) 519-5752

### Toy Hunters

14910 Nacogdoches Rd Ste 106, San  
Antonio, TX, United States, Texas  
(210) 598-0034

### Hobby Town

1309 N Loop 1604 W  
Vineyard Shopping Center, Suite 101  
San Antonio, TX 78258-4769  
(210) 236-5527



**MARCH MEETING CONTEST WINNERS**



**First Place:  
1/24 Scale Aoshima  
MGB Race Car  
by David Auth**



**Second Place:  
1/48 Scale Kinetic  
Texas ANG F-16 SEA Scheme  
by Joe Chapa**



**Third Place:  
Revell 1/25 Ford Bronco  
Terlingua Racing Team  
by David Auth**



# April Meeting

Hey Joe, I've got some in-depth YouTube videos on that. Search on "The Chieftain's Hatch."

<https://www.youtube.com/@TheChieftainsHatch>

Nicholas, I just picked up the Tamiya Leopard 2 A7V. Great Kit!

I suppose I *could* build a tank next. A flamed, chopped, slammed, metal-flake tank.



Joe Chapa, Nicholas Moran (AKA The Chieftain), and Keith Rule at the April Meeting



Terrel Reed talks about this awesome Perfect Grade (PG) 1/60 scale Gundam Astray Red Frame by Bandai



Keith Rule shares the secrets to perfect carbon fiber decal application.



Johathon Griffith describes the paint process on his AMT A-Team van



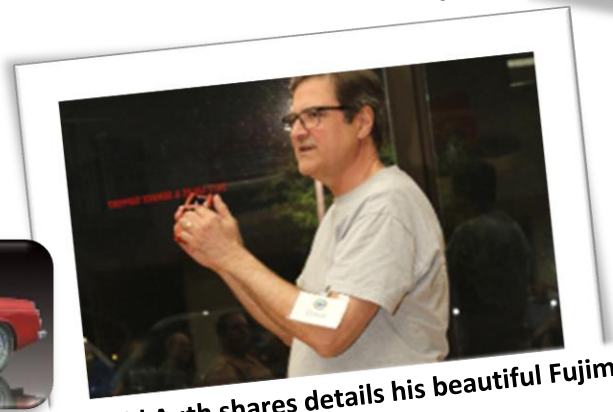
Alan Larrumbide's Atlantis (Revell) Convair 990 in OOB NASA livery



Herb Scranton III recognizing members with the annual Model Summit Awards



Peter's intense "pre-game" routine includes a power nap prior to meeting start



David Auth shares details his beautiful Fujimi Fairlady 2000



A BIG thanks to John Kress for heading up our annual Alamo Squadron Picnic! Don Weaver, Brett Scholten, Herb Scranton III and others pitched in to make this an event to remember. Hosted at the beautiful O.P. Schnable Park, Pavilion One, in sunny San Antonio the afternoon was a BLAST! This was a great time for us to gather and enjoy BBQ together with our families. Along with the wonderful fellowship we had lots of fun events to include corn-hole, door prizes, a make-n-take and of course great food.

