THE NAVIGATOR

IPMS REGION 6 | ALAMO SQUADRON | SAN ANTONIO, TX

May 2025 Issue

WHAT'S ON YOUR BENCH TODAY?

FEATURES THIS MONTH

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The President's Corner

by Keith Rule

The election of the 2025-2026 club officer positions took place during the April meeting. No further nominations were made. I was re-elected President, David Auth was re-elected Vice President, and Jim Norton was elected Treasurer, all by unanimous consent.

This will be my third year as President, David's second year as Vice President, and Jim's first year as Treasurer. With a service limit of three years, I will have fulfilled my service this year, and Alamo Squadron will be looking for a new President. Don Weaver has accepted the position of IPMS Contact and Herb Scranton will remain in charge of the Model Summit Awards. Alan Larrumbide and Julio Caro will be the Navigator Editors.

Model Fiesta is our premier event of the year. We have been able to secure the entire New Braunfels Civic Center for our January 3, 2026 **Model Fiesta 44.** The following Model Fiesta Committee is working towards a bigger and better show:

Director – Chris Menold
Finance – Jim Norton
Head Judge – Dana Mathes assisted by Chris Lenahan
Awards – Chris Settle
Registration – Rob Booth assisted by Chris McLain
Vendors – Mark Verdi assisted by Will Winmill
Marketing – David Auth
Raffle – Peter Ortensie
Make & Take – Dave Barnum

The second Alamo Squadron Picnic will be held Sunday, April 27, at O.P. Schnabel Park, 9606 Bandera Road, Pavillion 1, San Antonio from 1:00 pm to 7:00 pm.

Our next meeting is on Thursday, May 1, starting at 6:30 at 2411 Pat Booker Road, Universal City, TX 78148.

See Ya',

Keith

NEXT CLUB MEETING WILL BE ON

MAY 1st, 2025

6:30 - 8:30 PM

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APRIL 2025 MODEL CONTEST WINNERS

By Julio A. Caro

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JUAN NOLTENIUS
M10 IIC Achilles in 1/48th

Congratulations to all the April 2025 Club Model Contest winners! As always the competition was fierce but these three outstanding modelers truly stood out:

1. **JUAN NOLTENIUS** took home the **GOLD** medal with his incredible **M10 11C Achilles Tank**.
2. **JUAN NOLTENIUS** also claimed the **SILVER** medal with beautifully built **Panther Ausf. D tank.**
3. **CHRIS MCCLAIN** earned the **BRONZE** medal with his **Dr. Who Dalek Robot.**

JUAN NOLTENIUS
Panther Ausf. D in 1/35th

CHRIS MCCLAIN
Dr. Who Dalek Robot

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APRIL 2025 Meeting Photos (Pg. 1 of 2)

by Julio A. Caro

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Herb Scranton hands out club member IDs and prepares for Model Summit Awards.

Stash of Model Summit Award kits to be awarded for the 03/2024 to 03/2025 year.

Hauler truck and car by Keith Rule on display on our the WIP bench. Awesome!

"El Presidente" Keith Rule brings our April 2025 Monthly Meeting to order.

Joe Bianco gives a demonstration about Autodesk Fusion 360 for modeling.

Herb Scranton, George Ortega and Juan Noltenius judge automotive category.

Stacy Gaddis built this amazing model of the Seaview submarine with lights and sounds!

Convertible by Jonathon Griffith ready for judging on the Automotive contest tale.

Outstanding paper P-51 Mustang on the WIP bench by Gerardo "Jerry" Escobedo.

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APRIL 2025 Meeting Photos (Pg. 2 of 2)

Brought to you by: Julio A. Caro & Gerardo "Jerry" Escobedo









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CoMMiESFest 2025 Model Show Winners

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Michael Williamson | COMMIESFEST 2025, Golden, CO

	**Soviet M1931 B4 203mm Howitzer**	1/35	 1st Place
	**NASA M13 Armored Rescuer**	1/35	 2nd Place
	**Sicaran Venator Tank Hunter**	1/56	 2nd Place
	**Imperial Fist Squad**	1/56	 2nd Place
	**Mk IV Howitzer with Caisson & FWD Truck**	1/72	 3rd Place

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BRANDON PORTER | COMMIESFEST 2025, Golden, CO

	**M50A1-Ontos** **BEST MILITARY VEHICLE & BEST THEME AWARD WINNER**	1/16	 1st Place
	**AMT-D8H-Bulldozer** **BEST AUTOMOTIVE WHIM AWARD WINNER**	1/35	 1st Place
	**AH-1G-Cobra**	1/32	 1st Place
	**M1070-with-M1000-Trailer**	1/72	 2nd Place
	**Maschinen Krieger Fireball**	1/35	 3rd Place

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Using FUSION 360 to Create 3D Models For Resin Printing

Topics Covered During Meeting Demonstration | By Joe Bianco |

As we all know, scale modelers tend to be a bit obsessed about detail!

Extreme detailing, intricate conversions, and ultimately complete scratch building are a natural progression in the life of a model builder as we strive to push our abilities and accurately capture our subjects in the art of scale modeling. This tendency is not just a test of one's modeling skills but more about our need and desire to depict the nuances of a particular subject that adds to its story. Today's commercial model kits, without a doubt, offer the highest quality and level of detail then ever before. That said, scale modelers are always pushing for more and looking for new ways to get it.

Welcome 3D printing!

Like most modelers, I have at times endeavored to enhance my models in various ways.

However, I often failed.

It seemed I always lacked either the technical documentation to accurately make ambitious modifications; the proper tools to achieve them; and the materials or space to make them. Most often, at least for me, the frustration was in discovering that the slickly packaged, aftermarket enhancements I purchased online were simply too poorly designed and engineered to actually be used.

Take things into your own hand

Now, with the availability (and relative affordability) of high resolution, resin 3D printers the technology is available for the modeler to design and print 3D model parts on their own. I feel this advance offers many advantages and opportunities. The first of which is the total control of the engineering of a particular part or assembly. The fit, scale and level of detail are now your calls. Second is how 3D modeling and printing offers the modeler the ability to replicate multiple versions or slight variants of a subject relatively quickly. Another simple yet useful advantage is the ability to easily create and print a lost, damaged, or excluded parts.

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For these reasons (I admit mostly control) and many more I wanted to learn how create my own original 3D designs, derived from accurate, historical documentation, and print them myself. I wanted full control of the level of detail, desired scale I desired, and engineering. Basically, I wanted no one to blame but myself.

This is a brief introduction to 3D modeling based on what I've learned so far:

Disclaimer:

Everything presented is what I've personally learned from readily available online or other resources (i.e. YouTube) and brute trial and error…mostly error! I AM NOT, NOR DO I CLAIM TO BE, AN EXPERT. Many techniques or approaches to 3D modeling I use might not be the best practices but what I know so far and are subject to ridicule and change.

My intent is to demonstrate that with a little investment of time, patience and practice you can learn basic skills produce unique 3D models of your own [It will require an investment of a few dollars when it comes to printing…but that's another topic]. Designs can be of simple details to enhance a project or full blown model design of its own. How far you want or need to take it is really up to you.

Outline:

1. Finding the proper documentation required to create a 3D model from:

- Books and publications
- Photographs
- Manufacturer technical drawings, https://aircorpslibrary.com/

2. Understanding and using what you found and where to find what you want:

- Manufacturer's technical drawings don't read like your typical home bathroom renovation. There's a process to finding what you're looking for.
- Modeling from reference photos.
- Modeling to fit a commercial model kit.

3. Software:

- **FUSION 360**: It's free so long as you don't make any money using it.
- The 3D modeling environment is surprisingly mostly 2D
- I'm not going to show you every command because I don't know them all.

4. What am I mostly drawing in 2D if I'm 3D modeling?

- The 2D sketch environment
- Creating 2D sketches in Fusion
- Your 3D model is only as good as your 2D sketch
- Importing sketches from other CAD software
- If it's not modeling correctly in 3D, chances are it's because of your sketch

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5. **Am I modeling or engineering? The answer to that is YES.**
    - Scale - Size does matter
    - Engineering for the desired scale - your printer has its limits
    - Think in geometric terms.
    - Just because it's there doesn't mean it will print

6. **Yippee! I'm 3D modeling or I'm I?**
    - Welcome to parametric modeling! Don't ask me what that means…
    - The 3D modeling Environment
    - Taking a sketch (or sketches) and creating a 3D model
    - Editing your model

7. **Saving your model**
    - Version control
    - FUSION 360 is cloud based

8. **Creating a print file:** That's a topic for another presentation

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Stepping Out With Bang Seats

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F-86A Ejection seat, with Canadair seat configurations.

With the latest offering of the F-86A from Clear Prop! the modeler gets the opportunity to build one of the early iconic jets of the 1950's. Clear Prop! worked with Duncan Curtis, F-86 expert and author of several F-86's books, for the kit. Unfortunately, Clear Prop! chose the final 1957 configuration seat for the release, which is the wrong configuration for a Korean War Sabre. But after a bit of correspondence with Duncan, and in turn with Clear Prop!, it's my understanding they may issue the early seat as a 3D resin printed part.

The F-86 dates from a time when the aircraft manufacturers built their own seats for their airframe.

It was also a time when USAF had some rather humorous cartoons added to Flight manuals that would get you a court martial in today's reduced tolerance social environment.

In the early years of "Jettison Seats" there were numerous problems. The F-86 was a problem child for the Air Force, they were just in the infancy of ejection seat design, and less than 100% reliable.

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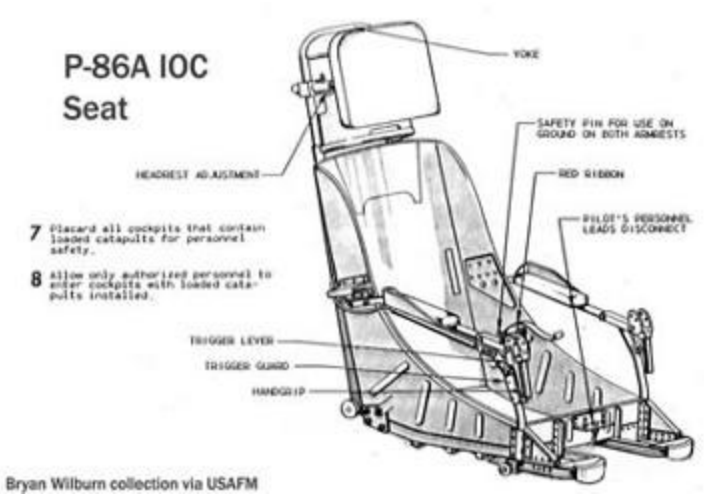

Bryan Wilburn collection via USAFM

P-86a IOC Seat

This seat was modified in 1949 or 1950 with an updated headrest and firing grips.

Dating from the mid 40s the P-86 ejection seat was less than a robust design. While most cockpits were cramped, compared to other designs from the time the XP-86A cockpit was indeed roomy. Wright Ari Developer Center (WADC) seat managers decided 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 25", in addition to room for the legs and knees to clear the instrument panel. The U.S. redesigned the P-86 to F-86 in June of 1948 doing away with the "Pursuit" designation in favor of "Fighter".

The primary problem the F-86A had was the canopy would not separate reliably from the aircraft. The issue was the canopy had a cable that pulled the catapult firing sear, 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 Frankfort Arsenal design of the Mk 1 Canopy Remover, referred to as a "Canopy Ejection Gun". North American finally relented and installed the unit, making ejecting from a stricken F-86A a bit more reliable. At the same time North American realized that giving the pilot a through the canopy options would increase the chances of survival. While it took a bit to achieve this North American came up with the modifications to allow it.

If you were a pilot taller than 5' 10" the canopy was going to hit you as it was jettisoned, If you were shorter, and raised the seat, you had the same problem. Aircraft cockpits are designed around a specific "Eye Point" to allow crews to see the instruments, the runway, and the gun sights correctly. WADC managers wanted a rear hinged canopy incorporated into the F-86E design, but did not mandate the change. It finally came in with the F-86D. It was finally decided to mandate the pilot lean forward to jettison the canopy.

Other issues were North American had several different seat configurations, causing confusion at a time when you didn't need it. The F-86A had multiple seat configurations over time, The F-86A/E/and F seats very similar, but slightly different in operations.

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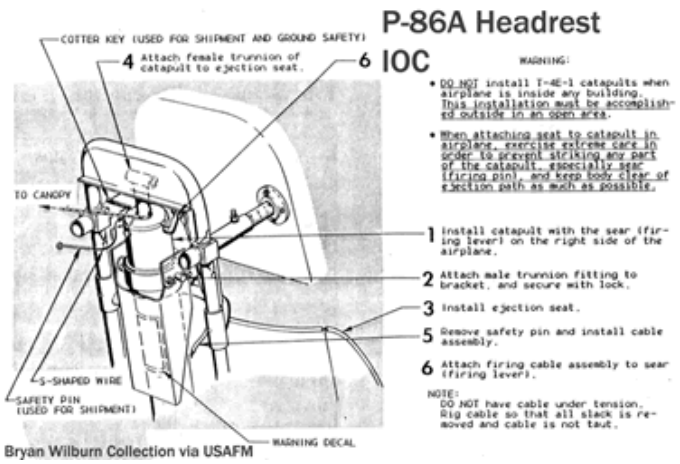

Bryan Wilburn Collection via USAFM

An early catapult, based on the 28” stroke Heinkel He 162 catapult, was the steel T-2 catapult with a dual tube 66” telescope stroke. The first T-2 catapult was ready in September of 1945. One of the early T-2 catapults went into a P-80 prototype. But the 39” catapult weighed 30 Lbs. A redesign replaced the steel with aluminum and the weight dropped to 7 ½ Lbs. The designation for the aluminum catapult was the T-4. Additional refinement and the T-4E-1 catapult completed testing in September 1947. (Authors note, USAF records list the catapult as T -4, and T4)

The initial F-86A T-4E-1 catapult could eject a 300 Lb. package out of the cockpit at 60 FPS, marginal at near supersonic speeds. WADC, realized the T-4E-1 catapult was less than optimal, but it was the only thing they had. North American got three of the early catapults for the XP-86A test aircraft. In order to fire the catapult, the pilot had to first jettison the canopy with a lever on the cockpit wall, then rotate the right firing handle up and squeezed the exposed trigger, this lowered the seat, and fired the catapult. The trigger was connected to a cable that ran along the right arm rest and up to the top of the catapult. On F-86A-5 (49-1007 and subsequent) airframes rotating the right hand grip fired the canopy gun, then the catapult when the pilot squeezed the trigger. The left hand grip locked the shoulder harness.

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North American got 33 of the early catapults for their initial production of F-86A's. The updated catapults had a 63 FS velocity, and gave the pilot a 14.5 G kick on ejection. On December 4th, 1947 the T-4E-1 catapult and the T95E2 firing cartridge was designated as a "Standard Unit".

By the end of 1950 WADC had a new M-1 catapult, that had a 66" stroke and 60 FS velocity. The M-1 catapults were modified in late 1951 to the M1A1 model. However, by spring 1953 they discovered that up to 5,000 M1A1 catapults were "not reliable" and had to be replaced.

The early production methods for catapults utilized specific color markings on the catapults. These were likely near the top of the catapult, In the case of the "unreliable" M1A1 catapults, the production batch totaled 5,000 units. To identify them in the field, mechanics looked at the installed catapult, just below the firing unit. If they were marked with a yellow band, they knew they had to be removed and replaced the unit. On May 25 1953 "Project Ease out" was initiated to identify and replace the faulty catapults.

While the catapults got more reliable, there were issues with the cable firing method, so the cables were replaced with metal rods.

The next catapult for the F-86A was the Cartridge Actuated Device (CAD)-fired M5 triple-tube single-charge ballistic catapult in the 1955/56 time frame. Since the F-86A was retired from service by 1958 it never got a Rocket Catapult (ROCAT). The 1955/56 seat is the one Clear Prop! elected to include in the F-86A kit.

If you were a Sabre pilot who was taller than 5' 10", the canopy was going to hit you as it was jettisoned. If you were shorter, and had raised the seat for better visibility, you had the same problem. It was finally mandated that the pilot should lean forward while jettisoning the canopy. Air Force managers were pushing for a rear-hinged canopy but failed to insist on its use. This feature was finally incorporated with the F-86D and subsequent Sabre models.

Other issues were North American had several different seat configurations, causing confusion at a time when you didn't need it. The F-86A had multiple seat designs over time, all very similar, but slightly different operations.

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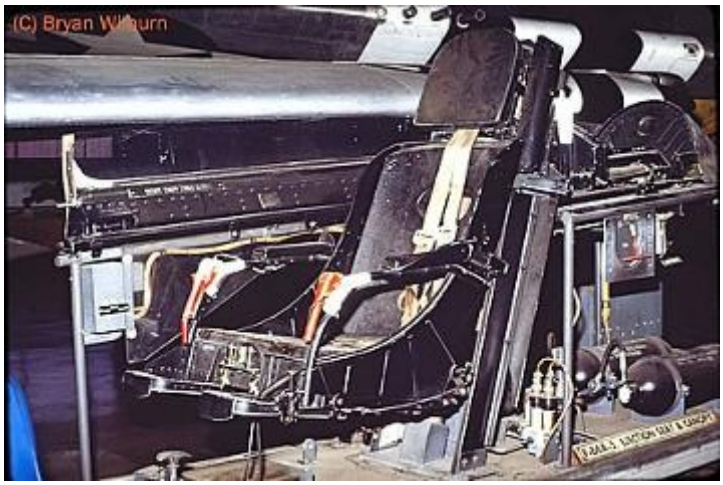

Early F-86a seat as the F-86A entered combat

The early North American seat was a monocoque design that had open sides. The footrests were rounded. The cockpit floor had two ramps that allowed the pilot to slide his heals into the footrest.

Oxygen, G-Suit and coms leads were in a disconnect block on the front side of the seat, between the footrests. While the catapults got more reliable, there were issues with the cable firing method. In late 1951-52 they updated the linkage to the hand grips with rods to improve reliability, that mandated the sides be closed, to prevent the lap belt from interfering with the linkage. At the same time the F-86A was replaced in front line service with the F-86E.

F-86A via Duncan Curtis

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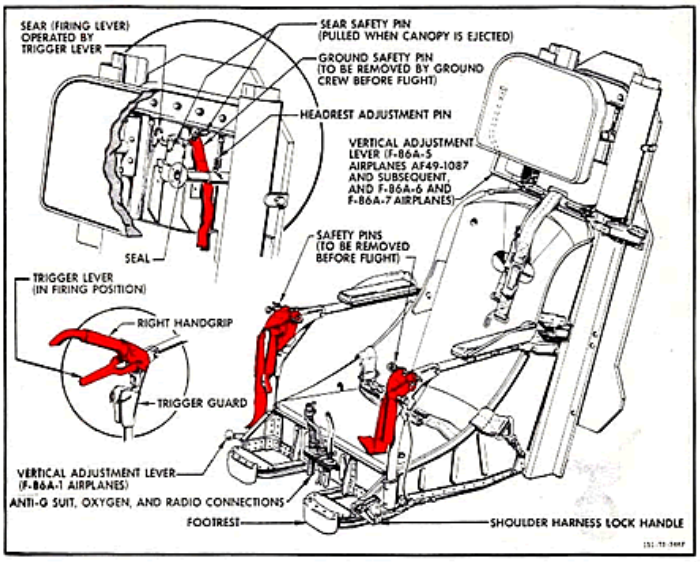

Figure 1-19. Ejection Seat

Revised 5 February 1952 RESTRICTED 27

Bryan Wilburn Collection

Ground Safety pins, open sides, cable fired M1A1 catapult.

At some point around 1952 to 1953, 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 auto seatbelt Cartridge Actuated Device (CAD) initiator unit mounted on the left area of the headrest frame. The initial auto belts were made by Stanley Aviation via a contract issued in September or 1953 for the "Belt, aircraft, Safety, Lap". Or simply an Automatic lap belt. Stanley later moved to Denver CO. The Standly Belts proved initially problematic and other sources were contracted from other venders.

It cannot be emphasized enough that the contribution of the Auto Belt and Zero Delay lanyard played in saving pilots lives. The Auto Belts typically fired 2 seconds after the ejection was initiated. The Zero Dely Lanyard was connected to the parachute D ring below 2000', and helped pull the D-ring via the key that was locked into the lap belt.

5 typical belts that could be found on Mid to Late 1950's USAF ejection seats. The MA-1 was the original Stanley Aviation produced auto belt. WASC 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.

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Zero Delay Lanyard

Bryan Wilburn collection via USAFM

Zero Delay Lanyard with multiple "keys" (No. 4 above) to fit different Auto Belts found on USAF aircraft.

In mid 1950's rods were added to the left hand side of the F-86A seat to allow the pilot to remove the catapult safety pin normally withdrawn as the canopy leaves the aircraft. This allowed the pilot to eject through the canopy if need be. Also included in TO 1F-86-161 was the addition of a CAD unit to fire the canopy removal gun. But not all the F-86A's got the upgrades.

The next upgrade was adding two CAD M3 initiates to fire the M5 catapult, via TO 1F-86-227 in the 1956/57 time period. The F-86A was withdrawn from service in 1958 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. 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.

Depending on Parachute, lap belt timers, backpack and parachute canopy the F-86 seat minimum safe ejection altitude was between 600' down to 50'. With the original seats it was strongly recommended you eject prior to going below 2000'. Needless to say, the pilots welcomed any improvement in survival chances.

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With the 1948 P-86A and a low airspeed bailout the pilot was encouraged to roll the bird on its back, blow the canopy and unbuckle his seatbelt to fall out, similar to the bailout process of WW II fighters.

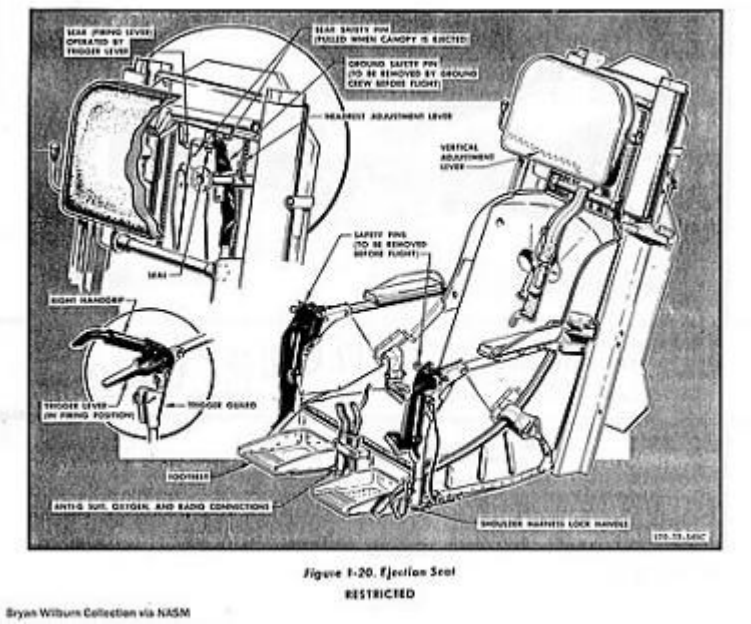

Figure 1-20. Ejection Seat
RESTRICTED

Bryan Wilburn Collection via NASM

Closed sides, rod fired via the right hand grip.

How to actually eject from an F-86A

By 1950 to exit an F-86A-1 aircraft:

1. Make sure the canopy was forward and locked.
2. Lean forward.
3. Pull the canopy jettison lever, if the canopy failed to leave the aircraft, you could not eject.
4. Lean back and manually lock the shoulder harness.
5. Hook the heals into the footrests.

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6. Grab the right seat handle and rotate it upward, this exposed the catapult trigger.
7. Squeeze it to fire the seat catapult.
8. As the seat cleared the aircraft he had to unlock the seat belt.
9. Push away from the seat as you tumbled through the air and finally,
10. Find and pull your ripcord.

When the F-84A-5 seat was released the steps changed. The pilot would:

1. Make sure the canopy was forward and locked.
2. Lower his head and lean forward.
3. Rotate the right handgrip to the full up position to fire the canopy remover, the seat may lower just before the canopy is blown.
4. Rotate the left grip to lock the shoulder harness.
5. Hook his heals into the footrests and brace his arms.
6. Squeeze the right hand grip to fire the seat.
7. After ejection, he had to undo his seat belt and push off.
8. Pull the ripcord. All while he was tumbling through space.

And before he did all this, he had to check the altimeter, and make sure he was above 2000'. Below 2000" survival was a lottery. Before incorporation of auto belts pilots were encouraged to unbuckle the seat belt before initiating the ejection sequence. The pilots

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were often rattled from the tumbling they encountered, and some had trouble finding the parachute D ring. Clearly a better system was needed.

F-86A cockpit, with the original footrests on display at Wright-Patt.

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.

Upper seat F-86A, Wright-Patt.

By 1957 5 Auto Belts could be found in USAF jets, the MA-1 Stanley Belt, the MA-3 or -4 or the MA-5 or -6 Automatic opening safety belt. The MA-3/-4 were similar to each other as were the MA-5/-6 belt units. Shortages of components delayed installation of many automatic features into the 1957 time frame. It's worth remembering that in the late 50's USAF had approximately 28,000 ejection seats in use. It was a logistical problem of monumental proportions.

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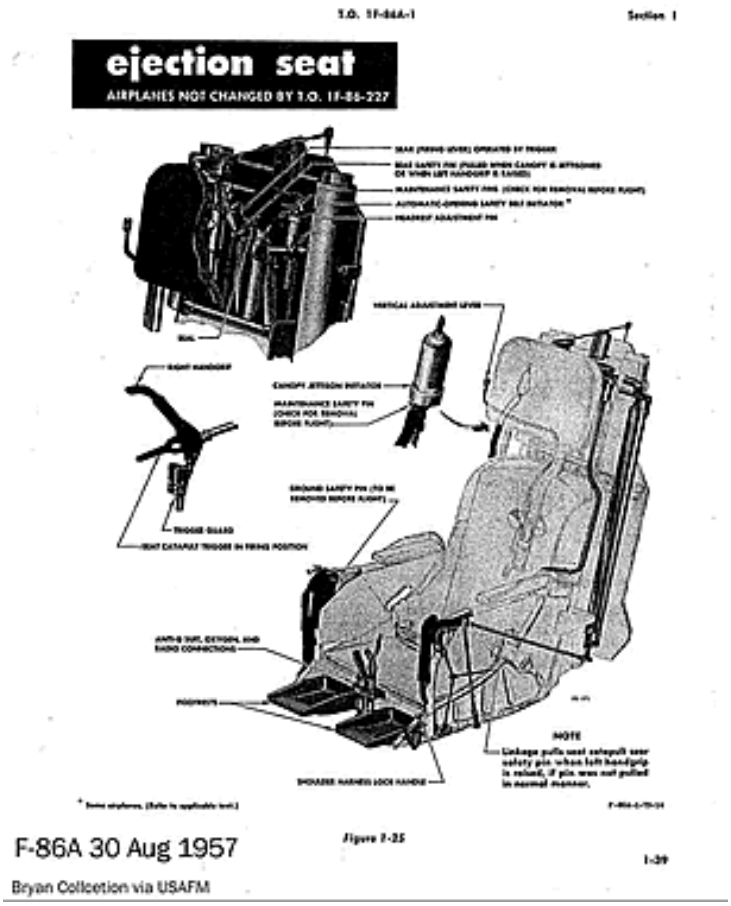
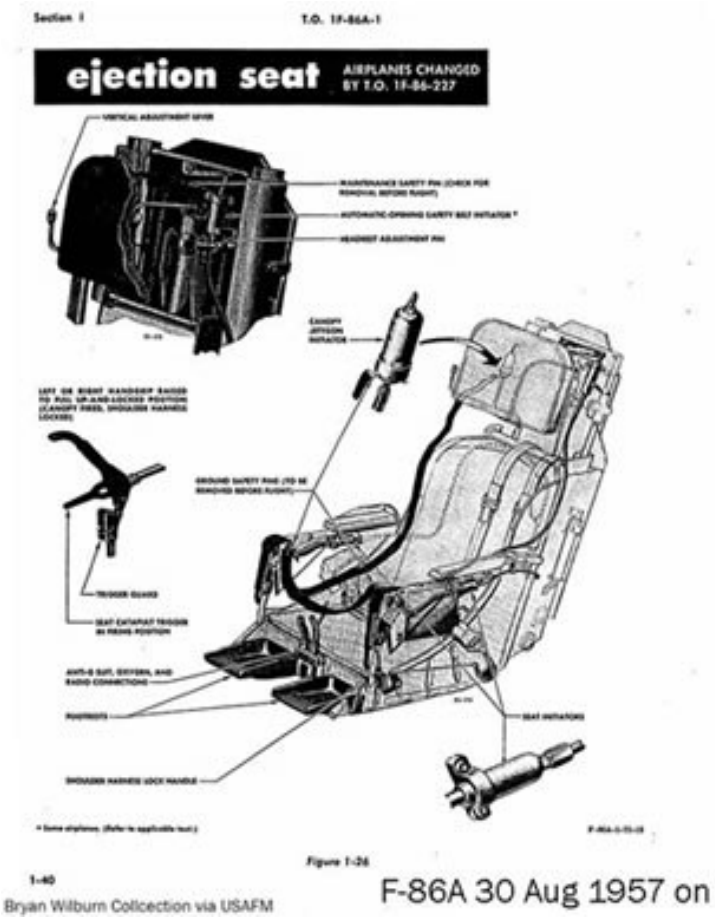
Ejection Seat



Rod fired M1A1 catapult, M3 canopy initiator, likely 1953 – 1957 configuration. Note rods on the left side of the seat to enable the pilot to pull the catapult safety pin normally withdrawn by the canopy on separation.

Final configuration of the F-86A seat with M3 initiators and M5 catapult.



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The F-86A seat colors.

Prior the 1955 the airframe manufactures chose their own cockpit and seat colors. But the F-86A-1 was essentially a pre 1950 fighter. Most used manufactures used Interior Green, AN 611, Fed Spec 3430, similar to FS 34151. But North American chose Black for the cockpit and seat, or more likely a color called Jet 622, the best color I can think of in model paint is "Tire Black". Not quite pure black, but just a touch of Grey. The F-86 Headrest was also a black material. The only color on the seat was the ejection controls, they were Insignia Red AN 619, Fed Spec 3115 similar to FS 31136, with White support pieces.

On July 7th 1955 MIL-8779(ASG) was issued, title: Colors, Interior, Aircraft, Requirements For. It mandated cockpits be painted Dark Gull Grey, FS 595 3615/AN 620 or by todays standard, 595a FS 36231. There were some variations in the name of the paint. The Blueprints for the B-66 seat from AMI specified the following SPEC.TT-C-595 colors:

1. Seat shall be finished in medium Lusterless Grey No. 3615 (AKA Dark Gull grey, FS 595a, 36231).
2. All ejection or emergency control levers shall be finished in Orange Yellow No. 1310,)FS 595a FS 13538).
3. Seat, headrest and arm cushions shall be Red-Maroon No. 2105 (AKA Insignia Red, FS 595a, FS 11136).

This was essentially adopted for all Military Aircraft. The changeover was gradual, every time an aircraft went into a major maintenance cycle of 100 or 200 Hours, the cockpits (and interiors) were converted to the new standard. However, some aircraft preserved in museums did not get the cockpits repainted.

Additionally, the F-86 seat used a "Block, Pilot's seat back filler" behind the parachute backpack. And depending on what seat pack survival kit was used a "BLOCK ASSY, Pilot's ejection seat cushion" used it to adjust sitting height. Pre 1955 they were black, post 1955 seat back were mostly DGG, sometimes Insignia Red. Seat cushions were likely a dull faded dirty red after 1955 and through use.

Lap and shoulder belts were either various shades of Olive Drab FS 34087 or off white. Belt buckles were natural metal, with a brown leather fob on the manual release lever side.

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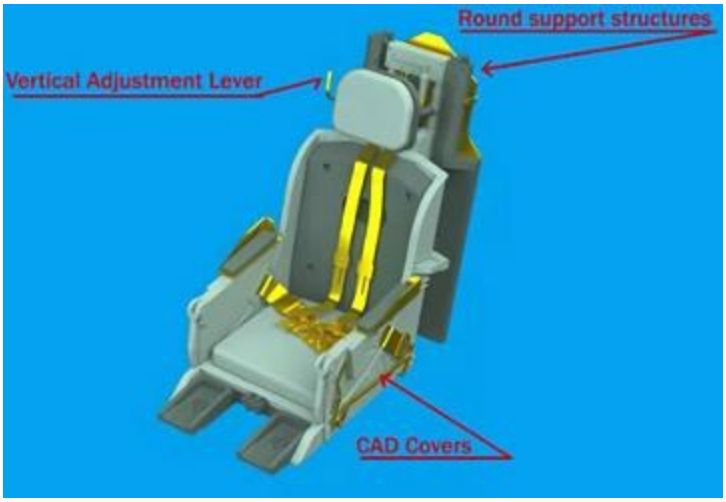
The F-86A Seat in Resin and Plastic.

The seat they chose to include was the late stage F-86A seat after incorporation of gas actuators dating to 1956-57. It's the closed sided seat with ejection controls and canopy CAD Gas Actuators. The square plates over the arm rests were used to protect the linkage to the CAD units.

It's decidedly not the Korean War seat. Until they release a resin printed set, likely via RESKIT, the modeler is going to have to do some surgery on the kit parts to make it a Korean War F-86A. However, the "Early Seat" this have intended to release is also a CAD seat, with the covers.



Eduard offers a resin seat, but it's the final configuration with CAD units. The Eduard seat is probably the best all-around closed late model seats. The seat has rounded structures on the upper part of the catapult rails, that are possibly side armor protecting the pilots head. Colors are of the raw resin components, not to be considered as colors of the final seat.

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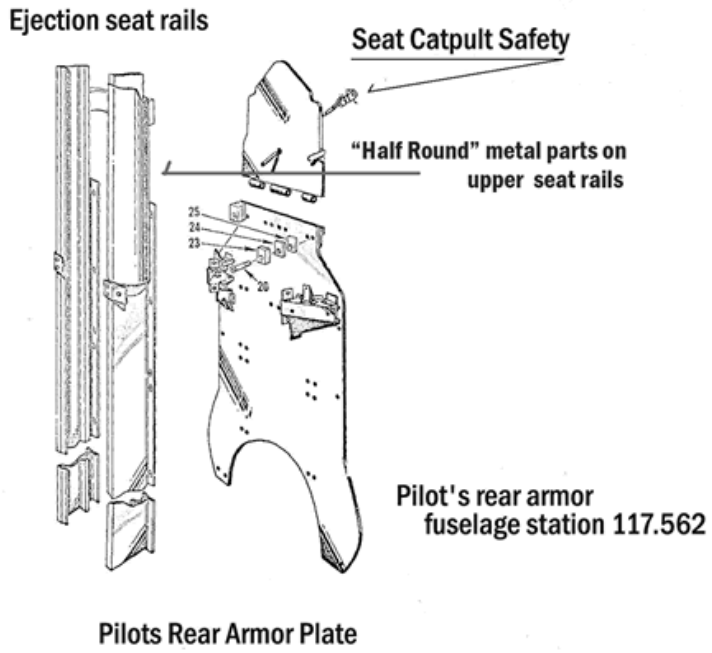

The screen shot from the 1958 Korean War movie The Hunters. Note the rounded piece just in front of the armor plate.

Aires offers a close sided interim seat that will work for post 1971seats, the part depicted on the left side of the seat back is the "Rocket Quick Disconnect" unit. Remove this part representation, and you have a CAD fired M5 catapult seat. Aside from the fact it's the wrong color, as the F-86 airframes were either black or Dark Gull Grey, not Zink Chromate green. And since the F-86A went to the bone yard in 1958, it is decidedly not the right part unmodified, for an F-86A.

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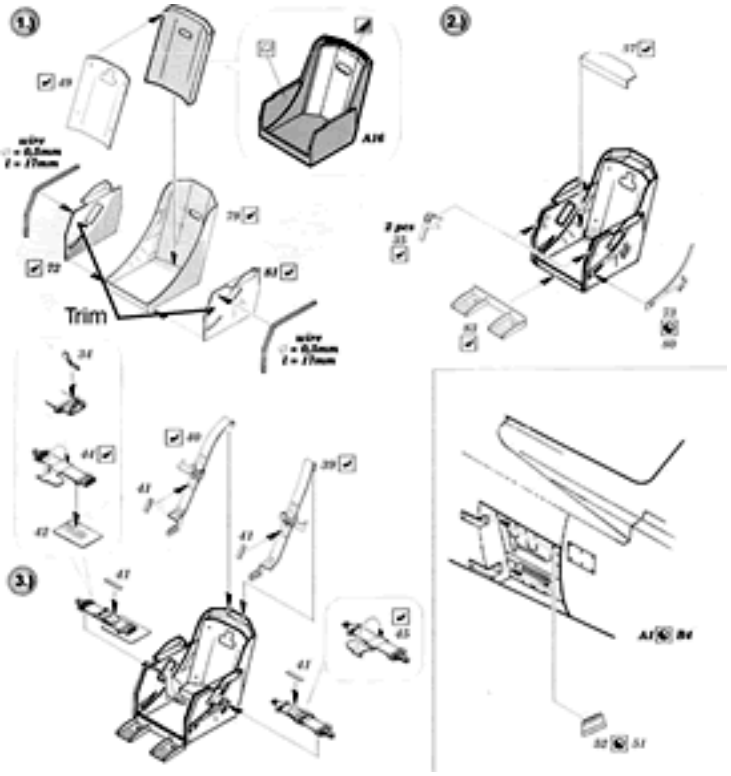
QUICKBOOTS

QUICKBOOST offers what's supposed to be a pre CAD seat, but it lacks the rounded structures on the upper seat rails. More importantly it includes a Rocket Quick-Disconnect unit on the upper part of the left hand side of the lower seat frame. If you use this seat, you'll need to remove the Rocket Quick-Disconnect line and add the rounded pats on the upper seat rails.

Another option for the early combat seat is obtaining an Eduard F-86F cockpit photo etch seat with parts for updating the ejection seat. Carefully trim photoetch pieces #72 and #81 above the curved seat frame line. A point to remember is the arm rest was actually centered on the arm support. Or you could choose to just do the closed seat. The F-86A was replaced in combat with F-86E's and those all had close seats.



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History of Alamo Squadron 1985 - 1986, ModelFiesta V and the 1986 Region 6 Convention

By Dick Montgomery |

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

The club saw new leadership in the last few months of 1985 and into 1986. In early 1985 Bob Mills served as the President and Phil Friddell was the Editor-In-Chief of the club newsletter.

The newsletter was known by the initials, **A.I.M.**, which stood for "**Aircraft in Miniature**". Clearly, the main interest of the club membership focused on models of aircraft. However, the Aircraft genre was not the sole and exclusive area of interest as there were Figure aficionados, Space and Sci-Fi fans, Ship enthusiasts, and Auto builders. The historical notes on hand do not identify who held the offices of Vice President or Secretary/Treasurer.

A news article that was most likely included in the Jan 1986 AIM issue announced that the February 1986 club meeting would be held in the cafeteria of the San Antonio Savings Association (SASA) building located at the intersection of San Pedro Avenue and Loop 410. The SASA building is now identified as The Pyramid and is the home base for various businesses.

To quote the news article: "ModelFiesta V is now history. Total entries were down this year, from 242 to 192, and there were several categories that either had no entries at all or didn't have 3 models. Trade tables were up from 4 to 14! It was the best organized and smoothest-running contest we have had to date!"

The article continues: "For the first year ever we made no profit. We had to rent 24 tables ($88) and we did not receive the $100 subsidy from Wonderland Mall, and we had 50 fewer entries than last year. Registration went very smoothly, the judging went much faster than last year, the vendor tables went great and even though the computers 'went on vacation' we still managed to get the scores in on time". The article goes on to thank a number of members for their work and contributions, those being Bob Angel, Ray and Rick Rangel, Tom Ward, Russell Mapes, Dick Montgomery, Bob Rodriquez, Charlie Moriarty and Dan Danielak.

It is noteworthy that, once again, the use of computers to tabulate the scores recorded for each entry by the judges failed to function properly. The total points for each entry were calculated by hand.

There were at least two Special Awards, one for "**Best National Guard Kit**"

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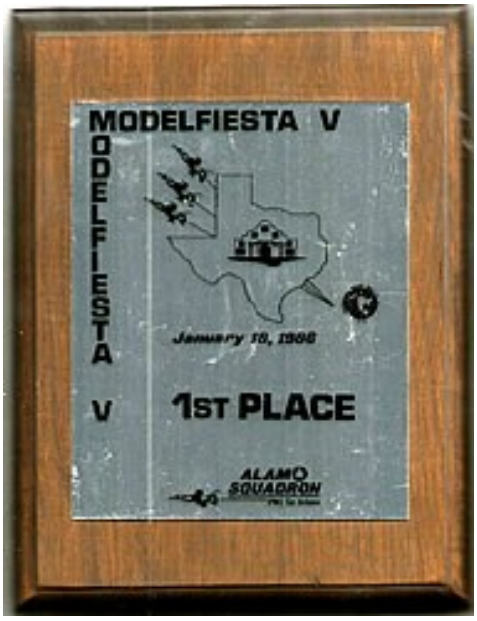
and the other for "**Best Model-Worst Kit**" pictured below:

The trophies presented to the 1st, 2nd, and 3rd Place entries were similar in design and appearance to those presented to the winning entries in ModelFiesta 4.



While there is no record to document the winning entries in all categories, there is a small amount of data listing the winning entries in two categories.

Documented Winners:

Category 206 | Crane Car, Unknown Builder

Category 723 | 1/72 Scale Single Engine, 1939 - 1945
The following data was contributed by Frank Stile. He was also the source of the information about Bob Angel placing 2nd and 3rd.

- **1st Place,** E15K1 by Frank Stile
- **2nd Place**, D-520, by Bob Angel
- **3rd Place**, Unknown Entry by Bob Angel

Category 220 | Ships | Engine Driven

- **1st Place** - Unknown

ModelFiesta V was clearly a learning experience for Alamo Squadron. The judging system was based on points awarded to an entry vaguely similar to the current system employed at ModelFiesta 43. A major difference between these early uses of a points system to determine winners and the new judging format introduced was introduced at MF-43 in January 2024, is that there was no comprehensive training for the judges to determine the amount of points assigned to each model at those early ModelFiestas. The total entry count was significantly lower than ModelFiesta IV causing concern about the ability of the club to host future events. A major concern was, of course, the failure to make even a small profit from the event. Failure to achieve even a small profit over a number of years generally has negative effects on the host club.

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On the positive side, modelers from Austin, Houston, and other locations were present. And even though the computers "went on strike", the contest results were calculated quickly, and the awards ceremony was held on time. ModelFiesta V would be the final club contest held at that location.

1986 and the IPMS Region 6 Convention

ModelFiesta V was held in January of 1986 and shortly thereafter Alamo Squadron submitted a bid to host the IPMS Region 6 Convention. In 1986 IPMS Region Six included IPMS clubs across Texas, Louisiana, Arkansas, Oklahoma, and portions of Kansas. The bid to host a Regional is usually submitted to the person who holds the office of Regional Coordinator. Considerable planning goes into such a bid covering costs, estimated expenses, location of the Convention, the proposed Date, and other information. Alamo Squadron was granted the bid. Planning and organization began promptly.

The dates selected were May 9, 10, and 11. The site chosen for the event was a newly opened Holiday Inn at Loop 410 and IH-10. It would be a three-day event. May 9th was a Friday, the day would be open for club members to set up tables in the facility for vendors and contestants who might arrive early.

The leadership team consisted of four very talented and experienced Alamo Squadron leaders. Mike Derderian served as the Event Coordinator. Bob Rodriguez served as the Vendor Coordinator. Ray also served as the Registrar and oversaw the technology that was to be used to record the winning entries and prepare a script which could be read aloud during the award ceremony which would identify the winning entry and the modeler. Bob Angel was selected as Chief Judge.

It was not surprising that with the knowledgeable and skilled leadership provided by Mike, Bob R., Ray, and Bob A., things went smoothly… until it was time to announce the winning entries. The computer system appeared to be working as designed, but there was only one person entering the data into the system. The Awards ceremony was apparently "dragging" a bit.

In stepped Bob Bethea, one of the members of the Austin Modeling Society. Bob took on the role of being the Master of Ceremonies and he began to fill in the empty minutes with funny stories and jokes.

The computer team continued to generate the names of the winners and their entries, and that information was hustled into the banquet room, given to Bob, and he announced the information. In the end, the awards were presented, and with Bob's actions, the ceremony was successfully concluded.

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With the leadership and effort provided by Mike Derderian, Bob Rodriquez, Ray Rangel, and Bob Angel, and with the timely assistance of Bob Bethea, Alamo Squadron took a giant step forward.

Editor's Note:
The building featured on the award for the 1986 Region 6 Convention is the historic 12th Flying Training Wing Administration Building located on Randolph AFB. Built in 1931 it is affectionally known as the Taj Majal or simply "The Taj". It was added to the National Register of Historic Places and is considered a San Antonio landmark. Along with the administrative offices it houses the base water tower, base theater and is often the host location for retirements and other ceremonies.

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How the Lockheed Constellation Became *The Star of the Skies*

Article Brought to you by Michael Buckley | Page 1 of 4

In 1939, the top brass of the Lockheed Corporation—president Robert Gross, chief engineer Hall Hibbard, and chief research engineer Kelly Johnson—scheduled a key meeting with a VIP, a man with deep pockets who had recently shown an interest in buying not just one or a handful of new planes but a fleet of them.

The customer's request had been ambitious. He hoped to hire Lockheed to design a revolutionary aircraft capable of comfortably shuttling 20 passengers and 6,000 pounds of cargo across the United States, offering commercial aviation's first coast-to-coast, non-stop service.

But the Lockheed team had come to express even grander ambitions. They wanted to build the company's first large transport, one that "would carry more people farther and faster than ever before, and economically enough to broaden the acceptance of flying as an alternative to train, ship and automobile," said Johnson.

In the years to come, the plane would be named the Constellation—Connie for short—and be flown by airlines around the world, as well as the U.S. military over the ensuing three decades. Eventually, it would be remembered as an enduring symbol, the epitome of grace in propeller-driven aircraft. But at that moment in 1939 in Los Angeles, the Lockheed Corporation was focused on winning over one customer and one customer only. His name was Howard Hughes.

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The Secret Weapon

Having purchased a majority stake in TWA airlines earlier that year, Hughes saw the Constellation as his secret weapon in stealing market share from his competitors. He treated the project with all the subterfuge that secret weapons require. Not only did he demand total secrecy, but also specified that Lockheed could not sell the aircraft to any other transcontinental airline until TWA had received 35 of them.

Hughes outlined the initial performance specifications, but it was Lockheed that would design the sleek, distinctive, now-iconic aircraft. It was a critical turning point for Lockheed. As Hibbard said, "Up to that time we were sort of 'small-time guys,' but when we got to the Constellation we had to be 'big time guys' … We had to be right and we had to be good."

Being good meant introducing new features previously unseen on passenger planes. The Constellation would offer the first hydraulically boosted power controls, aviation's equivalent of power steering. It would be faster than most World War II fighters at 350 mph. And, using award-winning technology pioneered by Lockheed a few years earlier, it would feature a pressurized cabin for 44 passengers that allowed the plane to fly faster and above 90 percent of weather disturbances, what Constellation regulars would come to call smooth sailing.

A Record Breaker

In fact, Lockheed's design was so good, the U.S. military, readying for war, saw its potential as a transport for troops and supplies in Europe and took over production in 1942.

The first official flight test for a Constellation, sheathed in olive green paint and redesignated C-69, came early the next year. It was a plane equally beautiful in form as well as function. First flight went so well that five more flights were performed the first day. Hughes went about publicizing the Constellation the best way he knew how: by breaking a transcontinental speed record on a Burbank to Washington, D.C., flight in April 1944. The Connie averaged 331 mph, flying nonstop in six hours, 57 minutes, and 51 seconds on this flight. After setting the record, that aircraft was returned to the military and during service testing at Wright Field, Ohio, Orville Wright, who had made the first powered flight, made his last flight, serving as copilot on a test run.

Pushing The Limits

When the war ended, TWA bought back all the C-69s it could from the government; conversions were made and the Constellation entered commercial service in February 1946.

As the Connie was designed to change the face of commercial flight—it was as experimental, in some ways, as the early commercial aircraft of the late 1920s—there were issues during its infancy. Lockheed was flexing the limits of

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piston-engine technology, and the engine's complex design required maintenance and sometimes replacement parts, at rates that would be considered unacceptable with the forthcoming introduction of jet airplanes.

By 1951, the much-beloved Model 1049 Super Constellation was unveiled, boasting unheard-of refinements, such as air conditioning, reclining seats, and extra lavatories. It was a plane ahead of its time, at least twice as fuel efficient as the industry's first jets and as efficient as many of today's modern aircraft.

A Return to War

While only 13 Constellations were built during World War II—Lockheed would be asked, instead, to focus on the P-38—the Army, Air Force, and Navy had recognized the plane's versatility. By 1948, the Navy was calling in orders for Connies to act as long-range patrol aircraft , nicknamed Po-Boys from the PO-1 designation then in use. In time, Constellations would be used for everything from rescue missions and VIP transports to airborne early warning missions and the mapping of the earth's magnetic field.

Its area of distinction, however, was clearly airborne command and control and early warning. During the Vietnam War, Connies were flown in elliptical orbit near enemy territory to collect and transmit information on air activity. Constellations were also the first planes to carry rotating radomes, saucer-shaped domes used to protect radar antennas, a technology that is still in use with modern aircraft controlling the skies over the Middle East and with US Customs and Border Protection P-3s running drug interception missions in the Caribbean today.

President Eisenhower was a big fan of the Connie, and his personal presidential plane, the only VC-121E built, was the first to bear the now-recognized moniker "Air Force One" when the president was onboard.

All told, the U.S. military bought nearly 40 percent of all the Constellations ever manufactured, using them over nearly three decades, with aircraft serving well into the 1970s.

A New Age Beckons

The final commercial Constellation was produced in 1959. By then, the planes had flown for most of the world's major airlines and been used by militaries across the globe. And yet the versatile airframe would continue to be adapted for a variety of unforeseen roles, from chartered operations and freighters to agricultural crop sprayers. Over the years, its stature as one of the most graceful aircraft of early commercial flight would only intensify, as evidenced by the number of Connies found in aviation museums across the country.

Article Source:

https://www.lockheedmartin.com/en-us/news/features/history/constellation.html

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Below is a photo of a TWA Lockheed Constellation model that I built which I believe complements this article.

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The Story Behind an *Out-of-Production* Model Kit

By Lee Forbes, IPMS/USA Member No. 2297

Some of you may recall that several years ago I authored an article in our Newsletter under the heading, "For a Change of Pace…Help Restore a Warbird."

The warbird was a P-40E depicting the camo and markings of the late American Volunteer Group (AVG) Ace David Lee Tex Hill who flew the real P-40 E "White 108" in May 1942, when he led a flight of four AVG replacement Warhawks during a bombing raid on a Japanese Army Division trapped in the Salween River Gorge that totally stopped their advance into Southern China. The restored P-40E "White 108" warbird is still being flown regularly in Jerry Yagen's famous Flying Warbirds Collection that is located near Virginia Beach, VA. This famous airplane was debuted in the USA when Jerry flew the airplane to the 2004 AVG Reunion that was held that year at Kermit Weeks' Fantasy of Flight near Kissimmee, FL.

How does this restored P-40E relate to an out-of-production model kit you might ask? Well that's the basis of this article, so bear with me. But first I have to tell you the story behind this particular model kit. A few years after the end of WWII the Aluminum Model Toy (AMT) Company specialized in producing metal car and truck kits for many years. In 1967 AMT entered the field of producing plastic model kits by re-issuing FROG and Hasegawa kits in the USA. New Decals and Box Art were created for this arrangement which lasted into the early 1970s. In 1975, AMT released a range of aircraft kits of their own design and all of these lasted until 1980. Additionally in 1978, Lesney/UK purchased all of the AMT assets and marketed some of their own Matchbox 1/72 kits in AMT boxes in the USA until 1982. In 1984, the Ertl Company acquired all AMT molds from Lesney and began re-issuing these kits under their AMT/Ertl brand. About that same time AMT/Ertl purchased the Italian company ESCI (which in Italian is called, "Entei Scambi Coloniali Internatazionali") partly for their molds and partly for their distribution system. Source: *The Collectors Value Guide for Scale Model Plastic Kits, Seventh Edition, by John Burns, 1999.* And a May 2020 E-mail from Tom Walsh who was AMT/Ertl's Director of Sales from 1985until sometime in the mid-1990s.

One of the Primary Military Aircraft Research Consultants used by the AMT/Ertl product development department was an individual named Alan Griffith, who at that time lived in Mt Vernon, IA. Recall his name because, he'll play heavily in the production of the plastic model kit that is the subject of this article. He also had a long time ambition to form a model company of his own and to produce a line of aircraft plastic model kits. After leaving his consulting relationship with AMT/Ertl, an opportunity occurred that gave him the ability to pursue and establish his own model company that he called, AMTech, whose logo was copyrighted sometime in 2002, when he started production of both 1/48 and 1/72 aircraft kits. His first kit release was a beautiful 1/48 scale Ta-183 proposed WWII German jet fighter that was never produced. After this kit he made heavy use of previously unreleased AMT/Ertl kits

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that he had had a major part in getting developed.

A longtime friend of mine, the late Jack Morris, then owner and decal designer for Sierra Hotel Custom Decal Company, had also done extensive decal design work for Alan Griffith when he conducted research for AMT/Ertl in developing new aircraft model kits. Jack knew that I knew Tex Hill well as his volunteer ghost writer at that time and he contacted me on behalf of a project that Alan wanted to discuss with Tex Hill. I don't recall the particulars now, but I arranged for Alan to meet with Tex in his home here in San Antonio, TX. I sat in on these discussions. A that time AMTech was already producing a line of aircraft model kits and Alan wanted to add "something special" to this line. What he had in mind was to release the previously tooled but not released AMT/Ertl 1/48 scale model of a P-40E depicting the markings of one of the AVG replacement Warhawks that the AVG had received before their inactivation July 4, 1942. He knew at that time that Tex had actually flown the AVG replacement P-40E "White 108" in combat. As a marketing experiment, he wanted to see if modelers would be interested in special, limited release kits, featuring famous pilots and key missions that they flew. At any rate Tex repeated the story about the Salween River Gorge bombing raid and how he and three fellow AVG pilots, using replacement P-40Es, dropped bombs on the advancing Japanese Army Division. Upon hearing the story, Alan remarked, "That settles it," or words to that effect, "I want to use Tex's airplane for my special project." It was agreed that Tex would autograph the kit box art or something similar to enhance its collectability and sales. Naturally Tex would be paid for each of his signatures.

Tex enthusiastically endorsed the project and asked me to help in any way I could. I mentioned the background research I had already done on the colors and markings of Jerry Yagen's P-40E "White 108" warbird, and it was agreed to use a monograph that I would create describing the Salween River George bombing raid and have Tex autograph each copy and include that in the kit. Here's a picture of autographed monograph included in the kit:

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The Story Behind an *Out-of-Production* Model Kit

By Lee Forbes, IPMS/USA Member No. 2297

I volunteered to contact an aviation artist that I had become acquainted with during an earlier project that I had arranged for the American Fighter Aces Association, but that's another story. His name was Tom Tullis who lived in Brookville, OH. He was well known for his aircraft illustrations and aircraft decal design work. Upon describing the project to Tom, he was agreeable to creating the Box Art for the planned AMTech model kit depicting Tex Hill's P-40E "White 108" climbing away from his bomb run on the Salween River Gorge.

Box Art for the planned AMTech model kit depicting Tex Hill's P-40E "White 108" described above.

Subsequently he and Alan agreed to also include a copy of the box art illustration autographed by Tom Tullis in the model kit as an additional bonus.

Photo of the autographed Box Art illustration included in the kit.

Alan chose his friend and mine, the late, Jack Morris, to design all of the decals to be included in the new P-40E model kit. Jack created Tex Hill's markings and those of the other AVG, former US Navy bomber pilots, involved in the bombing mission: Ed Rector, Tom Jones, and Frank Lawler. Since the resultant new AMTech, model kit of a 1/48 scale P-40E was a limited edition, only 1,000 kits were produced. Each was sequentially numbered and prominently displayed on the box art. Tex was given #0001 of 1,000, and I was given #0002 of a 1,000, for my part in the project. I still have the kit, and will probably never build it because of its significance to me. As I recall, this commemorative kit was released sometime in 2004, but don't hold that to me for certain. Incidentally, this kit, AMTech, number #487001, is still available in the aftermarket along with other 1/72 and 1/48 scale aircraft kits that were produced by AMTech.

Decal set designed by Jack Morris. Notice how they can be used for the various aircraft.

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Kit Contents

Here are the styrene parts included in each kit:

An opportunity to see this historic kit

For those Club members who are interested, I'll bring my copy of this P-40E collectable kit to the upcoming May 1st 2025 meeting for your review.

This kit was "state of the art" for its time, and the detailed instructions personally designed by Alan Griffith, were exceptional.

I hope you enjoyed this article,

Lee

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DESCRIPTION OF THIS HISTORIC MODEL AS SHOWN ON SCALEMATES.COM

Signature Series "Tex" Hill Special

Ltd edition of 1000

AMtech | No. 487001 | 1:48

Facts

Brand:	**AMtech**
Title:	Signature Series "Tex" Hill Special Ltd edition of 1000
Number:	487001
Scale:	1:48
Type:	Full kit
Released:	2004 New decals
Topic:	**Curtiss P-40 Warhawk** » Propeller (Aircraft)

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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 model shows**.

EVENT DATE	NAME	LOCATION	ADDRESS
05/03/2025	ModelMania 2025	Stafford, TX	The Stafford Center 10505 Cash Rd., Stafford, TX 77477
05/17/2025	CALMEX 38	Sulphur, LA	West-Cal Arena & Events Center 401 Arena Road, Sulphur, TX 70665
05/24/2025	2025 ScaleFest	Grapevine, TX	Grapevine Convention Center 1209 South Main Street Grapevine, TX 76051
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
11/08/2025	Austin Capitol Classic	Taylor, TX	Williamson County Expo Center 5350 Bill Pickett Trail, Taylor, TX 76574

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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, *FineScale Modeler* 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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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.oneseventytwoscale.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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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://falkeeinsmodel.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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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/)*

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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

MAY 1st, 2025

6:30 - 8:30 PM

We look forward to seeing you!

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Hobby Stores and Other Links

- **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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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
☐ Friend
☐ Ad in IPMS Journal
☐ Facebook
☐ Ad in other magazine
☐ Internet search
☐ IPMS web site
☐ I'm a former member rejoining
☐ Other _____

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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