

THE NAVIGATOR

IPMS REGION 6 | ALAMO SQUADRON | SAN ANTONIO, TX



JUNE, 2025 Edition

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HAPPINESS:

FINDING OUT
YOU JUST INHERITED
OVER 15,500 MODEL KITS!



And you know what? I'm gonna
build everyone of them too!



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The President's Corner

by Keith Rule

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What inspires you to build a model? Do you like to build a replica or something original?

If you're an **AIRCRAFT** builder, I would think that you enjoy building replicas and your interest is historical. You may add a personal touch here and there, but you're basically building a replica.

ARMOR is pretty much the same as aircraft. One can choose their own stowage and how to secure it, but you're basically building a replica.

FIGURES I've seen run the full range of replicas and fantasy. You can be as realistic or creative as you want. I would think that if you like realistic, then you rarely do creative and if you like creative, you rarely do realistic. This of course, is just my thought.

SCI-FI represents an interesting twist on the subject. The Sci-Fi

modeler often replicates a fictional subject. In fact, it seems that their keen interest is exactly that. How a Sci-Fi builder replicates the Millennium Falcon is, of course, creative, but it's a replica none the less.

SHIPS and **boats** are almost always replicas.

DIORAMAS offer the modeler both avenues — replicas and creative, and I have seen examples of both.

GUNDUM is a class that I know little about, but from what I've seen, it's almost always creative.

AUTOMOTIVE, my favorite and lately my only subject, offers both replica and creative builds. It's one of the reasons I build automotive. I can build a replica of a 2022 C8.R Corvette or an Alpha Romeo 2300 Monza old school racer. Or I can design a paint scheme and build a 1950 Oldsmobile Custom of my own creation. Automotive also includes

trucks, which can be built as a replica or a creative masterpiece and emergency vehicles, which are usually replicas.

My discussion on this subject of **replicas** versus **creative** is not judgmental in any way. A modeler should build what inspires him or her. If you like history, then build that aircraft, armor, ship or figure that represents your interest. If you prefer creative, build that diorama or scene, or street rod from your imagination.

When I tell people that I have an Enzo Ferrari, they look surprised, until I tell I say it's 1/25 scale!

See you soon, Keith

**NEXT CLUB MEETING
WILL BE ON**

JUNE 6th, 2025

Starting at 6:30 PM

at

**2411 Pat Booker Road,
Universal City, TX 78148**



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Monthly Model Contest Winners

By Julio A. Caro

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KEITH RULE
Corvette Funny Car

**Congratulations to all May 2025
Model Contest winners!**

The competition as always was
fierce, but these three outstanding
modelers truly stood out.



BRANDON PORTER
Chinese Type 94 Tank



JOE BIANCO
P-51D Mustang



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ModelMania 2025 Show Winners, Stafford, TX

by Julio A. Caro | Page 1 of 8

JULIO A. CARO | ModelMania 2025 Winners

Photo	Description	Scale	Award(s)
	Panther F9F-2 (ATU-206) Advanced Trainer	1/72	
	GAZ-67B Russian Field Car	1/48	
	USAF C-21 A Learjet	1/48	
	MIG-19 Cuban Revolutionary Air Force	1/100	
	M41 Walker Bulldog Tank	1/35	

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JOHN KRESS | ModelMania 2025 Winners (Part 1 of 2)

Photo	Description	Scale	Award(s)
	Battleship Yamato Anchors	1/16	
	Western 44 Caliber 1860 Army Model Pistol Best Miscellaneous Award	1/1	
	2015 Corvette C7.R	1/25	
	Boeing F4B-4	1/72	
	Junkers Ju-87 Stuka	1/48	



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JOHN KRESS | ModelMania 2025 Winners (Part 2 of 2)

Photo	Description	Scale	Award(s)
	GMC 2 1/2 Ton 6x6 Cargo Truck Red Ball Express	1/35	
	Austin Powers Shaguar Roadster	1/25	HONORABLE MENTION
	88 Bobby Allison 1982 Buick Regal	1/24	HONORABLE MENTION
	2017 Ford GT LeMans	1/24	HONORABLE MENTION

More Awards on the next page!

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KEITH RULE | ModelMania 2025 Winners (Part 1 of 2)

Photo	Description	Scale	Award(s)
	Chevy II Station Custom Wagon Best in Automotive Award		
	Audi Racing Team		
	1958 Cadillac		
	Corvette Funny Car		
	2021-Dodge-Charger RT		







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KEITH RULE | ModelMania 2025 Winners (Part 2 of 2)

Photo	Description	Scale	Award(s)
	1971 Wide Body Mustang		
	Collection of 1932 Ford Vehicles		

BRETT SCHOLTEN | ModelMania 2025 Winners

Photo	Description	Scale	Award(s)
	MQ-9 Reaper	1/48	



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DAVID AUTH | ModelMania 2025 Winners (Part 1 of 2)

Photo	Description	Scale	Award(s)
	1995 Jeep Wrangler YJ	1/24	
	Land Rover Series III	1/24	
	Nissan 2000 Fair Lady	1/24	
	1965 Lincoln Continental	1/25	
	2001 Nissan Skyline Drift Car	1/24	









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DAVID AUTH | ModelMania 2025 Winners (Part 2 of 2)

Photo	Description	Scale	Award(s)
	1989 Nissan Skyline GTR	1/25	
	1965 Chevelle Surf Wagon	1/25	
	Castrol Toyota Supra	1/24	

HERB SCRANTON | ModelMania 2025 Winners

Photo	Description	Scale	Award(s)
	1932 Ford Tudor	1/25	









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ADAM STEPHENSON | ModelMania 2025 Winners (Part 1 of 2)

Photo	Description	Scale	Award(s)
	F-14 Tomcat jolly Rogers Fighting 84 GRUMMAN CAT OF THE YEAR BEST GRUMMAN FIGHTER AWARD	1/48	
	F-14 Tomcat Grim Reapers VF-101	1/48	
	Maverick and Goose's F-14 Tomcat "Top Gun" Movie	1/48	







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CALMEX XXXVIII Show Winners, Sulphur, LA



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JULIO A. CARO | CALMEX 38 Show, 5/17/25

PHOTO	DESCRIPTION	SCALE	AWARD(S)
	Hawker Siddeley Buccaneer S. Mk. 2	1/100	
	MIG-19 Farmer, Cuban Air Force	1/100	

BRETT SCHOLTEN | C.A.L.M.E.X 38 Show, 5/17/25

PHOTO	DESCRIPTION	SCALE	AWARD(S)
	MQ-9 Reaper	1/48	

DANA MATHES | C.A.L.M.E.X. 38 Show, 5/17/25

PHOTO	DESCRIPTION	SCALE	AWARD(S)
	British Tank Collection PEOPLE'S CHOICE AWARD	1/35	









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CALMEX XXXVIII Show Winners, Sulphur, LA

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JOHN KRESS | CALMEX 38 Show, 5/17/25

PHOTO	DESCRIPTION	SCALE	AWARD(S)
	Austin Power's SHAGUAR Roadster	1/25	
	Kenworth W900 Truck	1/25	
	GMC 2 1/2 Ton 6 x 6 Truck	1/35	

More Awards on the next page!



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CALMEX XXXVIII Show Winners, Sulphur, LA

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MICHAEL WILLIAMSON | CALMEX 38 Show, 5/17/25

PHOTO	DESCRIPTION	SCALE	AWARD(S)
	IRAQI SA-6 (SAM-6) BEST MODEL BUILT BY A VETERAN AWARD	1/35	
	Imperial Fist Squad BEST WARGAMING AWARD	1/56	
	M60A2 Patton Tank BEST PATTON TANK AWARD	1/35	



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ModelFiesta VII and ModelFiesta VIII

Club Officers, Leadership and Actions, Event & Club Meeting Locations
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Contest Co-Directors: Ruben Barrera & John Collins | **Registrar:** Unknown
Vendor Coordinator: Unknown | **Head Judge:** Unknown



Dick Montgomery
A. K. A. "The Grinch"

ModelFiesta VII was held on February 27, 1988 at the Holiday Inn at Vance Jackson on IH 10. Alamo

Squadron had successfully hosted six contests by 1988, but there were problems within the organization. Two factions had taken sides regarding the judging system employed in the competition.

ModelFiesta VII was the contest which chiseled in stone the use of the Committee System. In simple terms, the Committee System refers what is currently known as the "1st, 2nd, and 3rd" system. A team of three judges selects what they deem to be the best model in a category, the 2nd best, and then the 3rd best. No points are assigned, just based upon which three entries in the

category display better application of modeling skills than the other entries.

Between ModelFiesta V in February of 1986 and ModelFiesta VI in 1987 an attempt was made by one of the opposing factions to appoint a contest director that was sympathetic to the Points/Computer system. The outgoing contest director tried to pass the leadership torch to another club member. This effort was not successful. A committee of concerned and respected club members was tasked with making the selection of a contest director for ModelFiesta VI, knowing that the future of the Points/Computer system, and possibly that of the contest, hung on their choice. The committee selected two club members who were in favor of the Committee system. The committee's decision marked the demise of the Points/

Computer system and the institutionalization of the Committee system. ModelFiesta VI was successful and the reaction to entrants towards the employment of the new judging procedure was positive. An additional step, however, was necessary as the debate over the judging system had not yet died down.

For ModelFiestas I through V, the club, by consent of the membership, had appointed the contest director. The transition to ModelFiesta VI was not as smooth. In order to formalize the appointment process an invitation was printed in the March, 1987 newsletter, some 11 months prior to the contest. Those interested in directing ModelFiesta VIII were invited to serve as trainees under the guidance of three experienced club members. After having gained experience at ModelFiesta VII the trainees would



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be ready to handle the responsibilities required of the contest leadership. The appointment of the contest director would then be left to the club officers.

In the meantime, it was critical to select a contest director for ModelFiesta VII that would be able to establish their leadership during a difficult time. John Collins and Ruben Barrera were selected as the Co-Directors for ModelFiesta VII.

Both had gained experience in the previous contests by taking on difficult responsibilities. Both also had the ability to lead the club's effort to conduct the annual contest, even with the undertone of discord that was present in the club. Due to the combined efforts of the contest directors and a cadre of worker-bees, ModelFiesta VII was successful.

Trophies:

The awards for ModelFiesta VII were



different from previous years. Since 1988 was an Olympic year it was decided to forego the usual plaque design for the awards and adopt medals instead.

Categories:

- The Armor Class underwent a review and some changes were made. Due to the lack of entries in the Halftrack category at "MFVI", Halftrack entries were gathered into a single category with Wheeled and Artillery pieces.
- Of special interest was the expansion of the Armor Class with two new categories. A Box Stock category was created for each of the two major scale groups, 1/35 and 1/72
- The Figures Class took a step backward by having the

category for "Fantasy" deleted. These figures were gathered into the six available categories based on the physical height of the entry. If a step backward was taken they were followed by two steps forward. The categories for figures 54-74mm (with or without Mounts) was split into four categories. Figures that were 54mm were grouped into two categories, and figures taller than 54mm were given two new categories based in the With/Without Mount status of the entry. Overall, the Figures Division gained a category.

- The only change in the Ships Class was in the wording of one of the category descriptions. Instead of listing the category as "Engine-Powered, 1/700" the wording was changed to "Engine-Powered, Smaller than 1/400" to have like-sized models with each other.
- The Automotives Class was



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modified and expanded. The definition of Stock/Custom was changed to include Trucks and Motorcycles. A new category was added, that being for Box Stock models.

- The Spacecraft Class was restored as a separate class of model. Three categories were offered for Actual/In-Design, Fantasy/Fiction, and strangely enough – Robots/AF Suits. The latter seemed more in line with the Miscellaneous or Open Class, an action that was not corrected until the planning sessions for ModelFiesta XX.
- The Miscellaneous/Open Class was enhanced by a change in the description of eligible models. Spacecraft were returned to their own division leaving Misc/Open models to compete against similar subjects.
- In the Aircraft Class for the 3rd straight year there was no category offered for 1/72 aircraft-Origins to 1938. It was

felt that there was virtually no difference between the very early aircraft and those being produced in the early '30s. Both present the same problems to the modeler.

- The Aircraft Class was enhanced by the addition of two "Box Stock" categories, for 1/48 and 1/72 models.
- The available documentation does not show that there was any specific "Theme Award" for "MFVII". The usual "Best of" awards were offered (Aircraft, Armor, Open, Figure) as was the Frank Garcia Memorial Award.

This was to be John Collins' last ModelFiesta. John left San Antonio and moved to Atlanta, Georgia. You can see some of John's award-winning ship models by glancing through the IPMS Journal featuring the 2000 Nationals held in Dallas, Texas. Unfortunately, no "Winner's List" for ModelFiesta VII exists.

The Club Newsletter – 1987

The March issue of "Aircraft in Miniature" is typical of this era in the club's history. As was the case for the AIM newsletters during the mid to late '80's, the master newsletter was typed out on a single sheet of paper, and only on one side. The master newsletter was then reproduced with enough copies being made to cover the number of members in the club plus a handful of extras. Each piece of paper was tri-folded with the recipient's mailing address written on the back side of the tri-fold. Newsletters were then sent via standard "snail-mail" to the club members.

This was a very different procedure to publication and distribution than what is experienced today by club members.

The April issue of AIM states that the club, for the first time, granted a Life-Time Membership to Alberto Retout from Monterey, Mexico. Alberto was a strong supporter of

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ModelFiesta and provided a rather unique trophy to various entries through several years.

Club Newsletter Tidbits

Bob Angel and Ros Creed were still tasked with producing and distributing the AIM newsletter every month. The March 1987, Newsletter provides some interesting insights into the workings of the club. Phil Perry was the Event Director for the ModelFiesta in 1987, assisted by Charlie Moriarity, Ruben Barrera, Ray Rangel, John Collins, Bob Rodriquez, Mike Derderian and Dick Montgomery. Club members were encouraged to contact Bob Rodriquez, Phil Perry, or Dick Montgomery if they had an interest in serving as the Event Director in 1988.

Meeting Site

he meetings continued to be conducted at the SASA building

located at San Pedro and Loop 410. It is interesting to note that the meetings were scheduled on the first Thursday of the month, just as is the current practice.

Presentations

The newsletter mentions that a future program will be, "Building and Weathering Ship Using Water Colors and Pastels."

Officers Sept 1987-Aug 1988

Election Results – The September, 1988 election saw a new slate of officers. Tom Nelson was voted in as the President. John Collins served as the Vice President, and Ruben Barrera took over as the Secretary/Treasurer. Of these three members, none had yet served as an E-Board officer, and of the three only John Collins would serve a 2nd term in office, that office being the Vice President's position. Bob Angel filled the AIM Editor's position and Ros Creed managed the layout of

the newsletter.

Shortly after the election, John Collins announced that he would be leaving San Antonio. The club would need to replace him as the Vice President. The August AIM indicates that Phil Perry expressed an interest in assuming the role of V.P.

ModelFiesta VIII: Feb. 25, 1988

ModelFiesta moved to a new location for the 1988 event, that being the Seven Oaks Inn and Resort on Austin Highway. The street address was 1400 Austin Hwy. ModelFiesta VIII was a success but could have been a miserable failure. The Event Director was John Collins with Phil Perry as the Assistant Director. John, as previously noted left San Antonio, relocating to another state due to a job-related need if memory serves. Phil became the Event Director.



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On the day of the event, Phil had asked the staff and volunteers to meet at a local Jim's Restaurant for breakfast. When Phil arrived, he stated that he would not be able to attend the event due to work. He departed quickly, and the ModelFiesta Staff that had gathered there began to ask about the materials and supplies needed to conduct the model contest. As it turned out, no paperwork had been prepared or was on hand. No registration paper work, no contest paperwork – nothing. A seeming lack of communication between those who were running the event suddenly became obvious.

A volunteer was sent to a local store to buy some paper, spiral binders, and writing implements. Members hand-wrote the registration paperwork and other documentation and in short order, the event began without any noticeable glitches.

It appears that everyone assumed that John had taken care of the

administrative needs, and it was assumed that Phil had been kept informed of those details. In the end, the show was a success because of the quick response of those volunteers who knew what was necessary to conduct the contest, manage the judging, and announce the winning entries.

The next six ModelFiestas (ModelFiestas 9 through 14) were held at the Seven Oaks location. Unfortunately, Seven Oaks was destroyed in a fire, and a new location was required for ModelFiesta 15. The Austin Hwy location is now the address for a Walmart, a Wendy's, and a Raisin' Cane's outlet.

See



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ModelFiesta VIII
Winners List**

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Winners List for ModelFiesta VIII

Armor 1 - AFV to 1945 (11 Entries)

1st T-34/85 by Chris Hibbs
2nd M4A3 Sherman by Chris Hibbs
3rd M-34/42 by Chris Mrosco

Armor 2 - AFV 1946 to Present (8 Entries)

1st T-72 by Chris Mrosco
2nd M-50 by Chris Mrosco
3rd H-39 by Chris Mrosco

Armor 3 - Halftracks, APC (5 Entries)

1st V100 by Chris Mrosco
2nd SdKfz 222 by Chris Mrosco
3rd Kopfeager by Sam Brister

Armor 4 - Softskin/Artillery (8 Entries)

1st BMW R-75 by Scott Bregi
2nd Landrover by Sam Brister
3rd Kroppe Protze by Sam Brister

Armor 5 - AFV, 1/72 (13 Entries)

1st Polish TKS Tkele by Tom Panettz
2nd Merkava by Richard Hanna
3rd Sturmgesutz III by Tom Panettz

Armor 6 - Other (5 Entries)

1st Harch 1A by Tom Panettz
2nd Russian SEVD by George Lewis
3rd SdKfz by Tom Panettz

Armor 7 - Conversions/Scratch-built (11 Entries)

1st M-47M by Chris Mrosco
2nd Syrian Shorland by Chris Mrosco
3rd Hetzen by Scott Bregi 3rd T-34 by Mike McFalls

Figures 8 - 53mm & Smaller w/Mount (6 Entries)

1st 5th Reg. Hussars by Bill Hubbard
2nd Arthur the King by Bill Hubbard
3rd French Knights by Johnathan 'Brien

Figures 9 - 53mm & Smaller w/o Mount (5 Entries)

1st Dead Head by Chris Mrosco
2nd British Horse Guard Officer by Bill Hubbard
3rd British Life Guard Officer by Bill Hubbard

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Winners List for ModelFiesta VIII

Figures 10 - 54mm to 74mm w/Mount (4 Entries)

- 1st OK.Cowboy by Bill Hubbard
- 2nd Carbinier by Bill Hubbard
- 3rd Red Lancer by Al Keel

Figures 11 - 54mm to 74mm w/o Mount (8 Entries)

- 1st Sioux Warrior by Bill Hubbard
- 2nd Walks-Far-Woman by Bill Hubbard
- 3rd Russian Tanker by Chris Hibbes

Figures 12 - 75mm & Larger (10 Entries)

- 1st French Dragoon 23 Reg. by Bill Hubbard
- 2nd Field Marshall Von Mackenson by Bill Hubbard
- 3rd Dog Dancer by Trevor Hensley

Figures 13 - Fantasy (25 Entries)

- 1st Mole People by Robert Slumcowski
- 2nd Talos by Mike Ramirez
- 3rd Alien by Robert Slumcowski

Ships 14 - Engine Powered, 1/400 & Larger (0 Entries)

Ships 15 - Engine Powered, 1/401 & Smaller (1 Entry)

- 1st U.S.S. New Jersey by Dick Montgomery
- 2nd No award presented
- 3rd No award presented

Ships 16 - Wind/Oar Powered, All Scales (0 Entries)

Auto 17- Street, 1/20 & Larger (1 Entry)

- 1st '67 Vette by Jeff Cochran
- 2nd No award presented
- 3rd No award presented

Auto 18 - Competition, 1/20 & Larger (0 Entries)

Auto 19 - Truck, 1/20 & Larger (0 Entries)

Auto 20 - Street, 1/20 to 1/42 (4 Entries)

- 1st BMW M6 by Scott Bregi
- 2nd 427 Shelby Cobra
- 3rd Honda Civic by Sam Brister



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Winners List for ModelFiesta VIII

Auto 21- Competition, 1/20 to 1/42 (3 Entries)

- 1st Dale Earnhardt Monte Carlo by Gordon Zeigler
- 2nd Dale Earnhardt T-Bird by Gordon Zeigler
- 3rd Bentley by Jack King

Auto 22 - Truck, 1/20 to 1/42 (0 Entries)

Auto 23 - All Entries, 1/43 & Smaller (0 Entries)

Auto 24 - Motorcycles (1 Entry)

- 1st BMW by Scott Bregi
- 2nd No award presented
- 3rd No award presented

Auto 25 - Conversions & Scratch-built (0 Entries)

Diorama 26 - Armor (6 Entries)

- 1st Tea Time by Chris Morosco
- 2nd Turkey Shoot by Chris Morosco
- 3rd Tank Workshop by Ed Gilbert

Diorama 27 - Aircraft (0 Entries)

Diorama 28 - Figures (4 Entries)

- 1st Recover the Colors by Al Keel
- 2nd Victoria Cross Action by Al Keel
- 3rd Vietnam Vignette by Trevor Hensley

Diorama 29 - Other (9 Entries)

- 1st Flight Deck by Trevor Hensley
- 2nd Endangered Species by Richard Hanna
- 3rd Future Tank by Trevor Hensley

Collections 30 (9 Entries)

- 1st Krazy Kritters by Bob Angel
- 2nd Luftwaffe Sampler by Charles Blades
- 3rd Modern Subs by George Lewis

Spacecraft 31- Actual or In-Design (0 Entries)

Spacecraft 32 - Fantasy/Fiction (3 Entries)

- 1st Aqua Fighter by Richard Hanna
- 2nd Trade Freighter by Charles Blades
- 3rd U.S.S. Saladin by Matt Garcia



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Winners List for ModelFiesta VIII

Miscellaneous 33 - Robots, AF Suits, Etc. (6 Entries)

- 1st Fireball by Trevor Hensley
- 2nd Future Tank by Mike Carpenter
- 3rd Martian Fighting Machine by George Lewis

Young Modelers 34 - Preteens (12 Entries)

- 1st Command Post 1/35 by Charles H. Conn, Jr.
- 2nd German U-Boat by Bill Gilbert
- 3rd Horses by Amber Cox

Young Modelers 35 - Junior Aircraft (7 Entries)

- 1st AH-64 by Tony Casati
- 2nd Mirage 2000 by Tony Casati
- 3rd F4U by Ed Wells

Young Modelers 36 - All Other Entries (10 Entries)

- 1st Diorama by Shawn Cox
- 2nd Snow Tanks 1/285 by Shawn Cox
- 3rd T-62 by Tony Casati

Aircraft 37 - Box Stock, A.S.A.E. (2 Entries)

- 1st P2L-11C by Tom Eisenhower
- 2nd Shinden J7W1 by Ruben Barrera
- 3rd No award presented

Aircraft 38 - Civil, Sport, & Commercial (5 Entries)

- 1st Spirit of St. Louis by Jan Parisi
- 2nd Tristar by Gary Bihary
- 3rd 727 by Gary Bihary

Aircraft 39 - 1/32 & Larger (2 Entries)

- 1st Tiger Moth by Charley Moriarty
- 2nd OH-6 by Ruben Barrera
- 3rd No award presented

Aircraft 40 - 1/48 Conversions (3 Entries)

- 1st Me-110 by Tom Nelson
- 2nd F-101A by Tom Nelson
- 3rd F-94A by Tom Nelson

Aircraft 41 - 1/48 Scratch-built (0 Entries)

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Winners List for ModelFiesta VIII

Aircraft 42 - 1/48 Vacuform (1 Entry)

- 1st MC-202 by Milton Bell
- 2nd No award presented
- 3rd No award presented

Aircraft 43 - 1/48, Origins to 1938 (1 Entry)

- 1st F-2M by Tom Nelson
- No award presented
- No award presented

Aircraft 44 - 1/48 Single Engine 1939 to 1945 (10 Entries)

- 1st SBD by Bob Davies
- 2nd Zero Mk 32 by Greg Springer
- 3rd MC 200 by Milton Bell

Aircraft 45 - 1/48 Multi Engine 1939 to 1945 (2 Entries)

- 1st Bf-110C by Michael Wiggington
- 2nd P-38M by Ron Scott
- 3rd No award presented

Aircraft 46 - 1/48, 1946 to Present (6 Entries)

- 1st F-15A by Scott Bregi

- 2nd Mig-29 by Walter Linzmeir
- 3rd F-5F by Walter Linzmeir

Aircraft 47- 1/48 Rotary/Tilt (2 Entries)

- 1st Hind E by Scott Bregi
- 2nd AH-1 by Bob North
- 3rd No award presented

Aircraft 48 - 1/72 Conversions (0 Entries)

Aircraft 49 - 1/72 Scratch-built (0 Entries)

Aircraft 50 - 1/72 Vacuform (2 Entries)

- 1st Hanriot HD I by Tom Ward
- 2nd Rumpler C IV by Tom Ward
- 3rd No award presented

Aircraft 51 - 1/72 Single Engine, Origins to 1938 (7 Entries)

- 1st Albatross DII by Tom Ward
- 2nd Albatross DIII by Tom Ward
- 3rd Albatross DV by Tom Ward

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ModelFiesta VII and ModelFiesta VIII

Club Officers, Leadership and Actions, Event & Club Meeting Locations
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Winners List for ModelFiesta VIII

Aircraft 52 - 1/72 Multi Engine Origins to 1938 (2 Entries)

- 1st Gotha G IV by Tom Ward
- 2nd SM-81 by Michael Wiggington
- 3rd No award presented

Aircraft 53 - 1/72 Single Engine, 1939 to 1945 (8 Entries)

- 1st Fokker DXXI by Milton Bell
- 2nd Ki-36 Ida by Bob Angel
- 3rd B.P. Defiant by Tom Ward

Aircraft 54 - 1/72 Multi Engine, 1939 to 1945 (2 Entries)

- 1st Caproni CA 311 by Bob Angel
- 2nd Martin Maryland by Tom Ward
- 3rd No award presented

Aircraft 55 - 1/72 Single Engine, 1946 to Present (4 Entries)

- 1st F-16N by Fred Fernandez
- 2nd X-15-2 by Bob Angel (Photo by Bob Angel)
- 3rd A-7E by Tom Ward

Aircraft 56 - 1/72 Multi Engine, 1946 to

Present (5 Entries)

- 1st F-15C by Tom Ward
- 2nd F-4E by Mike McFalls
- 3rd F-4E by Mike McFalls (Yes, another F-4E)

Aircraft 57 - 1/72 Rotary/Tilt (3 Entries)

- 1st AH-1W by Scott Bregi
- 2nd OH-58D by Scott Bregi
- 3rd Mi-24 Hind D by Floyd Werner

Aircraft 58- 1/144 All Entries (1 Entry)

- 1st E-4/KC-10 by Gary Bihary
- 2nd No award presented
- 3rd No award presented



See the next page for
The Special Awards

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Winners List for ModelFiesta VIII

SPECIAL AWARDS

Frank Garcia Award (Best U.S. Navy Jet)

F-16N by Fred Fernandez

Best Aircraft

SBD by Bob Davies

Best Armor

T-34/85 by Chris Hibbs

Best Figure

French Dragoon by Bill Hubbard

Best Open

Fireball by Trevor Hensley

Theme Award (Early War 1939-1940)

Fokker DXX by Milton Bell

Best of Show

SBD by Bob Davies

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Photos of ModelFiesta VII and VIII Awards



ModelFiesta VII



ModelFiesta VIII



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Long ago in a Galaxie Far Far Away...

By Herb Scranton | Page 1 of 4

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1959 Galaxie



Galaxie Sunliner



A pair of 1964 Galaxie 500 XLs



Wait a minute, 1959 wasn't that far back, I was 6, and you could find a Galaxie in any Ford dealership

in America. This month's article is about the AMT Galaxies. First a little history about the Galaxie and why I have an interest in this particular model.

Ford offered the Galaxie from 1959 thru 1974. The first Galaxie was 1959 and the rear fins had a script "Fairlane" on both sides, but Galaxie appeared for the first time on the trunk and that was the only time "Fairlane" appeared on the Galaxie. The car was offered in

many models and trim levels, a 4-door hardtop, 4-door sedan, 2-door hardtop, 2-door sedan, a convertible and a 2 and 4-door station wagon. Today the only ones we will be concerned with, will be the 1959 Galaxie 2-door hardtop.

The 1960 Galaxie 2-door Starliner (was the widest Ford car produced and was illegal in many states but Ford was allowed to sell them), 1961 2-door hardtop, 1962-1965 Galaxie 500XL, 1966 Galaxie 7-Liter, 1967-1968 Galaxie 500XL, 1969 XL and the 1970 Galaxie 500 4 door Sedan.

I have a long history with the Ford Galaxie. I learned to drive when I was 12 in a 1963 Galaxie 500, my

first car was a light blue rusted 1964 Galaxie 500XL. When that car would break down, I drove my mom's 1967 Galaxie Custom. The 64 was in poor condition so I traded it for a 1969 XL, and finally I took my drivers road test in a 1970 LTD. I was very fortunate to acquire one of my dream cars, a 1964 Galaxie 500XL, 427 dual quads with a 4 speed in September 2021. I couldn't believe my good fortune I purchased a 1969 Ford XL, 429 with a 4 speed December 2024. I had been chasing that car since November 2017.

AMT had a contract with Ford to produce promo models of their cars. They produced Galaxie promos from 1959 thru 1970.



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Long ago in a Galaxie Far Far Away...

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The Convertibles usually came out first then the hardtops. All the hardtop models had convertible interiors. The 68-70 were not offered as convertibles. AMT had early access to the new Ford models so that the promos were available when the new cars came out in August. The 1963 Galaxie 500XL promo was unique because it only offered the formal roof line because the fastback roof line didn't come out until late 1963 when they switched to the fastback to be more complete in NASCAR. The formal roof Galaxie was never offered as a full build model only the fastback version was offered as a full build model.

The 1959 was un-built promo with some extra parts to build a custom or a race car. The 59 was never reissued and are hard to find an un-built one. I found one on eBay for \$555.00. The 1960 was only available as a promo in 1960, but AMT came out with a beautiful Galaxie Starliner all new kit in 2002. This is a modern kit and has lots of

detail. This model has been reissued many times and is easy to find.

The 1961 was a 2-door hardtop and could be built as a mild custom to a wild custom or stock. The 61 was a curb side model as there was not motor and a very basic screw bottom chassis. This one was just recently updated and reissued and easy to acquire. The 61 Galaxie is easy to find and will run you around \$20 at most model shows.

The 1962 was a Galaxie 500XL and was available with an opening hood and a motor and could be built as a stock, custom or competition. This model was reissued once as a summer special in 1969. The are very hard to fine, it took me years to acquire one and I got a deal from a friend who collects unbuilt Ford models and it cost me \$200 and that was 6 years ago.

The 1963 Galaxie 500XL is a full build kit with a nice motor and lots of extras to build a stock, custom or NASCAR racer and has been

reissued several times over the years and a new updated one was just reissued and are very easy to find.

The 1964 Galaxie 500XL has been reissued several times. The first issue was a full build kit, Stock, custom and NASCAR, had an excellent motor, lots of extra parts and a light kit. The reissue kits were a Modified stock car, a curbside (Promo) and a race care drag combo, Galaxie with a 64 Fairlane and trailer, these are fairly easy to find but the full build kit is very hard to find and expensive. I was able to get one for \$165.00 they usually run around \$200.00.

The 1965 Galaxie 500XL again could be built as a 3 in 1. This kit was a lot more detailed that the previous kits, no more screw bottom chassis and this one had an opening trunk and a nicely detailed FE ford 427 motor. This model has been reissued a few times and the last issue was 2013, they are not too hard to fine at model shows and on



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eBay and they run around \$85.00.

For 1966 Ford dropped the 500XL and came out with the 500 7-Liter model to replace the XL in honor of Ford's new 428ci Cobra Jet engine. AMT's 66 7Liter was beautifully done. You could get a promo from Ford which was typical of all of the AMT screw bottom promos but the model kit was not a screw bottom kit. It had a very well-done chassis and running gear. The 428 was well done with a top loader transmission. The was a 3 in 1, Stock with the correct decals for the 7 Liter version, a mild custom and a NSACAR version. This model has been issued several times with the latest one in 2023, an original model runs around \$150.00 but you can get a new one at most model shows for around \$20.00 or eBay for around \$30 to \$90.

More changes at Ford. For 1967 Ford brought back the Galaxie 500XL and made the 7 Liter an option for the 500XL. Just like the AMT 65-66 Galaxies the 67 was not

a screw bottom and had a nice chassis with running gear. The motor was a nice stock 428 Cobra or could be built as a 427 SOCH. This was a 3 in 1 kit and could be built as a stock Galaxie 500XL, a custom or a Dragster. AMT only issued this kit in 1967 and is very difficult to find. I purchased my 67 hardtop in 2019 for \$300 and that was a bargain. I couldn't find any hardtops on eBay, the hardtops are more desirable and more valuable, but I found a convertible for \$515.

Ford made another change for 1968, they dropped Galaxie 500 XL and just called it an XL. This AMT kit was just like the 65-67 kits with one change. The kit was still a 3 in 1 but you could only build it as a stock XL, a drag car, or a NASCAR. There are enough extra parts to build a nice day 2 XL. Just like 67 the 68 was only issued once and therefore very hard to come by. I acquired mine late 2018 for \$340 and that was a super bargain. I have seen them as high as \$800 for a convertible and haven't seen a hardtop in years till

last week. There is a hardtop for sale in eBay right now for, I can't believe it, \$250. I probably should buy it; I could sell it for twice the price. For 1969 AMT went back to the simplified screw bottom chassis. The kit could be built as a dragster or stock. You can't build a true stock XL because the kit only offered the same 428 Cobra or the 427 SOCH that came in the 66-68 kits, which was never offered in the 69 XL. Again, there is enough parts to build a nice day 2 XL. By the way if you get the 429 motor from the Revell 1970 Torino GT it will drop right in to the AMT chassis. This kit has been issued many times and can be had for around \$400 for an original 69 kit to \$30 on eBay and about \$20 at model shows. The kit issued last year has the best decals including the 69 XL GT side stripes.

Last but not least, the 1970 Galaxie 500 from AMT. The first issue was the only 4 door Galaxie made and was a police car and has been reissued many times as a police car and a taxi.



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The model can't be built stock with what is in the box, the kit has a Boss 429 which was never offered in any Galaxie. This was a very simple kit; it had a screw bottom style chassis. The interior was a tub type you just added the dashboard and the steering wheel; it only has dog dish hub caps which is fine for a police car or taxi but not a stock Galaxie 500. The kit is easy to find and runs around \$15 to \$20 at model shows and around \$30 to \$55 on eBay. The model can be built as a correct Galaxie 500 if you get the stock hub caps from the 1969 XL kit and any small block or big block from another kit. If you want to build a proper police car you would a 390 or stock 429 V8 and for the taxi you would need a straight 6 or a small block V8. With a little effort this 70 Galaxie can be a good representation of the 70 Galaxie 500, a police car or Taxi.

This is a short history of the Ford Galaxie and AMT's representation of the Galaxies. I have built the 59 Hardtop, an original 61 Convertible which was a full build kit, not a curb side like the Hardtop, an original 64 Galaxie 500XL I built in 1964, 1970 Galaxie 500 similar to the one I took my driver's test in, and recently another 64 to match my current 1 to 1 Galaxie. I also have a 69 XL on my work bench to replicate my 1 to 1 69 XL. Over the years I have enjoyed driving all of the 1 to 1 cars and building the AMT Galaxies.



1964 Galaxie 500 XL



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Stepping Out With Bang Seats, Part 2

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F-86A/E/F Sabre Mk 2/4/5/6 and CAC Ejection seats



This article will focus on the North American designed ejection seat not covered in Pt1. A great deal of information for this article came from a trip to Wright-Patt in 1990, Most of the F-68A/E/F information came

from that trip, as well as other -1 and -2 sources. Over the life of the F-86, Canadair and CAC Sabre's the aircraft had at least 20 different seats or configurations that I have documentation for. The article switched between P-86 and F-86, P-86 is used for an issue or modification prior to its F-86 designation in June 1948. There have been numerous F-86 models in just about all scales. Some of the seats are fairly good; others, well that's why they make aftermarket! The principal problem most companies have with a "correct" F-86 seat is lack of information, and a clear understanding of the development of ejection seats over the years. Between January 1946 and February 1951 USAF had 44 cases where the canopy on a jet failed to function. F-86A's, and other aircraft, had canopy failures to clear the airframe for a number of reasons. And with the early F-86A, if the canopy stayed with the airframe, so did the pilot. After a great deal of effort, the issues were finally narrowed down and the system started to reach maturity, which was a good thing because on

December 17th 1950 the F-86A and MiG-15 first tangled in the first Jet V Jet dogfights over Korea.

In the mid 40's WADC decided that an exit envelope of 25" wide was required to safely get the pilot out of the cockpit. Unlike other designs of the period, the XP-86A cockpit opening and seat envelope was around 30" (Authors note: corrected from Pt 1. The P-86A seat was 22 1/2" wide at the arm rests, its widest point, the seat bucket was 17 3/8" and 17" outside Dim of the footrests. See Figure 1 below.



WADC managers mandated arm rests to reduce the G forces on the pilot's spine. While the catapults became more reliable, there were issues with the cable firing method. Probably one of the most vexing issues with this article has been the determination when they switched from cable to rod linked firing methods. All F-886A documentation indicate the cables were present



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on some seats into the late 1954 time period.

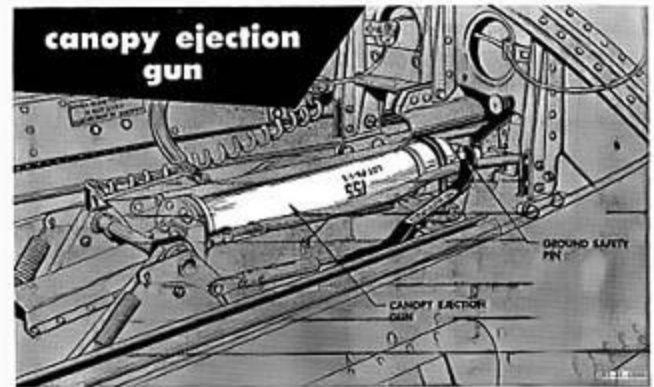
The modification to rods was TO 1F-86-161 listed in TO 1F-86A-2, dated 30 March 1951, Revised 18 Jan 1957.

However by looking at the F-86E TO 1F-86A-2, a little better idea comes into view. The first F-86E-1 to have a rod fired catapult was 50-589, the 11th F-86E-1 airframe delivered to USAF on March 22nd 1951. It is likely the F-86A started to get them as a retrofit around March 1951.

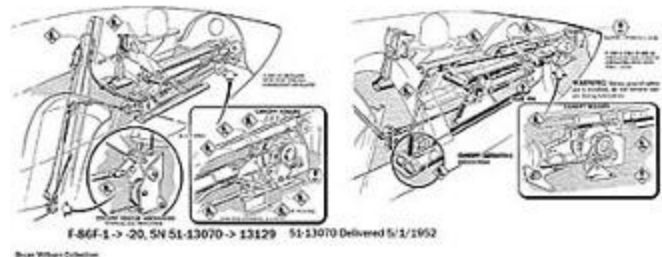
On August 29th, 1949 Lt Robert Farley, 71st FIS/1st FG, became the first pilot to “voluntarily” eject from an F-86A-5, 48-173, to save his life near Indigo, CA. His wingman reported he was inverted in a steep dive cooking along at around 550 knots when he ejected. His seat got tangled up in his shroud lines, resulting in injuries, but he lived to fly again. Lt Farley was one of the earliest successful ejections out of a USAF aircraft. Lt Farley was riding on the IOC seat.

The primary problem the P-86A had was the canopy would not separate reliably from the aircraft. At speeds above 250 nkots, it was almost impossible for the pilot to manually open the canopy. One significant issue was that the canopy had a cable attached to the Canopy Reel that pulled the catapult firing safety, enabling the pilot to fire the catapult. If the canopy stayed with the aircraft, the pilot could not eject and went in with the bird. North American was at first resistant to a WADC recommended Frankfort Arsenal

design of the Mk 1 Canopy Remover, referred to as a “Canopy Ejection Gun”. See Figure 2 below.



M3 CAD unit Mod for Canopy Jettison



North American finally relented and installed the unit on the 34th production airframe, F-86A-5 No. 1, 48-129 delivered on 4/26/1949. Making ejecting from a stricken F-86A a bit more reliable. However as late as March 1953 the canopy issue was still costing lives in the preceding 6 weeks 2 F-86 pilots were killed due to canopy malfunctions. North American also developed a means to for the pilot to pull the Canopy Safety Pin in the event the canopy failed to separate, giving the pilot the option of ejecting through the canopy.



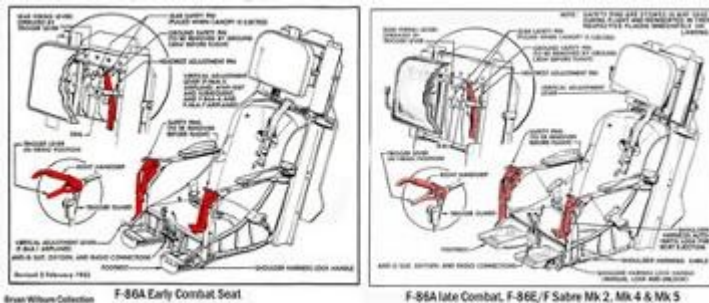
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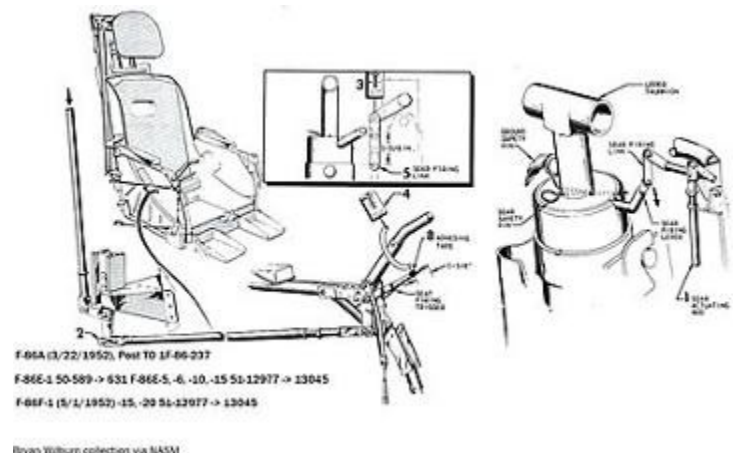
The F-86A had multiple seat configurations over time. The F-86A/E/F seats were very similar, but slightly different in operations over the life of the airframe. The different seat configurations, could cause confusion at a time when you didn't need it. The two primary Korean seats are depicted below in Figure 3.



Early F-86A seat as the Sabre entered combat. Seat configuration No 2. Open sides and a cable fired catapult. Note extended firing handles. When the sides were closed in the Headrest adjustment lever was also apparently changed, as seen in the -1 illustration below. See Figure 4 below.

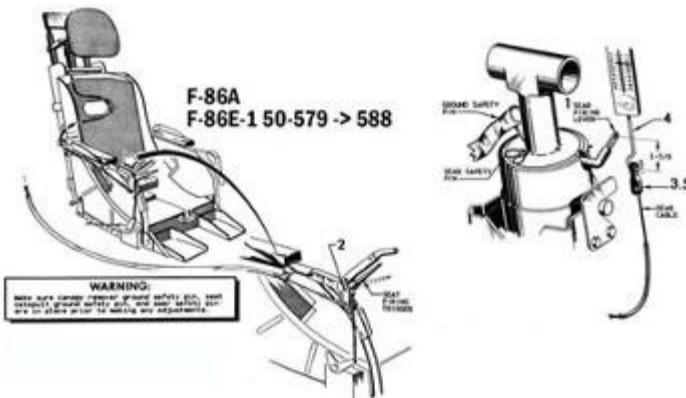
In early 1951 the sides were closed in with removable panels, F-86-5 on. This resulted in configuration No. 3, as seen above. F-86E-1 AF 50-579 – 588 had cable firing linkage. Seat configuration No 3 stayed with some F-86A's all the way until they went to the Bone Yard.

Starting with F-86E-1 AF 50-589 the cable firing lead was replaced with a fixed rod. The rod was anchored on the back right side of the seatback, level with the firing grips. F-86E-1 was accepted by USAF on 3/1951 and retrofitted to F-86A airframes shortly after. This improved the reliability of firing the catapult. F-86A-1 AF 50-588 left the factory with a cable firing system, and was likely retrofitted at some point. See Figure 5 below



Bryan Wilburn collection via NASM

This resulted in F-86 seat configuration with rod linkage for firing the catapult, and configuration No 4, as seen



Bryan Wilburn collection via USAFM



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was replaced in combat in favor of the F-86E. In 1951-52 they updated the linkage to the hand grips with rods to improve reliability. At the same time the F-86A was replaced in front line service with the F-86E.

The next seat upgrade was accomplished on F-86A-5 (AF 48-1007 and subsequent after TO 1F-86-161 was applied, (probably late 1952) and F-86E-15 (AF 51-13046 9/1952) and F-86F-20 airframes. This added linkage to allow the pilot to pull the safety pin on the catapult, to allow him to eject through the canopy should it not leave the aircraft. But as of 1957 not all the F-86A aircraft had this Mod. This corresponds to configuration seat No 5. At about this time the F-86A was replaced in combat in favor of the F-86E. In 1951-52 they updated the linkage to the hand grips with rods to improve reliability. At the same time the F-86A was replaced in front line service with the F-86E.

At roughly the same time an M3 Cartridge Actuated Device (CAD) unit was added to the upper right seat rails, that allowed the canopy to be blown via a Gas Actuator. It is very probably that this was the configuration of the Canadair Sabre Mk 6 seat. German Mk 6 aircraft got Martin-Baker Mk.5 seats, but that will be covered later.

The next catapult for the F-86 was the CAD fired M5 triple-tube single-charge ballistic catapult in the 1955/56 time frame modified by T.O. 1F-86-161 and 1F-86-227 to the M5 Cat configuration. The Sabre flew

with at least three different M5 catapult seats. The F-86F had an "interim" M5 seat that had the M3 CAD units attached to the sides of the seat back. The F-86A/E and late F had the M3 CAD units attached under the arm rests, with the linkage protected by sheet metal cover. It is probably the Japanese built F-86F airframes used this layout for their early F-86 Sabre's. And finally, the third M5 configuration was found on the Canadair Sabre seats.

The Canadair Sabre did not utilize the M4 timing unit. Instead, they used an Auto Belt timer that was attached to the lower left side of the seat pan, with a cable attached to the aircraft. As the seat started up the rails, the cable tripped the timing unit. I don't have any information on the Australian built CAC airframes.

Final Footrest & Belts

At some point around 1951 to 1954, after the sides were closed, the footrests were replaced with units that were flat against the cockpit floor. The next upgrade to the F-86A seat was the incorporation of an M4, 2 second auto seatbelt CAD initiator unit mounted on the left area of the headrest frame, the 2 second delay M4 CAD units and MA-1 Auto Belts started getting out to the fleet in the field in late 1952. Undoubtedly the aircraft involved in combat operations in Korea got the first units available. Eventually they deployed the M12, 1 second delay unit that reduced



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the minimum safe altitude down to 50' with the M12 auto belt timer and B-4 pack and C-9 28' canopy with 0 Second parachute delay. The other end of the spectrum with an M4 2 second timer 2 second parachute and the B-5 pack with a C-11 30' canopy was as high as 600'. The difference between the C-9 and C-11 parachute was the C-11 needed an additional 100' of altitude to fully deploy.

The first Auto Belt by Standly proved initially problematic and other sources were contracted from other vendors. See Figure 9 below.



5 Auto Belts could be found on Mid to Late 1950's USAF ejection seats. The MA-1 was the original Stanley Aviation produced auto belt. WADC managers eventually reduced the 2 second delay to 1 second in order to lower the minimum safe ejection altitude. While the Auto Belts had limited availability starting in late 1952, they were slow to get out to the fleet. The combination became known in USAF circles as the 1&0 System and one Second delay, with a Zero Delay lanyard.

The F-86A and F-86E were withdrawn from service in 1958 to 1959 and that was the last upgrade to the seat. Because the F-86A was relegated to the reserve forces it did not get the highest priorities for upgrades. As late as August 30th 1957 the F-86A could have three different functioning seats, configuration No 4, 6 and 8. You really had to pay attention to the -1 to know how to get out of this bird. But the configuration issue was not only a North American problem. Other airframe companies had similar issues. The Air Force wanted a "standard seat" but only got it decades later with the ACES II.

F-86A cockpit, with original footrests and open sides, on display at Wright-Patt. While the Tail No indicates it's 49-1236, it's actually F-86A-5-NA Sabre 49-1067 that was used as an R&D aircraft till 1961 when it was transferred the "WPAFB Museum". Note the open sides. See figure 10 below.



Since the F-86A was retired from service in the 1957 – 1958 time frame it never got a ROCAT. The final 1955/56 seat is the one Clear Prop! Elected to include in the F-86A kit, and definitely not the one that it had when it entered combat in Korea.



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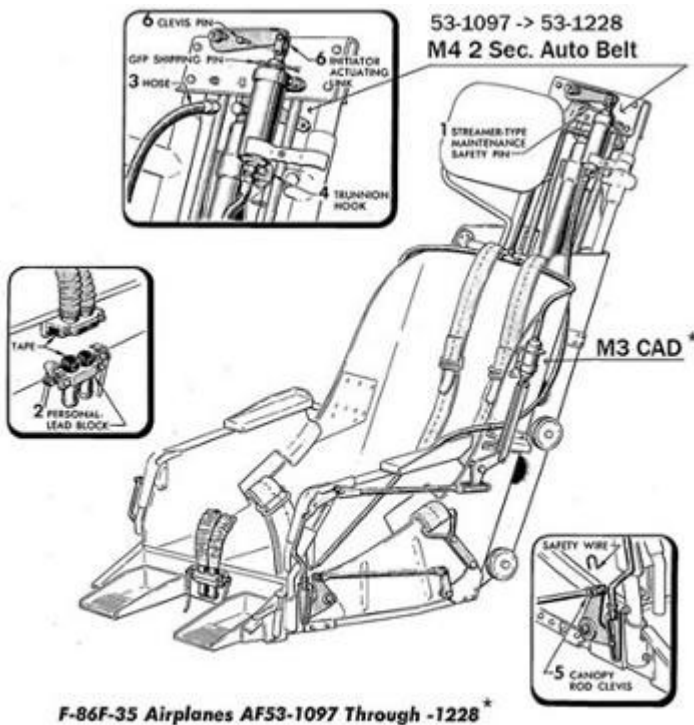
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There was an interim F-86F seat with M3 CAD units mounted on the upper part of the seatback. This was on F-86F-35 AC 53-1097 – 1228. One reference I located indicated this was also used in the Canadair Mk6. See figure 11 below.

The F-86F Trainer interim configuration with the M3 CAD units on the seat back sides. See Figure 12 below.

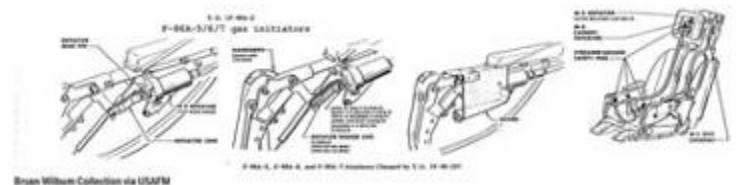


F-86F-35 Airplanes AF53-1097 Through -1228*

Bryan Wilburn Collection via USAFM



Final configuration of the F-86A seat with M3 initiators and the M5 catapult. However, there were three different M5 catapult seats in the F-86 versions. The F-86A/E/F seats had the M3 CAD units mounted under the arm rests. See Figure 13 below.



Bryan Wilburn Collection via USAFM

The M5 catapult showed promise with the change out of the 2 second belt delay to 1 second it showed potential for a runway escape seat. With the M5 catapult and a 1 second M12 initiator the minimum altitude of safe ejection dropped to 50', with a B-4



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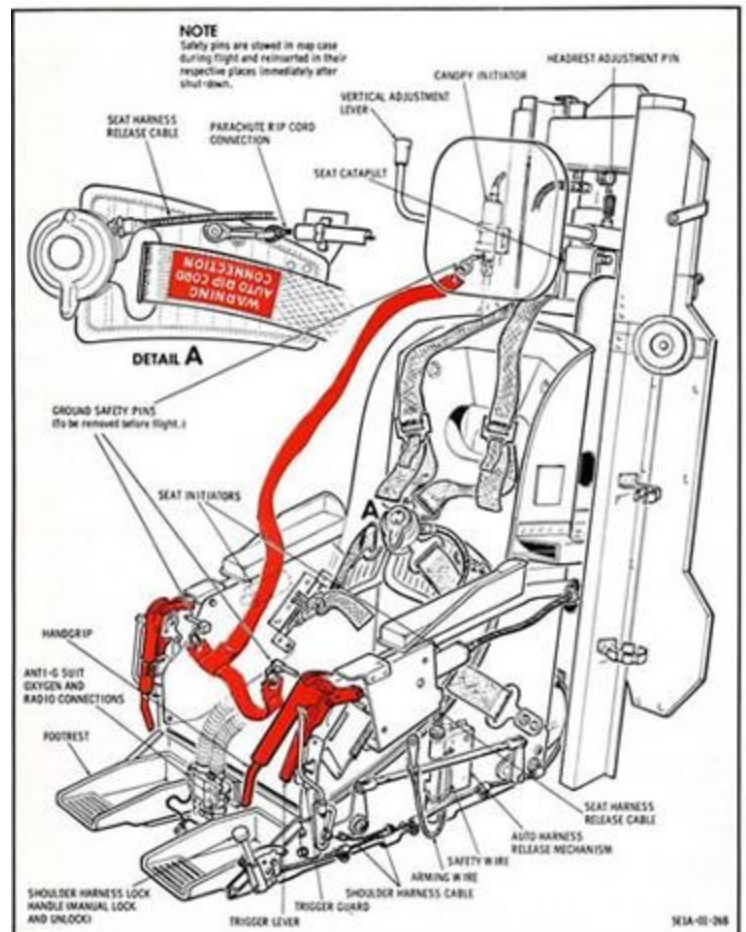
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Pack and C-9 (28') canopy. If the pilot had a B-5 pack and a C-11 canopy (30') the minimum altitude went up to 150'. The additional 2' diameter parachute needed 100 more feet to fully inflate. The best combination was the 1&0 system with the C-9 canopy. The F-86A was close to getting a 0 altitude seat, but was retired before it became available. This is the configuration that most OEM After Market companies use. It is very probable that at some point the Sabre Mk2, Mk 4 and Mk 5 aircraft got the CAD fired M5 catapult. However, they were withdrawn from Canadian service by 1971, and likely did not get a ROCAT. With the installation of the M3 fired M5 Catapult, the rods used to withdraw the Canopy safety pin were removed from the seat. As to the date this started showing up in cockpits, F-86F-35 53-1072 was the first to be delivered with this mod, 1954 delivery.

The final M5 catapult seat configuration was installed in the Canadair Mk6. The primary difference was the substitution of the US M4 timer with one of Canadian design. Reference Figure 14 on the right.



Bryan wilburn collectin via Avialogs

The final configuration of the North American designed seat was the Talley Rocket Catapult (ROCAT) to give the pilot a 0 alt 120 kts escape envelope. The speed is crucial for proper deployment of the parachute. A number of changes were incorporated in seats modified by TO 1F-86-600 in July 1967. The catapult was swapped for the Tally ROCAT. And finally, a Pilot-Seat Separator was added to kick the pilot free of the



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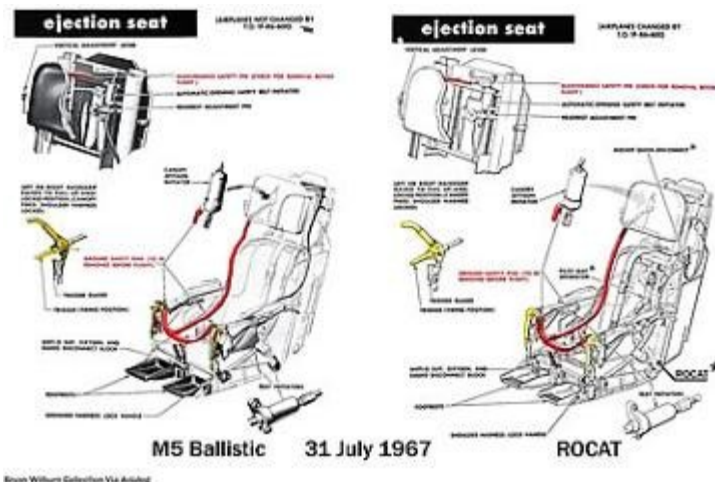
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seat. The "A" web was anchored at the front corners of the seat bucket, and threaded back under the survival kit, chute backpack and into the hole in the seat filler block. The "A" web was linked to an ballistic reel at the bottom of the seatback. And in a move that will drive people mad, some USAF F-86 TO's indicate the separation web may have been applied to some aircraft without the ROCAT. The ROCAT was configuration No 11. See figure 15 below.

indicate the Man Seat Separator was present in an M5 catapult seat.

Since the F-86A and F-86E were retired from service by 1958/1958 they never got a ROCAT. The F-86F stayed around long enough to get the ROCAT, and Sabre's lasted into the late 1970's or early 1980's. The Canadair Mk6 aircraft may or may not have had the ROCAT conversion. The last known combat for the Sabre was the 1971 Pakistani Indian war. It may have conducted local combat ops in Central or South America, but the Pakistani Indian was it's swansong. The next installment will cover the colors and an update on the seats in plastic.



The easiest way to ID the ROCAT seat is the addition of a Rocket Quick Disconnect unit on the left side of the seat back, near the top. The shoulder harness was thressed between the headrest and the seatback. The unit fired in conjunction with the Auto Seat Belt release, 2 seconds with the M4, 1 second with the M12 timer. In the F-100A the replacement of the M5 with a ROCAT results in a Ground Level ejection height increase from 39' to 101'. Some USAF flight manuals



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Wings Over the Rockies Aviation Museum

by Alan Larrumbide | Page 1 of 3

A few weeks ago I went to Denver to see my niece graduate from the Colorado School of Mines. For a long time, I thought it was School of MINDES, but it turns out its MINES. Oh well. I wasn't writing the checks for this one.

Anyway, my wife and I had a few hours before our Airbnb was ready, so I looked for an aviation museum and came across the Wings over the Rockies located at 7711 East Academy Boulevard, Denver Colorado, 80230. According to the Wings Over the Rockies website this museum was formerly part of Lowry AFB but was transferred to a group of volunteers after the base closed in 1994. There is over 100K sq ft of display space inside the hangar with some outdoor exhibits to include a beautiful early B-52.

This was a such a pleasant surprise because it is a great museum with several meaningful and well presented aviation exhibits. The hangar provides a pleasant, air-conditioned experience and most of the exhibits are not cordoned off which allows close access to the displays. Visitors will see more than 50 aircraft on display, flight simulators and an aerospace education enrichment program. The museum has a variety of displays spanning the history of flight from a Wright Brothers Exhibit and a Newport 28 to more modern aircraft like an F-14, F-4 and a B-1. They also have many experimental and space exhibits such as a mockup of the Boom Supersonic XB-1 and the

NASA HL-20/SpaceDev Dream Chaser. The variety of artifacts is truly impressive, and all are so well presented. Just inside the entrance is a $\frac{3}{4}$ scale replica of a StarWars T-65 X-Wing fighter with an R2-D2 and covered with autographs from cast and crew.

I am including a few of the pictures that I took and there lots more on the their well laid out website. The museum is well worth the trip, and I highly recommend it.

Cheers, Alan



Sources: <https://wingsmuseum.org/>

See photos on the following pages.

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Wings Over the Rockies Aviation Museum

by Alan Larrumbide | Page 2 of 3

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EXHIBIT PHOTOS (Page 1)



Their beautiful BONE is definitely the queen of this hangar as it dominated inside space.



At the other end of the historical spectrum is this Newport 28 suspended from ceiling.



Star Wars ¾ scale T-65 X-Wing Fighter Replica
This model is impressive and has autographs of dozens of the cast and crew on the fuselage side.



A gorgeous B-18 Bolo which is the bomber variant of the Douglas C-47. The aircraft gets its name because its shape is reminiscent of the Philippine Bolo knife.



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Wings Over the Rockies Aviation Museum

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EXHIBIT PHOTOS (Page 2)



The Vietnam War display was anchored by this magnificent F-4E.



Always wanted something you can drive in a Veterans Day parade? I looked around and it seems you can buy a M274 1/2 ton 4x4 utility for around \$7,000!



The museum allows close up access to all their displays so I got lots of detail pictures of this EA-6.



And for you car guys, here's record-setting adventurer Steve Fosset's Sonic Arrow.



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JUNE, 2025 Edition

May 2025 Club Meeting Photos (Page 1 of #2)

by Julio A. Caro



Herb Scranton welcomes members and hands out ID badges.



Members shooting the breeze and relaxing before the start of the meeting.



David Auth, Club Vice President, makes his rounds and greets fellow modelers.



Jonathan Griffith takes 5. Don Weaver and Jim Roeder discuss club business.



Lt. Col Wondercheck (Retired), was the guest speaker at our May 25 club meeting. He gave a very interesting speech about his days as a pilot in both the US Navy and the US Air Force. After he retired, he became a commercial airline pilot working for Continental Airlines. He's accumulated over 24,000 flying hours during his distinguished life.



Models of some of the aircraft that Lt. Col Wondercheck flew during his military and civilian career.



Model Summit model stash gets ready to be handed out to member who could not be present at our April 2025 awards.



**MORE PHOTOS
FOLLOW ON THE
NEXT PAGE**

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May 2025 Club Meeting Photos (Page 2 of #2)

Work In Progress (WIP) Models on the Table



1995 Jeep Wrangler YJ, by DAVID AUTH



WWII German Panzer 1A,



1964 1/2 Mustang, by BRANDON PORTER



TOYOTA Land Cruiser, by CHRIS MCCLAIN



Corvette C8 Coupe, by KEITH RULE



Russian T-90 Tank, by JUAN NOLTENIUS



P-40 "Tex Hill" Special Limited Kit
by LEE FORBES



German WWII Rheintochter 1
and Type 82 Wagon, by ROB BOOTH



T-28 Bravo and SPAD, by GENE BOTKINS

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JUNE, 2025 Edition

Alamo Squadron's Second Annual Club Picnic

By Julio A. Caro



On April 27, 2025, Alamo Squadron hosted its 2nd Annual Club Picnic. Members and their families came together to enjoy a day filled with camaraderie, great food, and fun.



One of the day's highlights was a raffle, which gave attendees the chance to win one of several model kits—a perfect prize for our passionate community of hobbyists. Seeing the joy and anticipation on everyone's faces was a reminder of how much we cherish these moments together.

Of course, none of this would have been possible without the support and participation of our members and their families. Your presence and enthusiasm helped make the picnic a memorable occasion for all.

Thanks to everyone who contributed, attended, and helped bring this event to life! We look forward to seeing you again at next year's gathering.



A heartfelt thank you goes to John Kress, whose meticulous planning and dedication ensured a seamless and enjoyable event for all.

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JUNE, 2025 Edition

Upcoming Region 6 and National Events

Mark your calendars and get ready to be inspired by the creativity and craftsmanship on display at these upcoming **IPMS Region 06** and **national model shows**.



EVENT DATE	NAME	LOCATION	ADDRESS
07/12/2025	Space City Shootout	Stafford, TX	The Stafford Center 10505 Cash Rd., Stafford, TX 77477
08/06/2025	IPMS Nationals	Hampton, VA	Hampton Roads Convention Center 1610 Coliseum Drive, Hampton, VA 23666
09/13/2025	SuperCon 2025	Arlington, TX	Bob Duncan Community Center 2800 S. Center St. Vandergriff Park, Arlington TX 76014
11/01/2025	Cajun Modelfest 37	Baton Rouge, LA	LSU Ag Center 4H Mini Barn Building AG Center Lane , Baton Rouge, LA 70802
11/08/2025	Austin Capitol Classic	Taylor, TX	Williamson County Expo Center 5350 Bill Pickett Trail, Taylor, TX 76574
01/03/2026	ModelFiesta - 2026	New Braunsfel, TX	New Braunfels Civic Convention Center 375 S Castell Ave, New Braunfels, TX 78130
03/14/2026	Rivercon XV - 2026	Shreveport, LA	One University Place, Shreveport, LA 71115

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Online Scale Modeling Resources (Page 1 of 4)

Brought to you by Julio A. Caro



Here are some popular forums and blogs where you can connect with fellow scale modelers and find a wealth of information. Of course, these by no means are all of them out there, but they should at least, get you going. These resources should help you stay updated and inspired in your scale modeling journey. **Happy modeling!**

Source: **Feedspot.com** | https://bloggers.feedspot.com/scale_modelling_blogs/

SITE	SITE CONTENT/INFORMATION
SCALEMATES.COM	Scale modeling and Stash Manager. Provides information on almost every model kit on the market and retired. It's great for helping to manage your stash of kits. Instructions sheets are available for most kits. (https://www.scalemates.com)
Fine Scale Modeler	Whether you build aircraft, armor, ships, sci-fi, cars, or figures, <i>FineScale Modeler</i> provides the how-to information you need to take your modeling to the next level. (https://finescale.com/)
Wonderland Models	Wonderland Models is an online toy and model shop specializing in radio control RC models, model kits, figures, diecast, model railways, and slot cars. (https://www.wonderlandmodels.com/blog/)
The Kit Box	The website is dedicated to things related to scale modeling, ranging from kit builds to building it from scrap. (https://thekitbox.org/)



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Online Scale Modeling Resources (Page 2 of 4)

Brought to you by Julio A. Caro

SITE	SITE CONTENT/INFORMATION
Modeler Site	Modeler Site is a website devoted to scale modeling since 2000. (https://www.modelersite.com/en/)
iModeler.com	You may browse through a variety of scale models that the site has built and put together in this blog. You may also look at a step-by-step tutorial for the scale models listed. (https://imodeler.com/)
ARMA Hobby Blog	Model-making enthusiasts who are working in the modeling industry since 1998. They strive to manufacture the highest quality plastic kits that offer both extreme surface detail and easy build. Models are designed using 3D CAD technology. (https://www.armahobby.com/blog?horizontal)
Jon Bius Scale Models	On this website learn to make scale modeling videos about Star Wars, Gunpla, Warhammer 40K, and other SciFi kits, with construction tips, reviews, and How-to demonstrations. (https://jonbius.com/)
1-72-Scale.com	This Blog contains information and a step-by-step guide on Small-scale 20mm (1/72 / 1/76 scale) scale modeling, miniature wargaming, and figure collecting. (https://www.one Seventy Two Scale.com/)
Doogs Models	This site is intended to chronicle my all-new adventures in modeling and to share some of the thoughts, knowledge, and techniques I've been picking up along the way. (https://doogsmodels.com/)
DN Models Blog	DN Models Blog provides updates on Scale Models, Paints & Airbrush Reviews, upcoming releases, modeling shows, and more. (https://dnmodels.com/dn-models-blog/)



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Online Scale Modeling Resources (Page 3 of 4)

Brought to you by Julio A. Caro

SITE	SITE CONTENT/INFORMATION
Panzerserra Bunker	The Panzerserra's blog about military models on a 1/35 scale. It contains contents related to World War I and World War II. (http://panzerserra.blogspot.com/)
Model Airplane Maker	Here you will find builds, techniques, and the occasional articles about the hobby in general. (https://modelairplanemaker.com/)
ARCANE Scenery and Models Blog	Arcane Scenery and Models is an online model shop, specializing in wargame scenery, military models, and model soldiers. (https://arcanesceneryandmodels.co.uk/blog/)
Michtoy from the Front	News From the Front is a blog about historical hobbies and model making. It also covers parts of the guide on how to make the models from kits or from scratch. (https://michtoy-from-the-front.blogspot.com/)
FalkeEins	In the blogs, you will learn more about the scale modeling of various aviation and military plane models. A guide on how to make them from a kit. (http://falkeinsmodel.blogspot.com/)
Sprue Pies with Frets	Scale models, where they come from, and the people who make them you can know through this website. Explore the making of various objects in a scale model form. (https://spruepiewithfrets.wordpress.com/)
VVS Modeling	The blog is all about a relaxed kind of plastic scale modeling. They also display tutorials and a buying guide on various scale modeling kits. (https://vvsmodelling.com/)
My Forgotten Hobby IV	On this website, you can read articles based on the process of making several scale models of different objects like a military helicopter, an aircraft, and much more. (https://myforgottenhobbyiv.wordpress.com/)



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Online Scale Modeling Resources (Page 4 of 4)

Brought to you by Julio A. Caro

SITE	SITE CONTENT/INFORMATION
GPModeling Shop Blog	Blog about model car building tools, here you can find information about build-it-yourself kit cars, what are the best model cars to build and paint, and what products we used when building our cars. Car model designer describes his technicians and secrets of car model building, model kits for beginners and experienced. (https://gPModeling.shop/en-us/blogs/notizie)
Warhammer Adjacent	This blog gives a novice's view of scale model making, focusing on armored vehicles with the odd diorama and maybe even an airplane. This is a newbie's view on kits, techniques, and products so you can be sure that if it is on here, you can do it. (https://warhammeradjacent.wordpress.com/)
The Mercenary Model Studio	A great place to see beautifully-built professional level model aircraft by our Alamo Squadron's very own Joe Bianco! It's a great reference site for aircraft model builders and enthusiasts. (https://www.mercenarymodels.com/)



JUNE, 2025 Edition

Monthly Club Meeting Information

Alamo Squadron monthly club meetings are the perfect place to connect with fellow modelers to exchange ideas and learn new techniques to enhance your craft. Come share your latest projects, gain valuable insights, and enjoy the company of like-minded individuals who share your love for scale modeling.

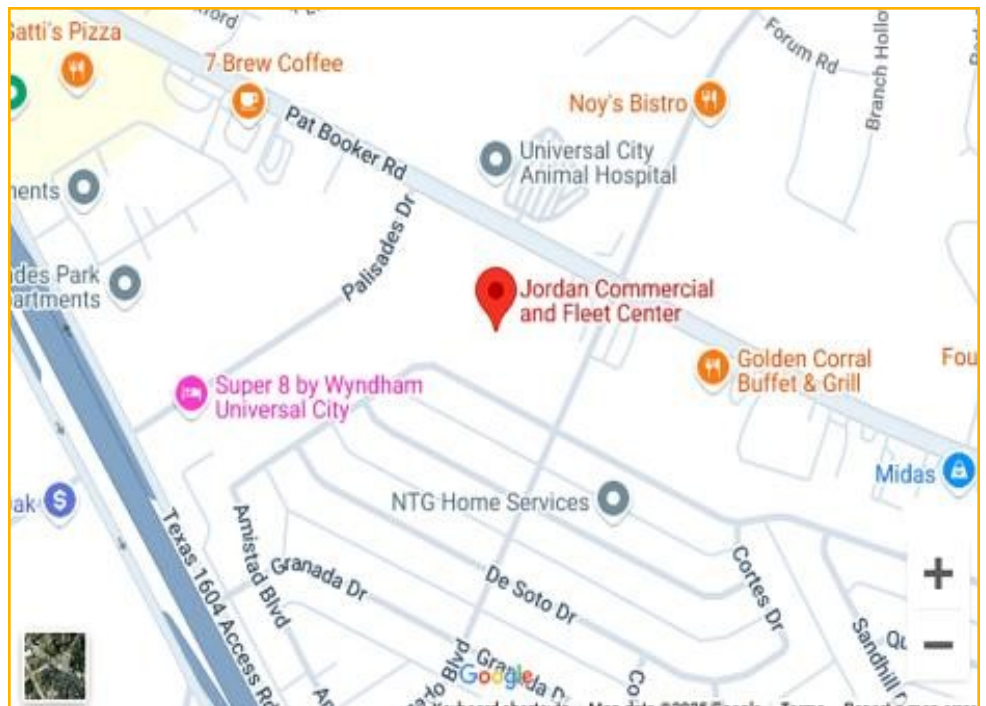


Our monthly meetings are held on the **first Thursday of the month** from **6:30 to 8:30 pm** at the following location:

JORDAN FORD
(Pat Booker Facility)
2411 Pat Book Road,
Universal City, Texas 78148

**NEXT CLUB MEETING
WILL BE ON**

JUNE 6th, 2025
6:30 - 8:30 PM



We look forward to seeing you!

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IPMS Membership Information

Joining IPMS/USA is a great idea because it connects you with a dedicated community of scale modelers who share your passion. The society offers valuable resources, including detailed magazines, access to national and regional events, and opportunities for learning and improvement through workshops and contests. Membership also provides a platform to share your work, receive constructive feedback, and stay updated with the latest trends and techniques in scale modeling.



International Plastic Modelers' Society/USA
Membership Application / Renewal Form

New ☐ Renewal ☐ IPMS#: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) ☐ \$17.00 Date of Birth _____

Adult One year ☐ \$30.00

Two years ☐ \$58.00

Three years ☐ \$86.00

Canada & Mexico ☐ \$35.00

Foreign Surface ☐ \$38.00

Family ☐ Adult fee + \$5.00

of cards? ____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:
Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash ☐ Amount: _____

Check ☐ Check #: _____ Amount: _____

Where did you hear about IPMS/USA? Please check all that apply:

☐ Local model club ☐ Internet search

☐ Friend ☐ IPMS web site

☐ Ad in IPMS Journal ☐ I'm a former member rejoining

☐ Facebook ☐ Other _____

☐ Ad in other magazine

Applications should be printed and mailed to:
IPMS/USA
P.O. Box 1411
Riverview, FL 33568-1411

Interested in joining IPMS?

Here is a copy of an IPMS Membership Application/Renewal Form. You can download the actual form from the IPMS/USA website at:

https://ipmsusa.org/sites/default/files/membership_application_0.pdf.



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Hobby Stores and Other Links

Support hobby stores that support our club!

- **DIBBLES HOBBIES**

1029 Donaldson Ave, San Antonio, TX 78228
(210) 735-7221

<http://dibbleshobbies.com>

OPEN: Tuesday - Saturday, 10:00 am to 6:00 PM

CLOSED: Sundays and Mondays

- **HOBBY TOWN**

1309 N. Loop 1604 W.,
Vineyard Shopping Center, Suite 101
San Antonio, TX 78259-4769
(210) 236-5527

<https://www.hobbytown.com/sanantonio-tx/l196>

OPEN: Monday-Saturday, 10:00 am to 8:00 PM

OPEN: Sunday, 12:00 PM to 5:00 PM

- **HILL COUNTRY HOBBY**

9355 Bandera Road, Suite 118
San Antonio, TX 78250
(210) 681-2007

<http://www.hillcountryhobby.com>

OPEN: Tuesday - Saturday, 10:00 am to 6:00 PM

CLOSED: Sundays and Mondays

- **HOBBY LOBBY**

Visit the Hobby Lobby website to find the nearest store to your location.

<http://www.hobbylobby.com>

- **LIONHEART HOBBY**

5500 FM 2770, Suite 103,
Kyle, TX 78640
(512) 504-3404

<https://lionhearthobby.com>

OPEN 7 DAYS A WEEK

Monday - Thursday, 10:00 AM - 9:00 PM

Friday 10:00 AM - 10:00 PM

Saturday 10:00 AM - 10:00 PM

Sunday 12:00 PM - 5:00 PM

- **KING'S HOBBY**

7801 N. Lamar Blvd., Unit E188
Austin, TX 78752

(512) 836-7388

<http://kingshobby.com>

OPEN: Monday to Friday, 10:00 am - 6:00 PM

CLOSED: Saturday and Sunday



Alamo Squadron Website

<https://www.alamosquadron.com>



Alamo Squadron FACEBOOK Page

<https://www.facebook.com/groups/114044928625406>



IPMS Membership Information

<https://www.myipmsusa.org/join-us>

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ModelFiesta 2026 Information

IPMS ALAMO SQUADRON PRESENTS

COLD WAR

MODELFESTA 2026

46-91

DEMOCRACY vs COMMUNISM

Model Contest Vendor Event

**GOLD
SILVER • BRONZE**

JANUARY 3rd 2026
New Braunfels Civic Convention Center
Visit ModelFiesta.com for more information

Categories for:
YOUTH, Aerospace, Armor
Automotive, Ships, Figures
Fictional Vehicles, Gunpla
and Miscellaneous