

THE NAVIGATOR



IPMS REGION 6 | ALAMO SQUADRON | SAN ANTONIO, TX

JULY, 2025 Edition

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happy
4TH
OF
July

INDEPENDENCE DAY

ALAMO SQUADRON

WHERE HISTORY, CREATIVITY, AND PRECISION
TAKE FLIGHT, ONE SCALE MODEL AT A TIME!

What's on your bench?



JULY, 2025 Edition

The President's Corner

by Keith Rule (Page 1 of 2)



Last January, when Jonathon Griffith, our contact at Jordan Ford, announced that he was

moving to Las Vegas, our ability to meet at Jordan Ford's Pat Booker facility became uncertain.

Some Alamo Squadron members, aware of the possible need for a new meeting place, went on the lookout.

At Model Fiesta, John Kress made me aware of a church that had potential. I visited this facility and found it to be much too small.

Lee Forbes was having a meal at Max & Louie's New York Diner off Bitters Drive when he became aware of their banquet room as a potential meeting place. Lee and I visited with the manager, but found this room to be small and expensive. We then went to the Fort Sam Houston Golf Course where they had meeting spaces. It was being remodeled when we were there, but, again, found it to be expensive. But Lee did not give up. After visiting a few churches, he found a potential meeting place at

Abiding Presence Lutheran Church on San Pedro Drive. Lee and I visited the site and they offered their gymnasium for \$200 per meeting. This facility and location were ideal.

In the mean time, Jonathon told us that Jordan Ford would allow us to continue meeting at Pat Booker after his move to Las Vegas. I informed the members about all of this at the February meeting. Because it was free, the membership decided to stay at Pat Booker. Then, back in April, Jonathon informed me that, after all, Jordan Ford would not be allowing us to meet at Pat Booker after he moved to Las Vegas. Jordan Ford would allow us to return our meeting to their 2nd floor meeting room, where we had met before moving to Pat Booker. However, we were told that we must be out of the building by 7:45. With our meetings starting at 6:30, this gave us only 75 minutes for our meetings.

Lee and I turned our attention back to Abiding Presence Lutheran Church and found that their gymnasium was still available the first Thursday of each month. Lee wrote them a nice email explaining

that our membership had many veterans and nice guys who enjoyed building models of tanks, airplanes, cars, and trucks. Abiding Presence came back with an offer of \$125 per meeting. This was presented at the May meeting and approved by the membership. Jim Norton and I met with Denise Barret of Abiding Presence Lutheran Church on June 19, visited the gymnasium, was given the access code, and completed the paperwork necessary to finalize our agreement.

Abiding Presence will provide tables and chairs for 60 people, a lectern, tables for our Monthly Contest and Work in Progress, and a sound system. Restrooms are adjacent to the gymnasium. Parking is plentiful and the location is ideal.

Our 10 year meeting place at Northside Ford was interrupted the year of COVID and Alamo Squadron has been scrambling for a permanent meeting place since.

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The President's Corner

by Keith Rule (Page 2 of 2)

**It is my hope that we will establish a long term relationship
with Abiding Presence.**

Our next meeting will take place on

JULY 3rd 2025

Starting at 6:45 PM

at our new location:

ABIDING PRESENCE LUTHERAN CHURCH

14700 San Pedro Ave., San Antonio, TX 78232

Doors open at 6:00 PM

See you soon, Keith.



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Announcements & Information

GUNPLA BUILDERS WORLD CUP 13th TOURNAMENT

Sponsored by Hobby Town, San Antonio

GREAT NEWS, GUNPLA BUILDERS!

Hobby Town is hosting the Region 6 **Gunpla Builders World Cup 13th Tournament** in-store on **August 16th, 2025** (*time to be announced*).

Want to learn how to judge Gunpla models? Then this is the perfect event for you to attend to learn how to do just that!

For more information, contact the San Antonio, Texas Hobby Town store directly at:

1309 N Loop 1604 W
Vineyard Shopping Center, 101
San Antonio, TX 78258-4769

210-236-5527

E-Mail them at:

hobbytown-satx@tycari.com



Visit their website at:

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

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June 2025 Model Contest Winners

By Julio A. Caro

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HENRY NUNEZ

NCO, 29th Infantry Division
Europe, 1944-1945



**Congratulations to all our June 2025
Model Contest winners!**

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



ROB BOOTH

Der Fuhrerwagen



JOE CHAPA

F4U Wildcat





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June 5th, 2025 Meeting Photos

By Alan Larrumbide (Page 1 of 2)

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Dana Mathes briefs members on club business and club news.



Members relaxing before the meeting is called to order.



An outstanding Star Wars Imperial Ship kit on our Work in Progress Table.



Take a look at this superb kit under in progress on our Work in Progress Table.



JULY, 2025 Edition

June 5th, 2025 Meeting Photos

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Beautiful recreation of the U. S. S. NAUTILUS on the WIP Table.



A recreation of a B-70 and F-104 flying along side each other before the tragic accident took place.



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American Hero Profile: **GERRY WONDERCHECK, LT.COL, USAF (Ret.)** Article by Alan Larrumbide (Page 1 of 4)



On Sunday, June 15, 2025, I had the honor of visiting with Lt. Col. Gerry Wondercheck, USAF (Ret.), a distinguished American Airman and a truly remarkable gentleman.



Joining us were fellow Alamo Squadron club members Jim Norton and Julio Caro—both also retired from the U.S. Air Force—which made for a lively and engaging conversation as I listened to them “talk shop.”

Gerry Wondercheck was raised on a farm in central Nebraska. Shortly after graduating from high school, he enlisted in the U.S. Navy, beginning a long and dedicated career in aviation and national defense. He served as a crew member in Airborne Ground Control Intercept (GCI) operations aboard the WV-2 Warning Star—affectionately known as the “Willy Victor”—a variant of the Lockheed L-1049 Super Constellation.

Gerry’s Navy service spanned from November 1959 to December 1962. After completing his tour, he returned home to Omaha, Nebraska, where he got married and pursued a college education. He separated from the Navy with the rank of Petty Officer Third Class.

Ground Control Intercept (GCI) is a broader air defense tactic where radar stations or other observational assets guide interceptor aircraft to airborne targets.

The WV-2, with its AEW capabilities, played a crucial role in GCI by providing early warning and guidance to



interceptor aircraft, enhancing the overall air defense system. Reference photo below:

In June 1966 he graduated from the University of Nebraska at Omaha ROTC program and was commissioned as a 2nd Lt in the US Air Force. By **Oct 1966** Lt Wondercheck was off to Pilot Training T37s and T38s (Tweets and Talons) at Vance AFB in Enid Oklahoma. Graduating in the first all T38 Class. Who could guess that six decades later Vance AFB is still training more than 370 Air Force and allied student pilots each year on the T-38!

After Transition Training at Castle AFB on January 1968 Lt Wondercheck joined the 17th BW (Bombardment Wing), 922 AR (Air Refueling Squadron), Wright Patterson AFB, Strategic Air Command - Global Aerial Refueling in the KC-135A. From 1968 to 1972 he served



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American Hero Profile: **GERRY WONDERCHECK, LT.COL, USAF (Ret.)** Article by Alan Larrumbide (Page 2 of 4)



as a pilot flying the KC-135 and supporting operations during the Vietnam War. The 922nd ARS also deployed aircraft and crews to the Western Pacific to support combat operations of both SAC units and tactical aircraft over Indochina. Reference photo below:



After flying KC-135s, in Feb 1972, Capt Wondercheck was assigned to Hill AFB for B-57 School followed by Gunnery Training and Water Survival School McDill AFB, Florida. That same year he was sent to Eglin AFB, Florida, to fly the QU 22B. Gerry was trained to fly and operate the QU-22B and was stationed at the Nakhon Phanom Royal Thai Navy Base.

The following two paragraphs are direct quotes from the National Museum of the United States Air Forces website: (<https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/196052/beeceh-qu-22b/>)

“Modified from the civilian Beech Model 36 Debonair

under the Pave Eagle II program, the 27 QU-22Bs delivered to the U.S. Air Force contained several changes for military service. The QU-22B carried a large generator above the engine to power its electronic equipment and additional fuel in extended wing tip tanks for increased range. Its remote control equipment allowed the QU-22B to be flown directly by an onboard pilot or as an unmanned drone.



In 1970 a detachment of the 553rd Reconnaissance Wing (later the 554th Reconnaissance Squadron) known as the "Vampires," conducted the first operational QU-22B flights. During a typical mission, the QU-22B orbited near the Ho Chi Minh Trail, picking up signals from Igloo White acoustic and vibration sensing ground units and relaying them to the Information Surveillance Center (or "Task Force Alpha")





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American Hero Profile:
GERRY WONDERCHECK, LT.COL, USAF (Ret.)
Article by Alan Larrumbide (Page 3 of 4)



Following his service with the 554th Recon SQ Gerry was assigned to 55th Strategic Reconnaissance Wing at Offutt operating at Eareckson Air Station, a U.S. Air Force military airport located on Shemya Island in the Aleutian Islands of Alaska from 1976 to 1980.

As Operations Officer he flew the RC-135S Cobra Ball for the 6th Strategic Wing Fairbanks.

During the Cold War, Shemya played a key role as a base for C-135 Stratolifter aircraft, particularly those modified for reconnaissance and intelligence gathering missions.

Here's how C-135 aircraft were utilized at Shemya:
RC-135 Reconnaissance: Shemya was a crucial location for operating RC-135 variants like the RC-135S "Rivet Ball" and RC-135E "Rivet Amber".

Rivet Ball was a reconnaissance aircraft used to track Soviet ballistic missile testing, notably obtaining the first photographic documentation of Soviet Multiple Reentry Vehicle (MRV) testing.

Rivet Amber, equipped with a powerful radar system, operated from Shemya between 1966 and 1969 to monitor Soviet missile testing in conjunction with Rivet Ball.

Cobra Ball aircraft, used to observe ballistic missile tests on the Kamchatka peninsula, were also originally assigned to Shemya.

Intelligence Gathering: The proximity of Shemya to the Russian Far East made it an ideal location for intelligence gathering operations, particularly those involving RC-135. Reference the following photos:



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American Hero Profile:
GERRY WONDERCHECK, LT.COL, USAF (Ret.)
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From 1973 to 1980, Gerry Wondercheck served as an Officer Training School instructor at the Medina Annex of Lackland Air Force Base. During this period, he also earned a master's degree in management from the University of Northern Colorado, attending classes held at nearby Kelly Air Force Base.

While pursuing his graduate studies, Gerry remained an active-rated pilot, flying the last operational T-33 Shooting Stars and T-39 Sabreliners. He had the distinct honor of retiring these historic aircraft by delivering them to the "Boneyard" at Davis-Monthan Air Force Base—home of the Air Force Materiel Command's 309th Aerospace Maintenance and Regeneration Group (309 AMARG).



commercial aviation world and, in August of that year, joined Continental Airlines as a Flight Engineer on the DC-10.

His routes often took him to exotic destinations such as Hawaii, Guam, Tahiti, and Australia. Although he was based in Honolulu, Gerry continued to reside in Omaha, Nebraska, regularly commuting between the two locations.

In addition to the DC-10, Gerry flew a wide range of aircraft throughout his commercial career, including the DC-9, MD-80, and several models of the Boeing 737—specifically the 300, 500, 800, and 900 series.

Colonel Wondercheck was the guest speaker at our May 2025 monthly club meeting. We had the distinct honor of meeting him and hearing firsthand about his extraordinary career.



By 1985, Gerry Wondercheck retired from the U.S. Air Force with the rank of Lieutenant Colonel. Eager to continue his passion for flying, he transitioned into the

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My Vickers Viscount 700 Kit Build Experience

By Julio A. Caro (Page 1 of 5)



I've just finished building a great 1/96 scale Vickers Viscount 700 series passenger airliner kit by Glencoe Models that a good friend gifted me.

Here are some details about the



kit:

Kit: No. 06501

Scale: 1/96

Manufacturer: Glencoe Models

Parts: 79 parts, and decals

BRIEF HISTORY

The Vickers Viscount was a British medium-range turboprop airliner, first flown in 1948 by Vickers-Armstrongs. Developed to meet specifications set by the Brabazon Committee, it entered commercial service in 1953 as the world's first turboprop-powered airliner.

Praised by the public for its advanced cabin features—including pressurization, reduced vibration and noise, and large panoramic windows—the Viscount set a new standard for passenger comfort. It became one of the most successful and profitable early postwar airliners, with 445 units built for customers across the globe, including many in North America.

BUILD NOTES

The Parts

There are 79 parts to this kit plus a decal sheet. The plastic styrene parts have lightly raised rivet details typical of these old types of kits. Also included are some crew and passenger figures that are rather stiff-looking and without much details and also boarding stairs. I decided not to include any of the figures in my build, but I did build the boarding stairs to include alongside the model for a more interesting look. As for construction, the overall fit isn't bad. With a bit of test-fitting and some seam work, seasoned builders should have no trouble refining the assembly. Here are some observations on the build.

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My Vickers Viscount 700 Kit Build Experience

By Julio A. Caro (Page 2 of 5)

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Instructions

The instructions included with this kit appear to be the original 1950s version—very basic and, at times, a bit confusing. Fortunately, that's not a major issue, as the kit itself has relatively few parts and isn't overly complex. One important omission, though: there's no mention of adding nose weight. That's not surprising, considering the kit's vintage Hawk origins, but it is essential. Without a good amount of weight in the nose, the model won't sit properly on its nose gear and will be tail heavy. I of course, added the necessary weight to avoid the classic tail-sitter scenario.

Windows

The kit includes tiny individual clear parts for the cockpit windows, but they're frustrating to install and don't fit well. To avoid that hassle, I used Micro Krystal Clear to create the windows instead. It dried transparent as expected, but since the cockpit lacks any interior detail, I ended up painting the dried Micro Krystal Clear black. This not only matched the rest of the model's windows better, but also helped conceal the nose weights I added for balance.

Fuselage/Cabin Windows

The aircraft features 10 cabin windows on each side, and the kit provides 20 individual clear parts to

replicate the window glass. Unfortunately, each piece must be glued in place one by one—a tedious and time-consuming process. Since I wasn't planning to use the kit's decals, I chose a different approach: I filled in all the window openings and sanded them flush with the fuselage. This not only simplified the build but also made it easier to apply the Cubana livery's cheat line cleanly across the surface. I think it turned out pretty fine!



Engines

When assembling the engine nacelles, it's important to pay close attention to part numbers—each nacelle is made up of specific pieces that are numbered and must be matched correctly. If you mix them up or assemble the wrong combination, the nacelles won't fit properly



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My Vickers Viscount 700 Kit Build Experience

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onto the wings. It's not a difficult process, but it can cause problems if you're not careful about following the instructions precisely.

After assembling the engines and attaching them to the wings, I noticed something unusual. On closer inspection, the engines appeared to be mounted with a slight negative angle—about 0.5 to 1.0 degree—instead of having their centerlines parallel to the fuselage. At first, I thought I had made a mistake during assembly. But after double-checking the instructions and fit, everything seemed correct. Reference photo below:



Curious whether this was a flaw in the kit or an intentional design feature, I did some research. While I couldn't find much official documentation on the subject, I examined several reference photos of real Viscount 700s and noticed the same subtle downward angle on the engines.

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To confirm, a friend of mine visited an aviation museum in Arizona that has a Vickers Viscount 755 on static display. He took detailed photos for me—and sure enough, that aircraft also had the same negative engine angle. So, it turns out, Vickers really did design the Viscount this way!

During the build, some of the surface details on the engine nacelles were lost while filling and sanding gaps and seams. To restore them, I designed custom decals to replace the details that had been sanded away. I'm happy to say the solution worked out quite well! Reference picture below:



Propellers

The Vickers Viscount's propeller blades feature a black leading edge, a subtle but distinctive detail. Due to the small size and delicate nature of the parts, masking and



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My Vickers Viscount 700 Kit Build Experience

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painting that area cleanly proved difficult—my early attempts resulted in jagged, uneven lines. After a few unsatisfactory tries, I repainted the blades in metallic silver and decided to take a different approach. This time, I designed custom decals to replicate the black leading edges. While applying the decals came with its own set of challenges, they allowed for much cleaner, straighter lines. In the end, the technique worked well and gave the propellers a much more refined appearance. Reference photos below:



doors were trickier due to their design and limited contact area. Despite the challenge, they came together well in the end.

Decals

The kit's decals are surprisingly well-preserved and of commendable quality, especially considering their age. Produced by Scale-Master, they offer two attractive livery options: **Capital Airlines** and **British European Airways**. Both feature a natural metal finish with white upper fuselage and vertical fin. Reference photo below:



Landing Gears and Landing Gear Doors



The landing gear is fairly basic but pleasantly sturdy. I only needed to widen the mounting holes in the wings slightly for a better fit. The front wheel doors attached without issue, but the main gear

Although the kit's decals were well-printed and visually appealing, I decided to design my own custom set to depict a less common and more distinctive livery—Cubana de Aviación. This choice added a unique touch to the build, but also introduced a few challenges. Creating the decals was only part of the task; I also had to carefully mask and paint the fuselage to align with



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My Vickers Viscount 700 Kit Build Experience

By Julio A. Caro (Page 5 of 5)

the livery's design. Applying the decals proved tricky as well. Unlike commercial decals, mine were more delicate and printed on a sheet with a full carrier film, meaning each marking had to be cut out precisely along its edges—an exercise in patience, to say the least.

To ensure a smooth application, I prepped the model with a gloss coat and used Micro Set and Micro Sol to help the decals conform properly. Once everything was in place and fully set, I sealed the decals with another gloss coat for protection.

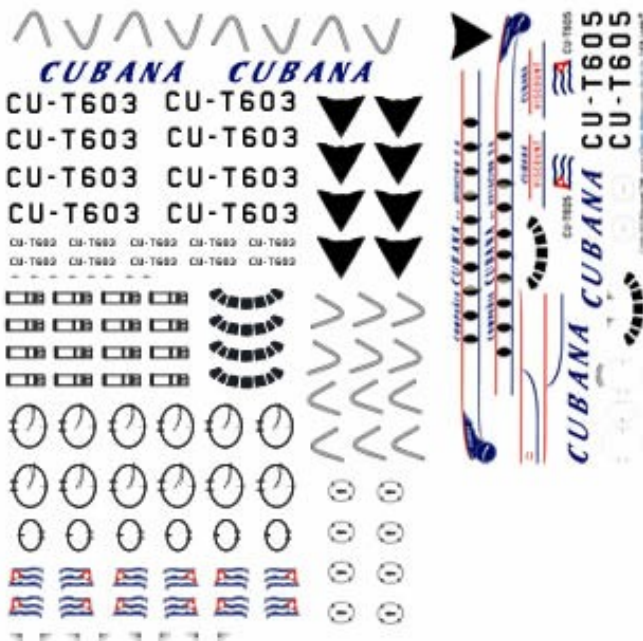
In the end, the effort paid off—the custom decals turned out beautifully, and I'm very pleased with the final result as shown in the photo below:

FINAL THOUGHTS



This vintage kit has been one of the most rewarding and satisfying builds I've ever undertaken. It certainly came with its share of challenges and frustrations—but that's all part of the

fun. More importantly, it gave me the chance to represent an aircraft I've long admired and to recreate a piece of aviation history that many people may not be familiar with. Here is the photo of the actual finished model:



Thank you for allowing me to share this story with you, Julio.

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ModelFiesta 9 to ModelFiesta 14

Club Officers, Leadership and Actions, Event & Club Meeting Locations
by Dick Montgomery | Page 1 of 5

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In previous issues of the Navigator, the history of Alamo Squadron from

its inception from 1977 through 1990 has been explored. In this article the look-back will highlight some club issues, those who served in leadership roles, and summarize details about ModelFiestas 9 through 14. A detailed coverage of ModelFiesta 9 is provided, with a summary coverage of ModelFiestas 10 through 14.

Officers

October 1990 – October 1991, September Elections continued to be held in September with the newly elected officers taking over following the September meeting. Here is a list of those serving as President, Vice President, or Secretary/Treasurer from Sept, 1990 to Sept, 1995.

Term in Office	President	Vice President	Secretary/ Treasurer
09/1990 to 09/1991	Ruben Barrera	Russell Maps	Jerry Wells
09/1991 to 09/1992	Charley Moriarty	Mike Haggerty	Bob Carr
09/1992 to 09/1993	Bob Smith	Frank Stile	Dick Montgomery
09/1993 to 09/1994	Gordon Zeigler	No info on file	No info on file
09/1994 to 09/1995	Phil Sanders	No info on file	Bob Carr

The E-Board Sept 1990 to Sept 1995

September 1992 – September 1992

President, Charley Moriarty (first and final term) on the Executive Board (EB Vice President, Mike Haggerty (first and final term on the EB Secretary/Treasurer Bob Carr (Bob would serve 10 terms on the EB over a 13 year period)

September 1992 – September 1993

President, Bob Smith (Bob's first and last term on the EB)

Vice President, Frank Stile (first and last term)

Secretary/Treasurer, Dick Montgomery (Dick served a total of 19 terms either on the EB or on the Leadership Team for various ModelFiestas)

September 1993 – September 1994

President Gordon Ziegler (Gordon served one term on the EB, although there is no concrete data for Vice President and Secretary/Treasurer, it could be that Frank S and Dick Montgomery served a 2nd term as Vice President and as Secretary/Treasurer. President Gordon Ziegler (Gordon served one term on the EB, although there is no concrete data for Vice President and Secretary/Treasurer, it could be that Frank S and Dick

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ModelFiesta 9 to ModelFiesta 14

Club Officers, Leadership and Actions, Event & Club Meeting Locations

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President Gordon Ziegler (Gordon served one term on the EB, although there is no concrete data for Vice President and Secretary/Treasurer, it could be that Frank S and Dick Montgomery served a 2nd term as Vice President and as Secretary/Treasurer.

September 1994— September 1995

President, Phil Sanders

Vice President and Secretary/Treasurer – no data on file. It appears that due to health issues Phil Sanders stood down as President and Bob Carr served in that role.

Club Meeting Locations

October 1988 – April 1991

St. Thomas Episcopal Church 1416 N Loop 1604 E, San Antonio, TX 78232 St. Not documented but assumed as a previous meeting in Oct 1988 was at this site. A change in meeting site location was necessary as the church said that the meeting space was needed for other purposes.

May 1991 – June 1991

Hobby Stop, located at 18 Brees. Comments in the newsletter indicate that Hobby Shop was not yet stocked and ready for business leaving sufficient space for club meetings. As the facility began to stock up, the club needed to relocate again.

July 1991 - September 1993

San Antonio Association of Life Underwriters located at 4538 Centerview (Koger Center) Note that the available documentation does not confirm the use of the Centerview facility during August and Sept of 1993. However, the documentation indicates that the October club meeting took place at a different location. Use of the Centerview facility was arranged by Tom Ward.

October 1993 – April 1995

National Education Center 3622 Fredericksburg Rd.

May 1995 – June 1995

San Antonio Police Station, located at 13030 Jones Maltsberger Rd. This was a rather short-lived location. The available records do not show who negotiated the use of this facility, nor is there a record of the need for a quick relocation to a different facility.

July 1995

Brook Hollow Library, located at 530 Heimer.

August - September 1995

No documentation confirms the location being used for club meetings in August and September. However, the meetings were most likely held at the Brook Hollow Library or the AMF Bowling Alley on San Pedro Ave.

October 1995—December 1995

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ModelFiesta 9 to ModelFiesta 14

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October 1995—December 1995

AMF Country Lanes Bowling Alley, at 13308 San Pedro.

Club Issues

For the most part there were three major issues which were reflected in the newsletters during 1990 to 1995. The first and easiest to recognize was the requirement to find a meeting site for the club. Between 1990 and 1995 the club relocated six times. The shortest documented stays were at the Hobby Stop and at the Brook Hollow Library. Two meetings were held at the Hobby Stop and only one meeting at the Brook Hollow Library was documented although there is a possibility that up to three meetings were conducted at the Library.

Secondly, the available newsletters frequently contain requests for club members to volunteer to assist in some fashion at ModelFiesta. Comments in the President's columns indicate that perhaps 10 to 15 members volunteered their time at ModelFiesta to assist in some fashion. As we are all aware, the "call to service" is an annual feature and will continue to be so for the duration of ModelFiesta.

Thirdly, in a few of the newsletters providing documentation on club activities and issues there is a mention of the focus of the club, seemingly on Aircraft related subjects rather than all subject areas. It is

mentioned that the awards at some ModelFiestas featured an F-16 in flight, that a majority of programs at club meetings centered on aircraft and "flight" subjects, and that even the name of the club seems to focus on aircraft. There will be more coverage of this issue in future articles.

ModelFiestas From 1990 to 1995

ModelFiesta 9

Date: February 17, 1990

Location: Seven Oaks Resort on Austin Highway.

Leadership Team members: Event Director was Ruben Barrera.

Total Entry Count: The total entries is recorded at 323.

ModelFiesta 9 continued the practice of allowing models to tie for awards positions. Although this practice has been discontinued there was no real harm done by allowing for ties.

No significant objections were put forward against the practice and it was allowed to continue. The theme for the competition was "**The 1940's**". The reasons for the selection of this theme are not known, but it certainly would open the possibility of models from almost every category to be eligible. A second theme award offered was for "**Best TV Subject**" Award. It sounded like a good idea at the time, but no entries registered for eligibility and the award was, unfortunately, not claimed. Awards for the "**Best of**" in the Aircraft,

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ModelFiesta 9 to ModelFiesta 14

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Armor, Figures, and Open categories were handed out. This required that Ships, Dioramas, Collections, Automotives, and Spacecraft all competed for the "Best Open Subject".

ModelFiesta 9 was a success posting a profit of \$598. A "Winner's List" for ModelFiesta 9 is available if you wish to review it. Contact me if you're interested in taking a look at it. The categories listed show the framework for the competition element of ModelFiesta 9, and it is interesting to see the names of modelers who were active during this timeframe. A close inspection of the list indicates that there were some errors in reporting the award winners (such as in Category 18).

ModelFiesta 10

Date: February 16, 1991

Location: Seven Oaks Resort on Austin Hwy.

Leadership Team members: Ruben Barrera and Paul Lemmon filled the Event Director role.

The total entry count for ModelFiesta 10 is recorded at 492. ModelFiesta 10 was also the first event where the current SBD logo was used. One of our members, John Collins, is credited with the logo's artwork.

ModelFiesta 11

Date: February 8, 1992

Location: Seven Oaks Resort on Austin Hwy.

Leadership Team members: Paul Lemmon served as the Event Director. Dave Brizzard and Bob Carr split the Vendor Coordinator role.

Total entry count: 577 entries with a count of 167 entrants.

ModelFiesta 12

Date: February 6, 1993

Location: Seven Oaks Resort on Austin Hwy.

Leadership Team members:

Total Entry Count: There is no data on the number of entries or entrants on file.

The record is a bit fuzzy at this point. It is known that Phil Sanders served as the Event Director for at least one of the ModelFiestas held at the Seven Oaks Resort, that being either ModelFiesta 12 or ModelFiesta 13. Due to a health issue Phil missed the event. Various club members stepped in to manage the event, those being Paul Lemmon, Lee Forbes, Dick Montgomery and several others.

ModelFiesta 13

Date: February 5, 1994

Location: Seven Oaks Resort on Austin Hwy.

Leadership Team members: The Vendor Coordinator role was filled by Bob Carr. Again, the record is fuzzy as to who served as the Event Director.

Total Entry Count: No data on file.



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ModelFiesta 9 to ModelFiesta 14

Club Officers, Leadership and Actions, Event & Club Meeting Locations

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ModelFiesta 14

Date: February 18, 1995

Location: Seven Oaks Resort on Austin Hwy.

ModelFiesta 14 was the last event to take place at the Seven Oaks Resort.

Leadership Team members: Paul Lemmon served as the Event Director and Bob Carr served as the Vendor Coordinator.

Total Entry Count: The total number of entries is recorded at 563 with a total number of entrants at 169.

Here are some photos relevant to this article



ModelFiestas 15 through 31

ModelFiestas 15 through 31 were moved to the Live Oak Civic Center where they were held for 17 years.

More details on these will follow in later articles.

In an upcoming club newsletter the focus of this “look back” stream of articles will continue to be on those who took leadership roles, controversies within the membership, and a summary of more ModelFiestas.





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Stepping Out with Bang Seats, Update on the F-86A Seat by Bryan Williams (Page 1 of 8)



Happily, Clear Prop! elected to issue a printed late and early F-86A seat. Unfortunately, they added the Canopy M3 CAD and Auto Seatbelt M4 CAD. Parts R2 and R4 should be deleted if you are going to do an early open sided seat.

CMK has issued a 1/48 cockpit set for the Airfix F-86 CL-14 in 1/48. The seat is a very good example of the early F-86E seat that could also be used on the Canadair Mk2, Mk3, Mk4 and Mk5, and possibly the Mk6 Sabre. Reference Figure 1 below.



1/48 Clear Prop! Early



1/48 CMK CL-13 for Airfix kit, Early F-86E seat

Compared to the F-86A/E/F and Sabre Mk2, 4, 5 & 6 the F-86D/K/L/H seats were relatively simple. There were three primary North American Aircraft (NAA) seats in the F-86D/K/L/H with several sub variants, and a Martin-Baker seat for some of the NATO F-86K's. Reference Figure 2 below.

The seat consisted of a bucket and skeletal "Carriage Assembly". The F-86D seat had 3 rollers (2.93" diameter) on each side on the outboard side of the Carriage Assembly. The rollers were inserted into an inward facing C channel rail. This was changed on the F-86H where the rollers were moved to the outside of the carriage assembly. The upper part of the headrest was pointed, forming a canopy breaker. The initial seats were all fully manual. With time, came automation. The seat could be adjusted forward and up or rearward and down along an angled "Tube, Pilot seat adjustment". The seat was counterbalanced initially by two elastic cords, and then two springs attached to the lower back of the seat and upper Carriage Assembly. The pilot would unlock the seat by pushing forward on the seat adjustment lever, unlocking pins on both left and right sides. Total adjustment was forward 3 1/2" and vertically by 1 1/4". Two map cases were attached to the seat Carriage Assembly just above the pilots elbows on the left and right side of the seat. Reference Figure 3a below.



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Stepping Out with Bang Seats, Update on the F-86A Seat

by Bryan Williams (Page 2 of 8)

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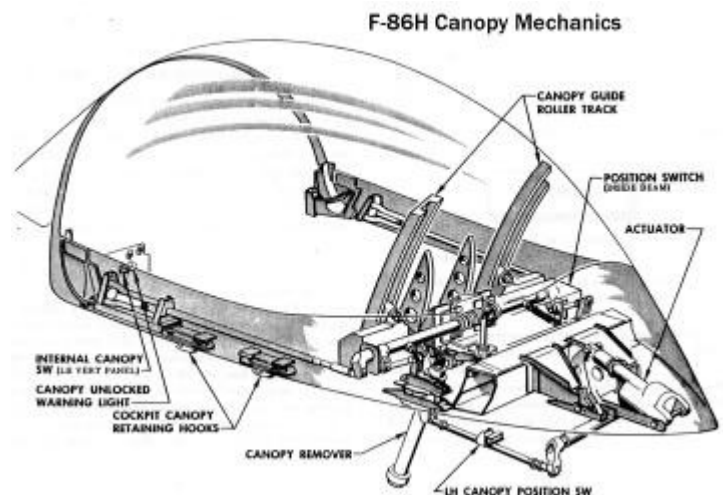
Another change with the F-86D was the use of “Candy Cane” ground safety pins that were several inches long, painted in white with a red spiral stripe. The pins were removed to arm the seat, and tucked into a pouch located behind the headrest. The arm rests were hinged at the rear and locked into place with two folding armrest “Up Locks” attached to the front corners of the seat bucket. The links were locked into place with a pair of springs. To ensure the arm rests were locked into “safe”, two white paint lines referred to as “Armrest Down-and-latched Alignment marks”, 1.7” long and ½” wide. These stripes corresponded to two other marks on the arm rest handgrip. The marks were hand painted onto the seat.

The pilot sat on a survival kit likely similar to the MD-1 survival kit with a thin 1” cushion. The top of the MD-1 was molded to be more ergonomically construed to the pilot as he sat on the seat. If additional height is needed the pilot can use filler blocks not to exceed 5” thickness, however pilots were prohibited from using a thick sponge rubber cushion as it could lead to spinal injury on ejection. NAA learned a lot from their first XP-86A seat. A major change came when the M1 or M1A1 catapult was switched to an M3 fired M5 Cat on SN F-86D-1-NA 50-455 – F-86D-35-NA 51-8505 (delivered on 12/8/1953). After F-86D-40-NA 52-3598 (1953) and subsequent had M5’s. Reference Figure 3b above.



The M1A1 catapult was fired via a series of mechanical links. The M5 was fired by two M3 CAD units located on the bottom of the armrests just forward of the elbow guards. Two gas lines snaked to the back of the seat and were connected to a single line that went up to the catapult on the back of the seat, midway up the back. On previous airframes with the M1/M1A1 catapult it was changed via TO 1F-86D-302.

The initial F-86D seats had links to the canopy removal system as the arm rest was raised to the firing position. As the right armrest was raised, a cam moved a lever forward to fire the canopy remover. The left armrest locked the shoulder harness, both arm rests had to be raised. Then the pilot pulled the catapult trigger on the right arm rest hand grip. The new clamshell canopy was far more dependable to jettisoned. The canopy still had to clear the airframe to pull the seat catapult safety pin. However, the pilot only had to lift the canopy slightly to be caught in the slipstream if the canopy remover failed. Reference Figure 3c below.



Bryan Williams Collection via USAFM



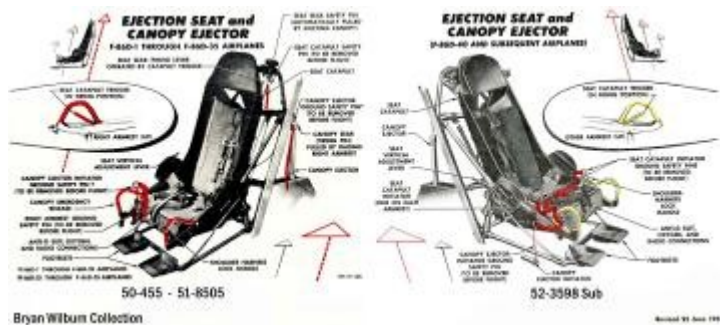
JULY, 2025 Edition

Stepping Out with Bang Seats, Update on the F-86A Seat

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As the canopy left the airframe the catapult safety pin was pulled. F-86D-1 thru F-86D-20 airframes had a ground safety pin on the canopy gun. For F-86D-25 thru F-86D-35 airframes the safety pin was moved to a canopy M3 initiator at the right front corner of the seat. On F-86D-40 and subsequent airframes the seat could be fired through the canopy. Reference Figure 4 below.



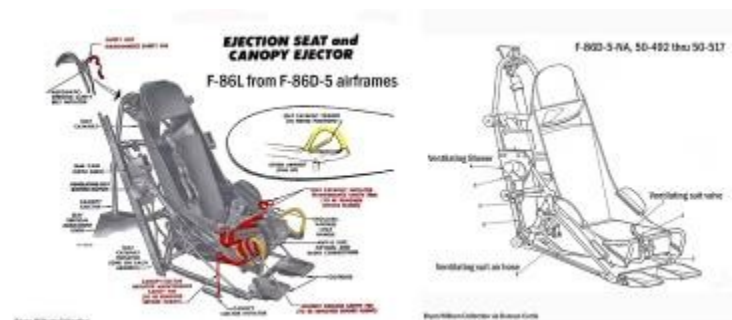
Another change with the F-86D-40 was the addition of two "Thunderstorm Lights" mounted on either side of the flat padded headrest. Prior the F-86D-40 the headrest was a flat metal surface. The seat still lacked an Auto Belt.

However, the auto belts were still not standard equipment and seat separation was on the pilot, as he tumbled through the air. The M4 Auto belt timer was introduced on F-86D-55 airframes, 53-557 on, delivered to USAF on Nov 13th 1954. The initial Auto Belt was the MA-1 Stanley belt. The M4 CAD was attached to the left upper side of the 1" Diameter fixed Carriage ASSY, pilot's ejection seat, that also served as the upper attaching point of the catapult. The catapult Carriage Assembly was fixed to the back of the 1.5" "Tube Assy, Pilots ejection seat shoulder harness support". With

the F-86D/K/L the assembly was fixed. With the F-86H the assembly was attached with 4 bolts. This allowed maintenance crews to remove the catapult without having to remove the seat. Reference Figure 5 below.



Previous aircraft with manual belts were updated via TO 1F-86-206 and TO 1F-86D-302. The Auto belt released 2 seconds after the seat started up the rails via a bell crank. By the time the F-86D flew the M4 auto Belt timers were slowly getting out to the field and airframe manufacturers. The next external change was the edition of a blower motor to the right upper side of the seat carriage frame. The blower was connected to an MA-2 ventilator suit worn by pilots wearing an for both flights and a pilot on strip alert. The blower, added via TO 1F-86-563, was only on aircraft F-86D SN 50-492 thru 50-517. Reference Figure 7 below.



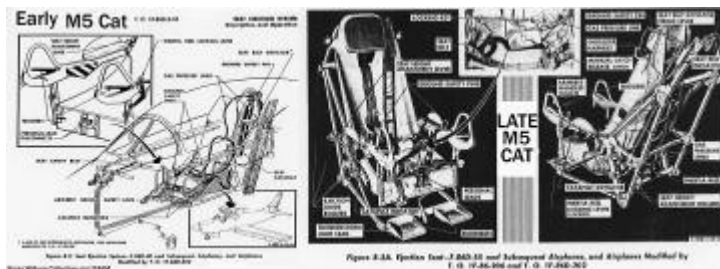


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Stepping Out with Bang Seats, Update on the F-86A Seat by Bryan Williams (Page 4 of 8)

By late 1960's the F-86D, and other USAF fighters were equipped with one of the following, MA-1, MA-3, MA-4, MA-5 and or the MA-6. By early 1969 the seats were equipped with M-12 1 second timers started to be installed on the F-86D airframes. See previous article on F-86A/E/F.

While ejection was still recommended at or above 2000', minimum escape altitudes could made down to 100' with the BA-15 or BA-18 parachute and a Zero Delay lanyard connected, provided airspeeds at ejection were above 120 KTS indicated airspeed. Reference Figure 8 below.



F-86K, the NATO Export Sabre Dag, and F-86L upgrade airframes.



Figure 9

The F-86K was divided into 4 Groups. Group 1, F-86K-1 AF54-1231 – 1350. Group 2 AF55-4811 – 4880. Group 3 AF55-4881 – 4936 and finally Group 4 AF56-4116 – 4160. Group 4 airframes were delivered with 6-3 extended slatted wings with a 12" wingtip extension. Group 1, 2 & 3 airframes were changed via TO 1F-86K-534 to add 6-3 extended slatted wings and a 12" tip extension. See Figure 9 above.

shipped to Fiat in Italy for assembly. The seat was similar to the late configuration F-86D-40 airframe. With M4 auto belt timer and Thunderstorm light on the headrest. The seat lacked the ventilator unit. Based on the -1 images it was also the first seat to use the NAA plastic "Block, Pilot's ejection seat back filler". The Auto Belts, MA-1, MA-3, MA-4, MA-5 and MA-6 were triggered by a 1 second M-14 delay unit. Minimum escape altitudes were the same for the late model F-86D seats. The F-86D/L was never fitted with a ROCAT, I do not know if the F-86K got a one, but the experience with the Norwegian Air Force and a lack of low lever escape capability lead them to install Martin-Baker Mk.5 seats.

Approximately 3,016 F-86D's were upgraded in Project 6F375 "Follow-On" to F-86L avionics standard between 3/5/1956 and 1/20/1958. What little -1 information I have indicated they had electric ventilations attached to the seat Carriage Assembly.

Starting with F-86K 53-8273 - 53-8322 subassemblies were shipped to Fiat in Italy for assembly. The seat was similar to the late configuration F-86D-40 airframe. With M4 auto belt timer and Thunderstorm light on the headrest. The seat lacked the ventilator unit. Based on the -1 images it was also the first seat to use the NAA plastic "Block, Pilot's ejection seat back filler". The Auto Belts, MA-1, MA-3, MA-4, MA-5 and MA-6 were triggered by a 1 second M-14 delay unit. Minimum escape altitudes were the same for the late model F-86D seats.

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Stepping Out with Bang Seats, Update on the F-86A Seat

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The F-86D/L was never fitted with a ROCAT, I do not know if the F-86K got a one, but the experience with the Norwegian Air Force and a lack of low lever escape capability lead them to install Martin-Baker Mk.5 seats.

Approximately 3,016 F-86D's were upgraded in Project 6F375 "Follow-On" to F-86L avionics standard between 3/5/1956 and 1/20/1958. What little -1 information I have indicated they had electric ventilations attached to the seat Carriage Assembly.

F-86H

The carriage frame on the F-86H was similar to the F-86D/K/L seats with a few exceptions. The lower right frame piece had a casting that moved the 1" Diameter tube outward slightly at the forward end. This was done so the canopy initiator was tucked into the frame. The headrest lacked the Thunderstorm Lights, and had a flat padded unit for a helmet. The map cases mounted on the carriage frame was removed, and the catapult Carriage Assembly was no longer fixed to the frame. It was attached via 4 bolts. The reasoning behind the now bolted catapult carriage assembly was likely to allow the maintenance techs to remove the catapult without having to pull the seat. They simply unbolted the catapult carriage unit and rotated the assembly to the rear. The final physical change was the moving the rollers to the inside of the frame inserting into outward facing C channels.

The F-86H was very similar to the F-86D with changes in the Carriage Assembly and headrest. Reference Figure 10 below.



F-86H-1 52-1977 (first flight Sep 4 1954) thru 52-1999 had manual belts. The F-86H SN 52-2000 came from the factory with an M4 Auto Belt initiator, accepted by USAF on August 31st 1954. The Auto Belt along with the Zero Delay Lanyard allowed the pilot to escape at altitudes down to 100' with the M-12 1 second timer and C-9 28' flat canopy. The Zero Delay Lanyard connected to their harness, pulled the parachute ripcord when the pilot separated from the seat, manually. In the 1956 time frame the F-86H only had the Stanley MA-1 Auto Belt installed. By 1960 the F-86H fleet had MA-1, MA-3, MA-4, MA5 or MA-6 auto Belts. It is likely the F-86H was never fitted with a ROCAT or Pilot Seat Separator.

An interesting problem came about in the late 1954 time frame. Pilots were reaching down to adjust their seats, but instead grabbed the Canopy Initiator

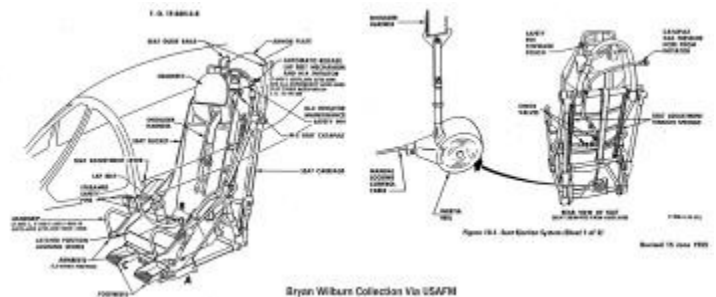
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Stepping Out with Bang Seats, Update on the F-86A Seat by Bryan Williams (Page 6 of 8)

Actuating lever, blowing the canopy. They also were placing things, like the Log Book, in between the seat and cockpit wall that would move the Actuating lever when the seat was moved, again blowing the canopy. This resulted in a Safety of flight message to be distributed on 16 February 1955. Reference Figure 11 below.



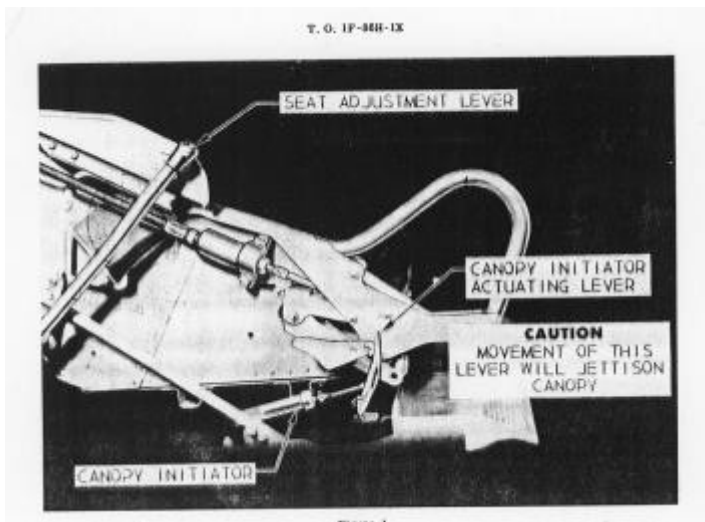
Bryan Williams Collection Via USAF

The F-86H seat went on to use in the F-100A & C with a change of headrest structure and pad. Reference Figure 13 below;



Seat colors

The original colors for the NAA seat was Black. Yellow-Orange FS 13538 was used on the hand grips and fining levers. 1 3/4" Shoulder harness and 1 7/8" lap belts, FS 34233 or FS 34158 Sage Gray to off White. The 1" elastic bands used to hold the 1 3/4" shoulder harness straps are a dark gray color, buckles Aluminum with Sage Grey pull tabs. The belts tended to fade to an off white after long term exposure to the sun. Reference Figure 14 on the right.



F-86H-4 Illustrated Parts Breakdown, (IPB), and airframe maintenance manuals shows the F-86H seat had a frame assembly added to the upper aft side of the headrest. It's not shown in any of the F-86H -1 Flight manuals, but is present on photographs of the seat in the aircraft. The addition is likely a canopy breaker.

It is not known when the frame was added, but the frame was shown in the 15 December 1953 F86H-4 IPB. Reference Figure 12 in the right column above.

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Stepping Out with Bang Seats, Update on the F-86A Seat

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Headrest and arm rest pads, when present, were initially Black. In the July 1955 time frame DoD switched to FS 36231 Dark Gull Grey. Aircraft were repainted to DGG standards in major maintenance intervals of 100 or 200 Hours. Elbow pads and head pads were changed to Insignia Red FS 11136, Seat rollers and seat adjustment tube were natural metal. The initial elastic cord used to balance the seat was off white, with a black or red spiral running the length of the cord. This was later replaced with a spring, painted the seat frame color. The catapult appeared to be Aluminum in color. The M3 and M4 CAD initiators were anodized gold. The high pressure lines that lead to and from the CAD units were black in color, and anchored to the seat bucket with black anti chafe guard attached to the seat silver band.

Seat cushion Sage Gray, FS 34158. The MA-1 seat pack hard top to the survival kit varied in color, from Yellow-Orange, DGG or Black.

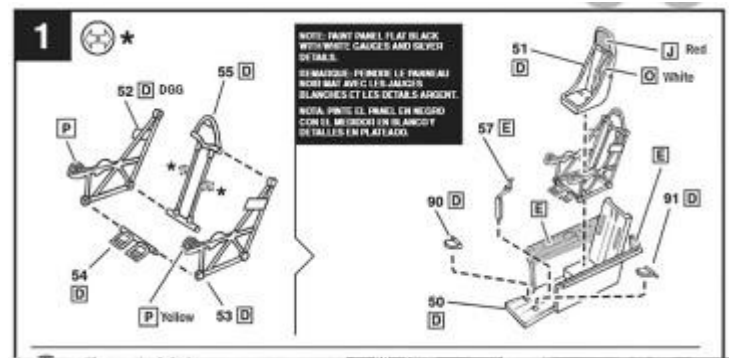
The F-86L was delivered after Department of Defense adoption of DGG cockpits.

The F-86D/K in plastic.

There are few choices for updating the seat in the 1/48 and 1/32 F-86D kits. And none for the 1/72 F-86H and F-86L Special Hobby kits. Revell/Academy included an "early seat", Kitty Hawk a "Late" seat, and True Details, and "Early" seat bucket.

The Revell/Academy kit is interesting as the seat is mounded in the "Fire" position with the armrest "UP". The other issue is the molding of the Carriage Assembly

is a bit oversized. Reference Figure P1 below.



Eduard issued a Photo Etch set for the 1/32 Kitty Hawk late F-86D seat, replacing the seat bucket sides and adding multiple parts. A bonus was the inclusion of Candy Cane ground Safety pins. This set had been discontinued. It's too bad they did not take the opportunity to issue a correction set for the Revell kit. The Kitty Hawk kit looks to be molded a little more accurately with several different diameter tubes. But the seat bucket forward end is way oversized by a factor of 2. As you can see from photographs the forward end should come even with the trigger top. The Kitty Hawk kit has the forward edge even with the top of the hand grip. Reference Figure P2 below.





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Stepping Out with Bang Seats, Update on the F-86A Seat

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Squadrons True Details issued a more detailed bucket assembly, again depicting an early seat. The bucket comes to a right angle at the back of the seat, but the actual seat is chamfered. Reference Figure P3 on the right.



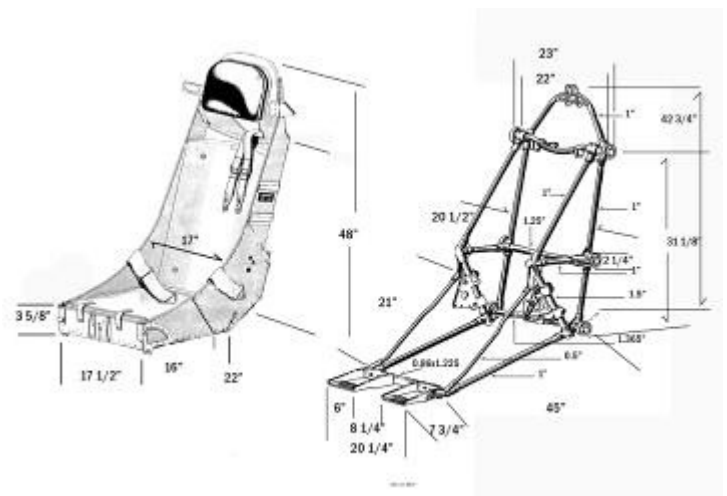
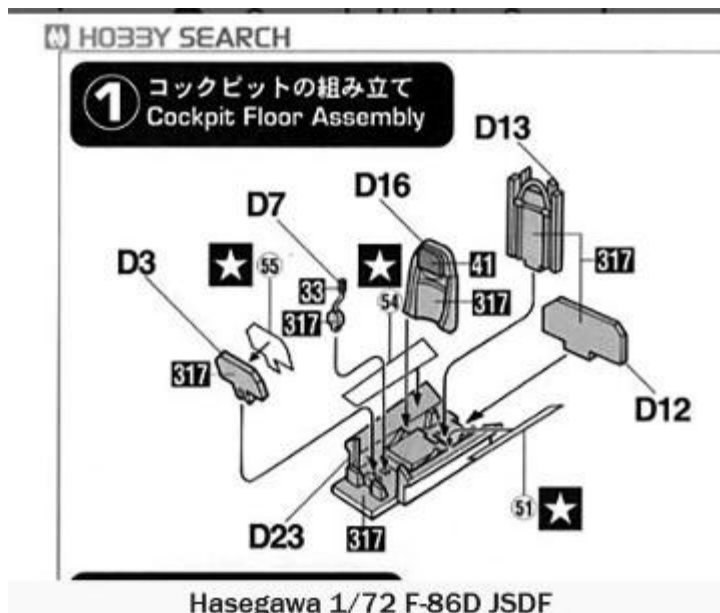
The Special Hobby F-86H seat is basically just a bucket without the Carriage Assembly. Hasegawa issued an F-86D kit in 1/72, and the seat is basically a bucket similar to the Special hobby kits. Reference Figure P4 below.

Reference Figure P5 below.



There are other 1/72 F-86D kits, but likely the seats are as disappointing.

Maybe someone will issue 1/72 F-86D and F-86H seats, but I would not hold your breath. If so, here are some basic dimensions. Reference Figure P6 below.



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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** 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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AUTOMOTIVE

AIRCRAFT

ARMOR VEHICLES

SHIPS AND BOATS

GUNDAM

SPACESHIPS/ROCKETS

SCIENCE FICTION

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)

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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.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)

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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://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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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/)



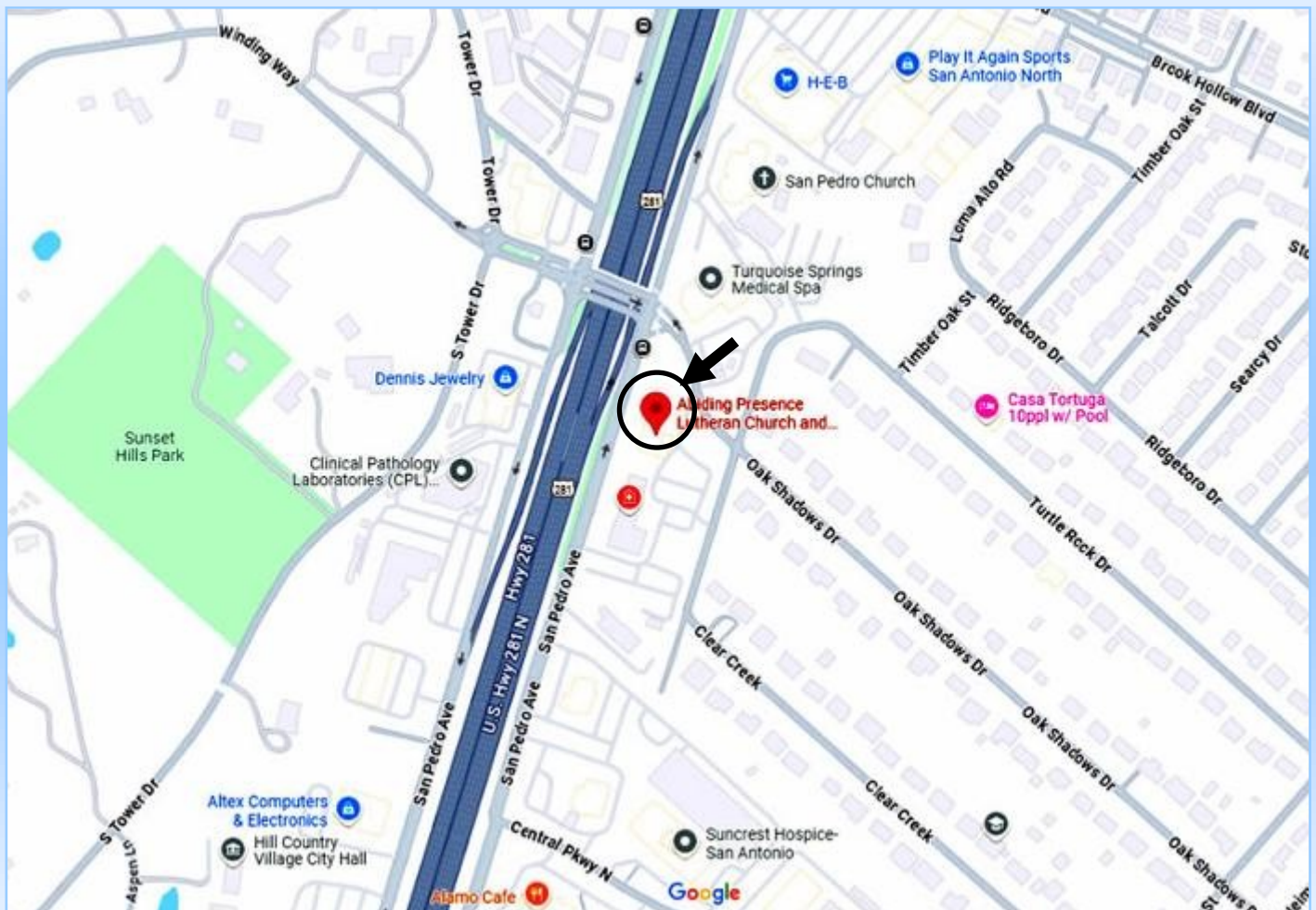
JULY, 2025 Edition

New Monthly Club Meeting Location

Our monthly meeting location has changed. Our meetings will now be held at the

ABIDING PRESENCE LUTHERAN CHURCH

located at 14700 San Pedro Ave., San Antonio, TX 78232



We look forward to seeing you there!

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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** starting at **6:30 PM** at the following location:

ABIDING PRESENCE LUTHERAN CHURCH

14700 San Pedro Ave.
San Antonio, TX 78232



We look forward to seeing you!

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JULY, 2025 Edition

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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