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Don't miss our annual
White Elephant
Gift Exchange
Dec. 4th, 2025!



SCI-FI AND GUNPLA BUILDERS: *Why not feature your work here?*

Gunpla models allow builders to bring these futuristic machines to life, combining artistry, engineering, and storytelling.





DECEMBER 2025 Edition *Season's Greetings!*

President's Corner | Leadership Thoughts

By Keith Rule



As we wrap up another year of modeling, camaraderie, and shared creativity, I want to take a moment to reflect on what a terrific year it has been for Alamo Squadron.

Whether you spent the last twelve months building award-winners, resurrecting that dormant shelf of doom project, or simply enjoying the hobby at a relaxed pace, I hope you find yourself heading into the holiday season with a sense of satisfaction and inspiration.

Our meetings this year were filled with standout builds, great tips, and more than a few lively discussions about paint brands, decal solvents, and the correct shade of “olive drab”. Beyond the plastic and resin, though, what really stood out was the support members showed each other – helping individuals with build problems, swapping parts, and welcoming new faces. That sense of community is what keeps Alamo Squadron strong.

Thanks for making 2025 a memorable year. I wish all of you a joyful holiday season, some peaceful time at the workbench, and a happy new year.

The January meeting contest will be for the Model of the Year. If your model earned Gold, Silver, or Bronze in any of the 2025 monthly Alamo Squadron contests, your model is eligible for the prestigious Model of the Year Award. Please consider your best models for entry.

Please join us at our next meeting on **Thursday, January 8, 2026** at Abiding Presence Lutheran Church. Doors open at 6:00 pm and the meeting starts at 6:45.

See Ya',

Keith



DECEMBER 2025 Edition *Season's Greetings!*

October 30th 2025 Model Contest Winners

As always the competition was fierce, but these three outstanding modelers truly stood out:



MICHAEL WILLIAMSON
M4A3 Sherman



JUAN NOLTENIUS
German Tiger I Tank



KEITH RULE
Fiat Mefistofele



Congratulations!

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DECEMBER 2025 Edition *Season's Greetings!*

October 30th, 2025 Meeting Photos

By Julio A. Caro | Page 1 of 5

Our October 30th gathering brought many of our members together once again for a vibrant evening filled with creativity, craftsmanship, and camaraderie. The latest scale modeling projects on display sparked lively discussions throughout the room. Whether you were presenting, learning, or simply enjoying the atmosphere, the meeting was a wonderful reminder of what makes our club so special. Enjoy the highlights!



Chris Menold briefs club members on available volunteer slots for ModelFiesta 44



John Kress give a very informative demonstration on how to work with BARE METAL FOIL.



Data Mathes announces the winners of our October 30th, 2025 Club Model Contest.



October 30th, 2025 Meeting Photos

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SBD-5 Dauntless
by Gene Botkins



Nissan Skyline
by David Auth



Collection of WWII Allied Fighters
by Lee Forbes



Chinese Type 59-II Tank
by Dana Mathes



F-16 and Concept Stealth Fighter
by Gabriel Lee



Space Battleship Yamato Diorama
by Gabriel Lee



Abandoned wrecked Roadster
by Charles Stone



Bird and Warhammer Figures
by Sergio Martinez



P-40 by Jeff Alberthal and F4U-4 Corsair
by Lee Forbes



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Keith Rules Ford GT40 and Race Car kits on the Work in Progress (WIP) table.



An assortment of various kits in progress sit on the WIP table.



Figures and German Kubelwagen in progress by **Rob Booth** on the WIP table.



Mike G's M60A1 tank on the WIP table. It's going to look great when it's done!



Model car kits in progress on the WIP table by **David Auth, Gene Botkins** and **John Kress**.



Jim Norton's assortment of accessories in progress for use with a project he's working on.



October 30th, 2025 Meeting Photos

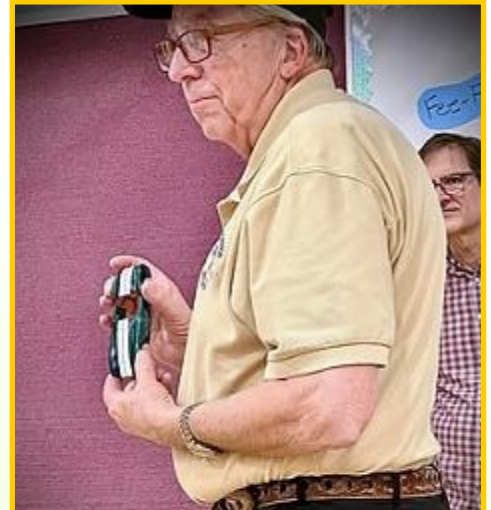
By Julio A. Caro | Page 4 of 5



Jim Norton Discusses the ins and outs of building his on-going accessories project.



Gene Botkins shares his experience building his '69 Camaro SS 396.



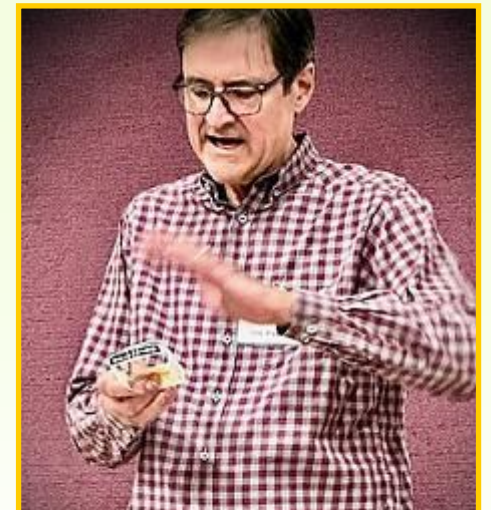
John Kress talks about his experience building his 1/32 1964 Cobra Roaster.



Juan Noltenius is finishing up two F-16 fighters—a USAF and Japanese kit.



Gabriel Lee is building two fighters and a Space Battleship Yamato Diorama.



David Auth recounts the issues and challenges he faced while building his model car kit.



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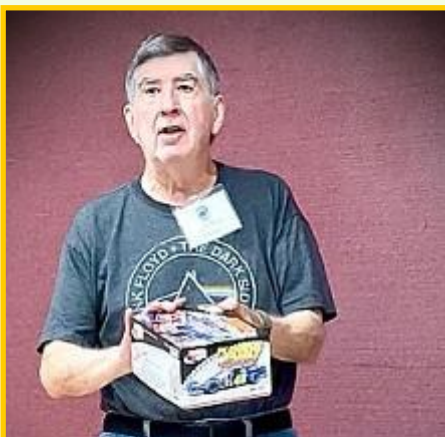
Devon McCollough is building an A-4 Skyhawk Aggressor, F-111, P-51 Mustang, F-82 and F-4.



Mike G. gives the club a breakdown of the progress his making on his M60A1 Abrams.



Sergio Martinez talks about building his bird and Warhammer figures.



Keith Rule is working on a Ford GT40 as well as an open racer kit which he said set a world record for the number of sink marks he's had to fill!



Chris Lenahan shares his experiences creating and working with 3-D printed resin figures.



Rob Booth is building several figures and a German WW2 Kubelwagen.

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DECEMBER 2025 Edition *Season's Greetings!*

Annual Club White Elephant Gift Exchange (WEGE)

By Dick "The Grinch" Montgomery



As always, there will be a container filled with WEGE tickets, each bearing a unique number. The Master of Ceremonies (the Grinch) will decide whether the drawing starts with the lowest number ("1") or the highest number. The sequence is determined by a coin toss.

Each item may be **stolen up to three times**. After the third steal, the item becomes "**safe**" and can no longer be taken.

"**Max**," the Grinch's loyal assistant, will track how many times each item is stolen. Participants must show Max the item they've taken so he can record the necessary information.

If, at the end of the WEGE, a participant is not entirely pleased with the item they hold, they may exchange it for any item still remaining in the unclaimed pile.

SPECIAL NOTE:

Reports indicate that the Grinch is in an especially foul mood this year—just like every previous year. Pay close attention to his instructions, **and woe to anyone who dares to make fun of him.**

White Elephant Gift Exchange (WEGE) Info:

To participate in the WEGE, each person must contribute a kit—or another hobby-related item—to the stash of **Gifts**. Some participants choose to donate more than one item. Any gifts left unclaimed at the end will be raffled off at **ModelFiesta 44** on January 3rd, 2026.

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DECEMBER 2025 Edition *Season's Greetings!*

Capitol Classic 2025 Model Show

Alamo Squadron Winners

Nov. 8, 2025, Taylor Texas | by Julio A. Caro | Page 1 of #









The **2025 Capitol Classic Model Show** was held on **November 8, 2025**, at the **Williamson County Expo Center** in Taylor, Texas. Organized by the **Austin Scale Modelers Society (ASMS)**, the event drew hobbyists and builders from across Texas and neighboring states for a full day of competition, displays, and fun.



This year's competition was one of the toughest yet, with an impressive array of entries that showcased exceptional craftsmanship and creativity. Choosing the winners was not easy for the judges! As always, **Alamo Squadron** was well represented, and our members brought home an impressive haul of awards, as documented below. (*Note: Entries appear in the order the information was received.*)

MICHAEL WILLIAMSON | Capitol Classic 2025 Show

Photo	Description	Scale	Award
	Russ Lemman Strike Squadron (Games Workshop) SPECIAL AWARD: Best of Warhammer Subject	1/500	
	M4A3 Sherman 1/48 scale	1/48	
	King Tiger Tank	1/48	



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Capitol Classic 2025 Model Show Alamo Squadron Winners

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KEITH RULE | Capitol Classic 2025 Show | (Page 1 of 2)

Photo	Description	Scale	Award
	'50 Oldsmobile BEST AUTOMOTIVE & BEST IN SHOW AWARDS	NA	
	Six 1932 Ford Vehicles Collection	NA	
	Harley Davidson Lowrider	NA	
	2022 Corvette C8.R	NA	
	Corvette Funny Car	NA	
	Lotus Super 7	NA	

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KEITH RULE | Capitol Classic 2025 Show (Page 2 of 2)

Photo	Description	Scale	Award
	1971 Wide Body Mustang BEST AMERICAN MUSCLE CAR AWARD	NA	
	Chevy II Custom Wagon	NA	
Photo not available	Audi Racing Team	NA	
	'66 Chevy Truck	NA	
	Plymouth GTX	NA	













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JOHN KRESS | Capitol Classic 2025 Show

Photo	Description	Scale	Award
	1965 AC Cobra	1/43	
	Pontiac Firebird Trans Am	1/32	
	2011 Porsche 911 GTR3 R	1/24	
	XB-70 Disaster Diorama	N/A	
	2015 Corvette C7.R	1/25	



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JUAN NOLTENIUS | Capitol Classic 2025 Show

Photo	Description	Scale	Award
	Panther Aust. D. Tank	1/35	

DAVID AUTH | Capitol Classic 2025 Show

Photo	Description	Scale	Award
	1995 Jeep YJ Wrangler	1/24	
	Volkswagen Golf	1/24	
	Supra Castrol Racing Car	1/24	



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GERARDO "JERRY" ESCOBEDO | Capitol Classic 2025 Show

Photo	Description	Scale	Award
	Battleship Yamato	1/700	
	Battleship Roma	1/350	



DECEMBER 2025 Edition *Season's Greetings!*



Confessions of a Kit Hoarder

By Julio A. Caro

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Above are some actual photos of some of my stash...



There—I've said it. It's out in the open now. No taking it back. My stash currently sits somewhere north of 300 kits, which, by my calculations, would take me roughly 127 years to complete—assuming I stop buying new ones, which, of course, I won't.

It started innocently enough. One or two kits here and there, a "rainy day project," a "must-have subject," a "limited edition" I couldn't possibly pass up. Before I knew it, my stash had grown into a full-fledged squadron—no, a *wing*—of un-built treasures.

Every modeler I know seems to have the same affliction. We call it "future project syndrome." We tell ourselves we're *collectors*, not hoarders. We justify every purchase with that classic line: "I'll build it *someday*." But deep down, we know "someday" is doing a lot of heavy lifting in that sentence.

We buy for all kinds of reasons: nostalgia, excitement, fear of missing out, or just because the box art looks too good to pass up. We buy some kits because they remind us of our childhood, others because they're "rare," and a few simply because they were on sale—our version of "financial responsibility."

The funny thing is, I don't feel bad about it. That stash, brings me joy. It's a museum of possibilities, a warehouse of inspiration. On any given day, I can walk in, look around, and think, "*Maybe next weekend...*"

Of course, next weekend will come and go, and I'll probably buy another kit instead. But that's okay; in this hobby, the stash isn't a problem—it's part of the fun!

And besides, if I ever *do* run out of time, at least I'll leave behind one heck of an estate sale for some lucky modeler!



THE NAVIGATOR



IPMS REGION 6 | ALAMO SQUADRON | SAN ANTONIO, TX

DECEMBER 2025 Edition *Season's Greetings!*



Building the Regia Marina Roma: A Joy from Start to Finish

By Gerardo "Jerry" Escobedo | Page 1 of 4

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The battleship Roma, pride of the Italian Regia Marina during World War II, was the last of the Littorio-class battleships.

Intended to strike fear in the Mediterranean, she instead met a tragic end when the German Luftwaffe attacked her in September 1943, just after Italy's surrender. On her way—ironically—to be delivered to the Allies along with her sisters Littorio and Vittorio Veneto, she was struck by Fritz-X guided bombs and sunk.

Her story is dramatic, short-lived, and unforgettable.

And that is exactly why building the RM Roma in scale was such a rewarding experience.

From Paper Models to 1/350 Steel Giants

When I first got into ship modeling, names like Bismarck, Tirpitz, and Yamato already floated around in my mind—survivals from my early "paper model years." I collected many of those classic ships in paper

form, always ready to build... but somehow never did. But I saw the built paper models of these ships in the international paper forum and I was amazed of how these models looked like.

Fast forward to the day I completed the Trumpeter Admiral Hipper plastic model kit in 1/350 last year. That was the turning point. I was hooked. These vessels, these floating fortresses, grabbed a strong hold of my imagination. But I needed a niche. I think every modeler eventually has this



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conversation with themselves. So, I told myself: "Self, pick a category and stick with it, or your collection will look like a bag of M&M's."

Too late. I had already built the Flyhawk Scharnhorst in 1/700—and loved it. Then came the DKM Graf Spee, USS Iowa, and the mighty Yamato, all in 1/700. But when I finished the HMS Warspite, everything clicked.

A Chance Encounter in Houston

At an IPMS event in Houston, I walked past a vendor table and suddenly froze.

There it was—Trumpeter's RM Roma, staring back at me from the box art.!



I knew that ship from my paper-model days, and before my brain had time to negotiate, my hands grabbed the box. Done deal.

Thanks, Rick and Brandon! Opening it confirmed what I expected: a standard Trumpeter kit, no extras. So I added a wooden deck set (only the stern had wood on the real Roma), plus a few photo-etched upgrades—railings, details, the essentials.

A Dream to Build

Let me say this clearly: I loved building this model. Everything fit beautifully. A bit of glue here, almost no sanding there—pure joy.

People love telling horror stories about "difficult kits," but so far I seem to enjoy beginner's luck, because ship kits today are engineered with impressive precision.

The Bow Painting Adventure—or The Great Bleeding Disaster

My biggest challenge—by far—was tackling the iconic Italian bow pattern: those bold, red-and-white diagonal stripes. They were intended to help Italian pilots avoid friendly-fire attacks... but I'm

convinced the designer was really a frustrated Renaissance painter trying to sneak into the Navy.

I masked the bow with trusty Tamiya tape, sprayed the red over a white base, and proudly sent photos to my friend Victor Martínez in Colombia (my own "Vottorio"). His reply came instantly:

"There's a lot of bleeding!"

I tried to deny it—"No one will notice..." But if Victor noticed, everyone would notice.

So off I went to Hill Country Hobbies, where I picked up AK's Camouflage Plastic Putty—my first time using it. I had no idea it softens after a few minutes and behaves like some kind of gooey alien life form.



But once I cleaned up the excess and repainted, wow—what a difference. Crisp lines.



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Building the Regia Marina Roma: A Joy from Start to Finish

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Low pressure, closed nozzle, slow careful airbrushing... and at last, Roma's bow looked worthy of the Regia Marina.

Camouflage, Rigging, and References



Roma's camouflage was complex—beautiful, but tricky. Thankfully, the plastic putty made it surprisingly easy. I had to create new hues of grays and blues, also first time making new hues of colors (I guess I can now hang on with the professional modelers who always mix their own colors for their models!).

And for rigging, I used **Infini's** white rigging line, which matched 1943 references. Have I mentioned that rigging is one of my favorite stages on building a ship model?

A special thanks goes to my good friend from the San Antonio Armor Builders' Club, and former Alamo Squadron member Art Nicholson, whose references on Roma's camouflage and rigging helped me get everything right.

Creating the Sea Base

As for the base, I used my good ol' aluminum foil method—layers of crumpled foil covered with more foil. (I might give a live demo soon, so stay tuned!)

For painting, I blended multiple blues and greens, but the magic touch came from a recommendation by Bruce McRae from Las Vegas (yes, the guy who supervised the Titanic model for James Cameron's movie):



Liquitex Gloss Medium.

This stuff gives the sea a wet, glassy, realistic sheen. Highly recommended.

A Build I'm Proud Of

In the end, I'm genuinely thrilled with how this model turned out. I enjoyed every stage of the build, and the feedback on the naval modeling forums on **Facebook** has been fantastic. Roma has easily become one of my all-time favorites.



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Building the Regia Marina Roma: A Joy from Start to Finish

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Try Ship Models — You Might Get Hooked Too

As I wrote in The Navigator (September 2025), building plastic battleship models offers the best of both worlds: engineering and artistry, history and craftsmanship.

Sure, 1/350 ships can be pricey, but 1/700 are very accessible (unless the brand is **Flyhawk** or **Pontos**!). And both scales offer a rewarding adventure.

Roma's wreck wasn't found until 2012, about 30 km off northern Sardinia, resting at 1,000 meters of depth. Like so many WWII wrecks, she remains a silent monument to human engineering and innovation—and a wonderful subject for scale modelers to pay homage to all of those brave men and women who served on them.

I hope you enjoyed reading my article as much as I've enjoyed putting it together for you.



Jerry

Here are some additional photos of my RN Roma build:



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My F-4 Group Build Report: Aftermarket Adventures

By Gene Botkins | Page 1 of 2

I'm only a few weeks into the F-4 group build, but I've gathered a few random thoughts: This is my first time dealing with PE, 3D decals and resin parts on a large scale.

Aires Engine Nacelles—\$50.34



Pretty pricey, and the level of detail isn't much better than the kit parts—so overall, not worth it.

The wheel bays, however, are a different story. At \$25, they're definitely worth it. The detail is outstanding, though some scratch-building will be required to make them fit, particularly cutting out the wheel-bay section in the kit's lower wing.

Aires Cockpit set—\$43.00

Close call on this one. The Hasegawa kit is already quite

detailed, including the seats. Some of the smaller parts were damaged during separation, so I ended up buying another set—which, in hindsight, was a mistake.

The included PE is nice, but I only used a few selected 3D decals for the build. Looking back, I should have stuck with the kit cockpit (which is already well detailed) and simply added the 3D decals.



As for the **Babbi Model decals** (#38), they're fantastic—sharp, vibrant, and absolutely worth it. I just wish I'd ordered the correct set.



Landing Gear – \$20

Very nicely detailed and looks great, though I haven't installed it yet.

Resin Wheels



These are from Bassin—I forgot the exact price. They look good, and the inclusion of wheel chocks is a thoughtful bonus. The Babbi 3D decals were \$38, and they look worth every penny.

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My F-4 Group Build Report: Aftermarket Adventures

By Gene Botkins | Page 2 of 2

RESKIT AGM-142 Popeye – \$21



Extremely well detailed, complete with decals and stencils. Since I haven't installed it yet, I'm not sure whether it will fit the kit's existing pylons or if some scratch-building will be required. It *should* fit on the inner pylon.

Canopy Masks



Definitely required if your kit doesn't include them. Mine didn't.

Stencils

I went the extra mile and bought a set. The downside is that I accidentally ordered the Turkish version (they're still flying the F-4), so all the stencils are in Turkish. At 1/48 scale, will anyone really notice? Also, there are *lots* of them—the F-4 was notorious for heavy stenciling.

Overall Thoughts

Some aftermarket parts really aren't necessary; it all comes down to personal preference. Even though the Aires cockpit is quite nice, I don't think it offers a significant upgrade, especially since many modern kits already provide well-detailed cockpits. I can only imagine what the Zoukei-Mura F-4 cockpit looks like.

I'd stick with the 3D decals (which include some PE). If you're the type who likes adding wiring and cabling to landing gear and wheel bays, the aftermarket options cover that—Resin sets add plenty. In fact, some PE is essentially replaced by the 3D decals anyway.

Bottom line, it's a judgment call. Just make sure you're ordering the right parts!



Happy Modeling!

Gene

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IPMS *and* AMPS *Comparison Guide*

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IPMS (International Plastic Modelers' Society) and AMPS (Armor Modeling and Preservation Society) are two of the biggest and most respected model-building organizations in the hobby, but they differ in **focus, judging philosophy, culture, and purpose**. So, If you're new to Alamo Squadron, or just curious about what sets these two organizations apart, the following information might help clear things up.

BASIC OVERVIEW

TOPIC	IPMS	AMPS
Founded:	Early 1960s (UK origin, international chapters)	1993 (USA)
Focus:	All modeling genres: aircraft, ships, cars, sci-fi, armor, figures, etc.	Armor and military vehicles, plus related dioramas and figures
Membership:	Global, very large, with chapters in most countries	Primarily North American but growing internationally
Events:	Regional & National Conventions (multi-genre)	Armor-centric shows and AMPS International Convention

JUDGING PHILOSOPHY

IPMS	AMPS
COMPARATIVE JUDGING SYSTEM <ul style="list-style-type: none"> Models in each category are judged against each other to determine 1st, 2nd and 3rd Place. The emphasis is on competition—who did the “best” work in that category. This means a very good model might not win an award if it happens to be in a category with even stronger entries. 	OPEN (MERIT-BASED) JUDGING SYSTEMS <ul style="list-style-type: none"> Each Model is judge against a set standard rather than against other entries. Every modeler has a chance to earn a medal (Gold, Silver, Bronze, or Certificate of Merit) based on quality of their work. The focus is on individual achievement and constructive feedback, not beating other competitors.



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IPMS *and* AMPS *Comparison Guide*

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CLUB CULTURE AND FOCUS

TOPIC	IPMS	AMPS
Club Meetings	Often multi-genre, large, formal, presentation-based	Usually smaller, armor-focused, more discussion and technical sharing
Community Type	Broad—great for meeting people from all modeling interests	Tight-knit—strong sense of mentorship and historical research
Modeling Philosophy	“Build anything and share”	“Build armor seriously and learn from others”
Publications	<i>IPMS Journal</i> (covers all types of models)	<i>Boresight</i> magazine (armor-specific techniques, references, history)

ADVANTAGES & DISADVANTAGES

IPMS	AMPS
Advantages <ul style="list-style-type: none"> Huge network visibility. Covers all modeling interests—perfect if you like aircraft, ships, armor, cars, etc. Big shows with vendors, contests and displays Long history and well-established chapters worldwide. Disadvantages <ul style="list-style-type: none"> Competitive culture can sometimes feel intimidating or “elitist.” Limited feedback from judges. Some members feel it focuses too much on competition rather than fun and learning. 	Advantages <ul style="list-style-type: none"> Constructive judging—you get score sheets with helpful critiques. Encourages growth: everyone can win a medal if they meet standards. Strong armor and historical reference community. More relaxed and educational environment at shows. Disadvantages <ul style="list-style-type: none"> Focus is almost exclusively on armor—limited if you build aircraft, cars, ships or other non-armor genre. Smaller overall network and fewer local chapters. Less public exposure compared to IPMS events.



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IPMS *and* AMPS *Comparison Guide*

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which club should you join?

Well, that depends on what you like to build and what you want to get out of the hobby. Here are some guidelines to help you decide:



<i>What do you enjoy Building?</i>	<i>Consider</i>
Do you like to build multiple genres and enjoy large events?	IPMS
Do you focus mainly on armor, vehicles or dioramas?	AMPS
Do you prefer competition and recognition?	IPMS
Do you prefer to get feedback, learning and self-improvement?	AMPS
Do you want access to local clubs of all kinds?	IPMS
Do you want close technical discussion and armor modeling?	AMPS

The Bottom Line...

Join **IPMS** if you want variety, large conventions, and the full modeler community experience and Join **AMPS** if you're serious about armor and want a supportive, feedback-driven environment. Better yet, consider joining both—many modelers do!



DECEMBER 2025 Edition *Season's Greetings!*

The Evolution of the F-86 Sabre Ejection Seats - Final Part

by Bryan Wilburn | Page 1 of 9

The Evolution of Ejection Seats in the F-86 Sabre

On June 16, 1958, Norwegian Air Force Sergeant **Bjørn Winge** took off from **Gardermoen Air Base** in **F-86K ZK-K**. Shortly after liftoff, the jet's engine caught fire. Attempting to return to the field, Winge lost power at low altitude and was killed in the ensuing crash.

A little over a month later, on **July 27**, **2nd Lt. Otto Karsten Nyhus** suffered a nearly identical fate. Flying another F-86K out of Gardermoen, his engine also caught fire shortly after takeoff. The blaze was so intense that the engine failed completely, and, again, the low altitude gave the pilot no chance to escape.

These two tragic accidents prompted the **Royal Norwegian Air Force** to **ground all F-86Ks** immediately. A special commission was formed to determine the cause and develop corrective actions. The resulting decision was to retrofit the fleet with **Martin-Baker Mk.5 ejection seats**, which had already proven effective in the **F9F Cougar**.

On **August 21, 1958**, F-86K **ZK-S (54-1276)** was flown to England for test fitting of the new **Mk.S5** seat. The installation was successful, and all Norwegian F-86Ks were subsequently retrofitted during scheduled overhauls. The upgrade program was completed by **January 1960**. Reference figure 1 below.



Norwegian F-86K with Mk.S5

At the same time, the Royal Norwegian Air Force was operating **F-86F Sabres** that had been overhauled in Italy and fitted with **Martin-Baker Mk.R5 ejection seats**. According to Norwegian Air Force reports, the new seat positioned the pilot slightly higher in the cockpit. Following a fatal accident in which the **canopy struck the pilot during ejection**, it was decided to modify the aircraft by installing **raised canopy rails** that lifted the canopy approximately **five inches** as it slid

backward, ensuring proper clearance for the pilot's head. Reference figure 2 below.



F-86F MU-3 Serienr 53-1141 i fra 338 skv

Norwegian F-86F with Mk.R5 Seat and Canopy Rail Modification

An interesting comparison can be made between the North American Aviation (NAA) and Martin-Baker (MB) ejection seats. With the original NAA seat, the pilot had to lean forward to jettison the canopy before ejecting—an awkward and potentially dangerous movement. In contrast, the Martin-Baker Mk.5 series automatically blew the canopy when the face curtain was pulled, simplifying the ejection sequence. However, this system created a new hazard:

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the pilot's head was momentarily positioned in the strike zone of the canopy bow as it separated.

As a related note, the **Norwegian Air Force** also replaced the ejection seats in its **Republic RF-84F Thunderflash** aircraft with **Martin-Baker Mk.T5** seats. These were nearly identical in configuration to those in the F-86, except for the **Mk.S5 variant**, which featured a **slightly shorter headbox** to fit beneath the lower canopy of the F-86K.

Canopy Rail Modifications for Martin-Baker Seats

As the **Royal Norwegian Air Force** gradually reduced its **F-86F Sabre** fleet, the **United States** arranged to transfer several of the aircraft to **Pakistan** in **1964**. For reasons that remain unclear, the U.S. requested that the Norwegian-installed **Martin-Baker seats** be removed and replaced with the **original American A-5 ejection seats**.

However, given the timing—and the fact that the **U.S. Navy adopted the Martin-Baker Mk.A5A seat** in late **1963**—it is likely that the aircraft delivered to Pakistan were actually

fitted with **MB Mk.A5A seats**, rather than the earlier American-built versions. Reference figure 6c below.



Martin-Baker Mk.A5A from TF-9J—Likely Installed in Pakistani Sabre Mk.6 Aircraft

The switch to the **Martin-Baker Mk.A5A ejection seat** may have been motivated by the U.S. preference for a **combined pilot harness system**, in which the **parachute and seat pack clipped together**. However, this decision soon proved problematic due to **shortages of spare parts**, delaying the aircraft transfer.

As a result, it's possible that when some of the **Pakistani F-86Fs** entered combat during the **1965 Indo-Pak War**, they did so equipped with **Mk.A5A seats**. The conflict later led to a **U.S. arms embargo** against

both sides. Nevertheless, all known photographs of **F-86Fs** in service during the war show aircraft fitted with the **original North American Aviation (NAA) ejection seat**, not the Martin-Baker version.

One of the most notable Pakistani pilots, **Squadron Leader Muhammad Mahmood Alam**, achieved **nine aerial victories** flying his **slatted F-86F-35-NA (serial 52-54026)** in **natural metal finish**. This particular aircraft was among the few F-86Fs modified to carry **two GAR-8 (AIM-9B Sidewinder)** missiles.

Photographs of Alam in the cockpit confirm that his aircraft retained the **NAA seat**, not a Martin-Baker Mk.5. During one engagement, Alam claimed **three Indian Air Force Hunters within 30 seconds**, although wreckage for only two was later confirmed.

Meanwhile, the **German Air Force (Luftwaffe)** shared similar concerns regarding the NAA ejection seat and chose to retrofit **Martin-Baker systems** into their **Canadair Sabre Mk.6** and **Lockheed T-33** aircraft. To facilitate this, **Sabre JB-102** was flown to **England** for trial fitting. The Germans benefited from the earlier **Norwegian modifications**, which had



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successfully installed **Mk.R5 seats** in their **F-86Fs**. Unlike the Norwegian F-86Fs, however, the **Sabre Mk.6** required **newly designed canopy rails** to accommodate the modification.

After inspection and approval, **JB-102** was flown back to Germany on **August 29, 1959**, and conversion of the remaining **Sabre Mk.6 fleet** soon followed. When the Luftwaffe eventually **retired and surplus** their **Canadair Mk.6** aircraft, several found their way to **Mojave, California**, where **Flight Systems Inc.** converted them into **target drones and towing aircraft**. Reference figure 4 below.



Ex-German Canadair Mk.5 N82FS with Canopy Rail Modification and NAA Seat

This photograph, taken by the author at **Tyndall AFB** in **August 1981**, shows an **ex-German Canadair**

Mk.5 (N82FS) featuring **canopy rail modifications** and an **original North American Aviation (NAA) ejection seat**.

While some Mk.6 aircraft had their **Martin-Baker seats replaced with Canadian license-built NAA seats**—most likely **ROCAT-equipped**—others retained their **original Martin-Baker installations**.



Flight Systems Sabre Mk.5 N82FS with Martin-Baker Seat

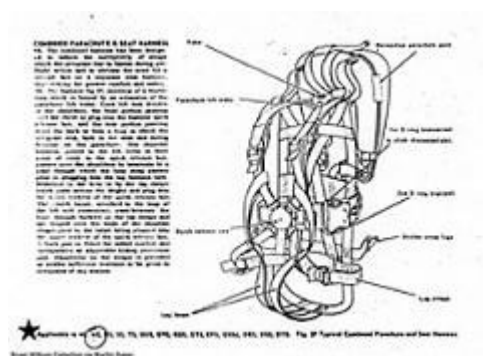
This image, provided by **Duncan Curtis**, shows a **Flight Systems-converted Sabre Mk.5 (N82FS)** fitted with a **Martin-Baker ejection seat** at **Luke AFB**. Reference figure 5b.



CAC CA-27 With Martin-Baker MK-5 Seat. Reference figure 6a below.



Martin-Baker MK.GW5 Seat out of German Sabre, via Tobi As. Reference figure 6b below.



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Early Single-Point Harness for Martin-Baker Mk.5 Seats

The last operational combat use of the Sabre involved the **West German Canadair Sabre Mk.6** and **F-86F**. In **1966**, Iran purchased **90 surplus German Sabre Mk.6 aircraft**, which were initially flown to Iran by **Luftwaffe pilots**. These aircraft were subsequently flown to **Pakistan for overhauls** and never returned to Iran. Between **April and December 1966**, **PAF pilots** ferried the aircraft into service, where they became Pakistan's **primary day fighters**.

When war with **India broke out in November 1971**, it was these **Sabre Mk.6s**, along with some remaining **F-86Fs**, that posed a serious threat to **IAF aircraft**. During the conflict, the **PAF achieved air superiority**, claiming **141 Indian aircraft** destroyed while losing only **24 Sabres**, including several **MiG-21s**.

The **Sabre Mk.6** remained in Pakistani service until around **1986**, when it was replaced by more modern airframes. By **1968**, only **28 Sabre Mk.6s** were still operational, with **serial 1815** being the last produced. First flown on **November 21, 1958**, this aircraft exemplified

the Sabre's enduring combat capability. In the hands of **PAF pilots**, it proved to be a **formidable dogfighter**—one pilot famously described it as *"the best close-combat fighter ever built."* In a knife-fight scenario, few aircraft of the era could match its performance.

Pakistani F-86F—Artwork of Muhammad Mahmood Alam's Aircraft, Likely the Last Jet Ace of the F-86. Reference figure 6d below.



As the operational era of the **F-86** drew to a close, one final production ejection seat found its way into the airframe. The **Honduran Air Force** received a number of **ex-Yugoslavian CL-13 Mk.4** and **F-86E Sabres**. Initially, these aircraft retained the **original NAA seats**, but a serious accident prompted a change.

In **late 1978 or early 1979**, a flight of three Sabres departed for a routine mission to **Colonel Hernan Acosta**

Mejía Air Base (HAM AB) in **Tegucigalpa**. One pilot performed an **extremely low pass**, striking a tree. After guiding his aircraft away from populated areas, he attempted to eject, but the **seat failed to function**. He resorted to an **"over-the-side" bailout**, during which his leg struck the vertical stabilizer, leaving him **severely injured**. Another pilot experienced a **nose gear malfunction**. He blew the canopy and attempted ejection, but the **catapult failed to fire**, forcing him to land on the main gear.

As a result, **all Honduran Sabres were grounded** until their ejection seats could be replaced with the **Martin-Baker Mk.10**. Unlike earlier conversions, the **Mk.10 installation retained the original flush sliding canopy**, requiring pilots to **duck manually** when ejecting. Additionally, the **control sticks were modified** to allow full aft movement. Of the original ten aircraft, **two were lost in accidents**, and the remaining eight were ultimately **grounded in 1986 due to lack of spares**.

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Honduras also acquired six Venezuelan and German F-86K aircraft, of which only two remained airworthy. Reference figure 7 below.



F-86 of the Honduran Air Force with Mk.10 Seat

From left to right on the photo (figure 7 above): CNEL Israel Navarro (FAH), MAJ John Lamb (USAF), CNEL Jose A. San Martin (FAH), CPT Blake Thomas (USAF). The U.S. Air Force pilots in this photo were likely the last USAF pilots to fly a combat-capable F-86.

While the **Mk.10** was the last production ejection seat installed in the Sabre, it was **not the final seat ever fitted**. That distinction belongs to the **Canadian Mk.5**, which was

restored by Vintage Wings in Canada starting in 2007. In this restoration, the license-built NAA seat was replaced with a Webber-designed seat from a Canadair CT-114 Tudor, modified to include the Canadian seat drogue system. The aircraft, nicknamed "Hawk One", was eventually sold to Jetfighter-3 LLC in Melbourne Beach, Florida. Reference figure 8 below.

Commonwealth Aircraft Corporation (CAC) CA-27 Sabre with Martin-Baker Mk.5 Seat

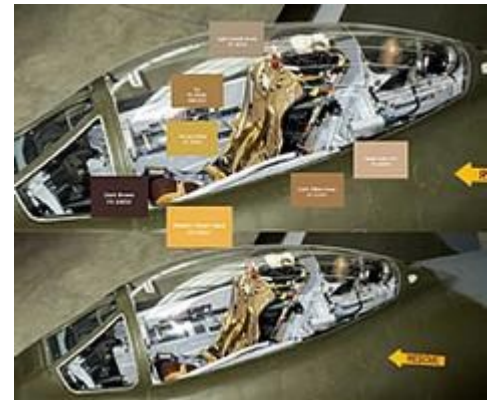
The CAC-produced CA-27 Sabre, equipped with a Martin-Baker Mk.5 ejection seat, continues to fly in Australia, serving as a living example of the aircraft's operational history.

With this, the Sabre ejection seat line officially came to an end, unless future restorations or modifications introduce new designs.

Final Martin-Baker and Webber CL-114 Seat Colors

Reference colors are from [Cybermodeler FS Table](#). The Martin-Baker seat colors followed the

standards used by NATO countries, ensuring uniformity across allied aircraft. Reference figure 10 below.



Colors of the Mk.GW5A Seat (on display in Germany)

- **Frame: Mk.5:** Overall Black
- **Mk.10:** Dark Sea Grey
- **Seat Safety Harness:** Blue / Azure Blue
- **FS 15056 (new) to FS 35177** Belgian "Strong Blue" (faded)
- **Parachute Harness: Mk.5** Strong Yellow (FS 33481)
- **Mk.10:** Drab Olive Drab (FS 34064)
- **Parachute Restraining Straps ("Horse Collar" to back of headbox):** FS 33481 to Off White
- **Drogue Cover (top of Headbox):** Off White



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- **Top Latch Wheel:** Anodized Gold
- **Survival Packs:** Modern Desert Sand (FS 33637)
- **Cushions:** Leather Dark Brown (new) FS 10059
- **Lower portion leather:** Moderate Desert Sand (FS 33637, closest match)
- **Leg Restraints:** Blue (FS 35095)
- **Seat Firing and Manual Separation Handles:** Yellow with black stripes; metal parts gloss Red
- **B Face Curtain Loops:** Fade with age to almost Tan with charcoal gray stripes
- **Personal Equipment Connector (PEC):** Apple/Willow Green (FS 14187 faded), Strong Green FS 34090 (new)
- **Oxygen Bottles:** Black with silver retaining bands
- **Headrest Pad:** Tan (FS 33481, closest match)
- **Backpack:** Tan (FS 33481, closest match)
- **Decals:** Red with white lettering
- **Timer and Drogue Gun "Trip Rods" (aka Banana Clips):** Gloss Yellow

available 1/48 scale Martin-Baker seats specifically for the F-86 Sabre.

Regarding model kits:

Kinetic's CT-114 Tutor kit includes **two seats**, but purchasing the kit solely to obtain a single seat is generally not recommended unless you are a dedicated enthusiast.

Alternatively, a set of **T/A-37 seats** may be modified to approximate the Sabre's Martin-Baker seat. Reference figure 9 below.

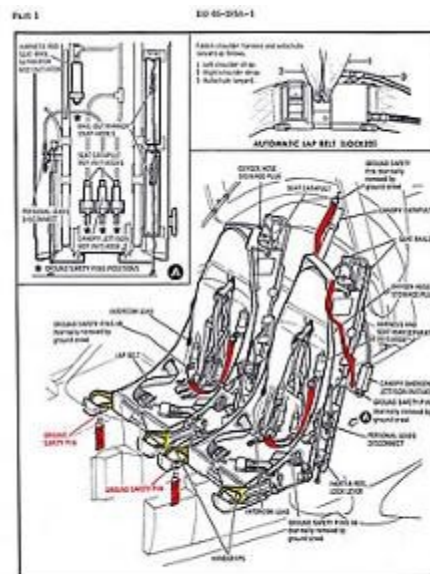


Figure 9-10 Ejection Seats
Bryan Wilburn Collection

CT-144 Tutor Seat – Restored Sabre Configuration

In the restored Sabre, the **CT-144 Tutor** seat had its **canopy breaker removed**. When it comes to **Martin-Baker seats** for modeling, options are limited:

- **AMS Mk.GY5 Seat:** Available in 1/32 and 1/48 scales, this seat was used in multiple aircraft, including the RF-84F, F-86F, Sabre Mk.6, F-100D/F, and F-86K (with the F-86K version slightly shortened to accommodate its lower canopy height).
- **1/32 Scale AMS Mk.GY5:** Dimensions: **44.8" tall x 21.76" wide**
- Overall appearance is very accurate, though it **lacks an oxygen bottle**.
- Height may be problematic for Sabre Mk.6 1/48 cockpits: to fit a Hasegawa 1/48 cockpit, the seat cannot exceed **0.902" / 22.91 mm (43.296" full scale)**.

Martin-Baker and CL-114 Seats in Plastic

Currently, there are **no readily**

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- **1/48 Scale AMS Mk.GY5:** An example has not yet been reviewed, likely similar in scale and proportion.

Reference figure 11 below:



AMS Mk.GY5 in 1/32 Scale

The **MB Mk.S5**, **GW5**, or **R5 Sabre seats**, as well as the **Mk.GY5 seat for the RF-84F**, are all represented by the **AMS Mk.GY5**. AMS originally produced a **Mk.GY5 specifically for the RF-84F**, but the company went out of business. Fortunately, the **molds were purchased by Tim Biggers**, who is expected to **reintroduce them into production**. While the castings are somewhat **"dated" compared to modern 3D printing techniques**, they remain the **only readily available option for a NATO Martin-Baker seat**.

Regarding **3D-printed alternatives**, the closest options currently are the **Sparkit-Models Mk.4 JRM** or **Mirage**

F1C – F1RM4 ejection seats, originally intended for the **Jaguar A/E** or **Mirage F1C**. While these seats are **reasonably close**, they are **not exact matches for the F-86 Sabre**. Notably, the Sparkit seats include an **external oxygen bottle** and a **Personal Connection Block (PCB)**, features that make them somewhat adaptable for modeling purposes. Reference figure 13 below.



Sparkit Printed Mk.FIRM4 Seat

The **Sparkit Mk.FIRM4 seat** features **Drogue and Timer "Banana" clips** on the back, with the **Timer unit broken on the right**. The **Trip rods** are connected to the **Trip Rod Cross Beam**, which remains fixed in the cockpit.

However, the **Personal Connection Block (PCB)** is positioned too far aft and too high on the seat bucket. While accurate for the **Mk.4JRN**, this configuration is **incorrect for the**

Mk.5 used in the F-86 Sabre. The **Mk.4JRN seat** also has a **single D-loop** on the overhead face curtain, whereas the Sabre/Thunderflash seat requires a **B-loop**. The **Mirage F1C – F1RM4 Ejection Seat** includes a B-loop and would require less modification for modeling purposes. The harness on the Sparkit seat is reasonably close, but other issues exist.

One significant consideration is **cost**. Sparkit seats are priced at the upper end of the scale, similar to other high-end resin makers like MCC. When **EU shipping** is added, the cost can nearly double, making the purchase almost as expensive as a full 1/48 kit. Additionally, the Sparkit seat comes with a **complete gun assembly mounted to the cockpit floor**. Overall dimensions are **1.103" tall**, with a **seat pan to top height of 0.983"**, meaning modifications are necessary to fit under a closed F-86 canopy.

Wolfpack Resin Seat Options

Another close alternative is the **Wolfpack resin-cast "Martin-Baker Mk.4"** for the Mirage F.1B/C, or the **Mk.6 seat for the MB.326A**. Both require modifications similar to the



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Sparkit seat. Unlike Sparkit, Wolfpack seats are **cast rather than printed** and delivered from U.S. sources, making them **more affordable**.

- The **PEC** is positioned too far aft for the Sabre/Mk.5, but cleanup and minor adjustments bring it close to correct.

- A **seat height adjustment lever** must be added to the right side.

- After modifications, the Wolfpack seat measures approximately **21.6"**, very close to the correct scale.

- The bottom of the seat may need to be **sanded down** to fit under the F-86 canopy.

Seat Dimensions and Fit Considerations

- **NAA Seat:** 22.5" wide at the firing handles
- **MB Mk.5 Seat Bucket:** 16.5" (42 mm) wide
- With the height adjustment lever (right) and PEC (left), the final width is roughly **20"**, leaving some

clearance on either side. This means **omitting details to "hide" them won't work**; the lower sides of the seat are fully visible.

- **Mk.GW5A Seat:** Features a **prominent yellow-and-black manual override handle** to release the harness and survival kit. This is the addition represented by the "A" suffix on NATO seats.

No matter which seat you select, **some adjustments will almost always be necessary**. For the Hasegawa 1/48 F-86F/Sabre Mk.5 fuselage, the seat must **not exceed 0.95" (24.257 mm) in height** to fit under the closed canopy. In real life, the **F-86K seats were slightly shorter**, with adjustments mainly in the headbox. The **83 FPS gun assembly** dictated the overall height of the main beams in the back.

Other Notes and Restoration Options

- **"Sugar Scoops"** for the bottom of the fuselage are required for accurate modeling of the Sabre Mk.5/6. AMS originally produced them, but the company went out of business. **Tim Biggers acquired**

the molds and will make them available again. His castings are **highly regarded**.

- Currently, **no 3D-printed NATO F-86F/K or RF-84F seats** exist, making the Tim Biggers options **particularly valuable**.

Pakistani F-86F – Wolfpack Option

- **Wolfpack offers a "MB MkA5" seat** originally made for the Kittyhawk TF-9J Cougar.
- Technically, it is **not an early Mk.A5**, but a **mid-life Mk.A5A** with a **hard parachute case** and **manual release handle**.
- Based on the timeline, this seat is **appropriate for modeling a Pakistani F-86F**.

Continues on the following page...

While no photographs confirm a Pakistani F-86F with a Martin-Baker [Back to Home Page](#)



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seat, the Mk.A5A is historically accurate for this application. Reference figure 12 below.

Wolfpack Mk.A5 / Mk.A5A Seat

The four views shown are of the **Wolfpack "MkA5"** seat, which is in fact a **mid-life Mk.A5A**.

Mk.HN10Z for Honduran Sabres

There are **numerous Mk.10 seats** available, some of which can likely be **fitted into a 1/48 scale F-86 cockpit** with minor adjustments. Reference figure 14 below.

The **configuration is similar to the RESKIT printed**



offering. Technical details were sourced from **aircraft -1 records** and **Martin-Baker publications**.

- Background information on **Norwegian aircraft** was obtained from the Norwegian Air Force website: flyblader.com/luftforsvaret.html.
- Details on the **Indo-Pak War** come from *The Battle for Pakistan: The Air War of 1965* by John Fricker.
- General information on the **Canadair Sabre** was drawn from *The Canadair Cabre* by Larry Mulberry.
- Additional technical insights were provided by **Duncan Curtis**.

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DOCUMENTATION AND USE OF BASES AT MODELFIESTA 44

by Lee Forbes & Data Mathes | Page 1 of 2

Many of the things I've learned about the hobby of plastic model building came from more experienced modelers at local shows, IPMS Regionals, and IPMS National contests. This exchange of information took many forms—discussing new kits, decals, or techniques at the bar when one was available, but more often through conversations with fellow modelers as we admired each other's work in the contest area. In many ways, we were sharing “oral documentation,” and this occurred at every level of competition.

At IPMS Nationals and some Regionals, there were also formal, class-specific demonstrations conducted by vendors and modeling experts from around the world. These sessions further contributed to the advancement of our individual skill sets. At higher-level contests, it was also common to see contestants include extensive documentation—such as photos of every stage of construction and finishing. Unfortunately, during judging, there was rarely enough time to fully absorb this level of detail. Nevertheless, documentation—whether oral, written, or photographic—has been a long-standing resource in our hobby and will continue to benefit both fellow modelers and judges well into the future.

As you know, Alamo Squadron adopted the open judging system—**Gold**, **Silver**, and **Bronze**—at MF43 on January 3, 2025. As part of this transition, contestants are encouraged to use documentation and bases to support their entries. Both can earn additional points under Presentation and Scope of Work, beyond Construction and Finish. Documentation should match the quality of the entry and enhance its overall presentation. It is limited to a single 8.5 × 11-inch sheet, in bullet-point format, describing what the modeler did

during construction and finishing, as well as anything not immediately apparent during judging. For readability, the font size should be no smaller than 12. Importantly, the absence of documentation will not negatively affect the judging of an entry. As a bonus, good documentation also allows fellow modelers to learn from your techniques while admiring your latest creation.

Now that bases may be considered during judging, a few thoughts on their use are worth recalling. The primary purpose of a base is to allow judges to safely manipulate an entry without touching the model itself. Bases should be appropriately sized to complement the scale of the entry and may range from printed, mirrored, or textured surfaces to plain wood or acrylic. Bases are not judged as part of Construction or Finish; they are considered only in Overall Presentation and Scope of Work. At MF44, entries not displayed on bases will be provided thin cardboard rectangles to allow safe handling during judging. When using a base, creativity is welcome, but for safety, judges must be informed if the model is not permanently attached. Based on past experience, most entries are not.

I hope these comments on the use of documentation and bases help you maximize your scoring potential at MF44 while also protecting your entry through the use of an effective base.

On the following page is an excellent example of a single-page, bullet-point documentation sheet—12-point font, 8.5 × 11 inches—describing the techniques used in building and finishing a Gold-award-winning 1/35 Type 59-2 tank.

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DOCUMENTATION AND USE OF BASES AT MODELFIESTA 44

by Lee Forbes & Data Mathes | Page 2 of 2

The example below was used in one of the many judging training sessions conducted during our regular Alamo Squadron meetings over the past 11 months. As you'll see, preparing documentation is not nearly as "burdensome" as it may seem, and it might even help elevate your award at MF44.

1/35 Type 59-2 Tank Description:

- Chinese PLA Type 59 -2 tank (Chinese-made version of the Soviet T-54) at the 1989 Tiananmen Square protest.
- Modifications and Finishing per references:
 - No external rear fuel drums were present. Fenders slightly bent.
 - Only one antenna. Anti-aircraft gun covered with tarp.
 - Spare tracks installed on the glacis plate rather left fender.
 - Photos show tanks with minor wear/weathering, Light dirt on the lower hull, and some stowage, not parade clean.



References: Multiple internet photos of Tiananmen Square protests.

Base Kit: 1/35 Type 59-2 (Hobbyboss, 2020).

Additional Detailing

- Metal barrel and resin bore evacuator.
- Individual link tracks (TREX 3D printed)
- Aftermarket crew and stowage items.
- Scratch built items:
 - Machine gun cover.
 - Wooden un-ditching beam, Tarp, straps, and antenna.
 - Tile and frame base.

Markings and Finishing

- Marking decals are from the kit.
- Finishing treatments:
 - Primed in gray then pre-shaded with Nato black, gray, and tan.
 - Modulated tri-color camo scheme with acrylic paints.
 - Matte polyurethane varnish applied after markings were completed.
 - Oil filters, matrix dot filter, and washes. AK shaders.
 - Paint chipping (multiple techniques).
 - Dry-brushing, oil & gasoline stains.



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Upcoming IPMS Shows and 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
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
3/28/2026	Showdown 2026	Plano, TX	Willowcreek Fellowship Church 1804 P Ave , Plano , TX 75074
4/18/2026	Route 66 Model Expo	Tulsa, OK	The Park Church of Christ 10600 E 96th ST S, Tulsa, OK 74133
05/2/2026	ModelMania 2026	Stafford, TX	The Stafford Center 10505 Cash Rd, Stafford, TX 77477
05/16/2026	CALMEX 2026	Sulphur, LA	West-Cal Arena & Events Center 401 Arena Road Sulphur, LA 70665
August 5-8, 2026	2026 IPMS Nationals	Fort Wayne, IN	Grand Wayne Convention Center 120 W. Jefferson Blvd. Fort Wayne, Indiana 46802



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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

ABIDING PRESENCE LUTHERAN CHURCH

14700 San Pedro Ave.
San Antonio, TX 78232




*Our next meeting will take place on **DEC. 4th, 2025.***



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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#: _____

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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:
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PAYMENT OPTIONS:

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Check ☐ Check #: _____ Amount: _____

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

☐ Facebook ☐ Other _____

☐ Ad in other magazine

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P.O. Box 1411
Riverview, FL 33568-1411

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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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The Model Box Hobby Shop Opening Soon!

By Julio A. Caro | Page 1 of 2



THE MODEL BOX HOBBY SHOP: *A New Kind of Hobby Experience Coming to Boerne, Texas*

The Model Box Hobby Shop is set to open this fall in Boerne, Texas, bringing a completely new type of hobby shop experience for modelers both young and old. Operated by one of Alamo Squadron's own—**Stan Spooner**—this shop promises to become a true destination for anyone passionate about plastic modeling.



The Model Box will carry an impressive range of genres, including armor, aircraft, cars, ships, and popular

fantasy and Sci-Fi favorites like Gunpla, Warhammer, and many more.

One of its standout features is the dedicated build tables, where modelers can drop in, work on their projects, and enjoy time with fellow hobbyists. For those needing specialized tools, airbrush paint booths are also available for a modest rental fee.



Although the grand opening is still ahead, The Model Box recently held a soft opening to give the public a preview—and it didn't disappoint. As soon as I heard about it, I headed over with a couple of Alamo Squadron friends, and we were genuinely impressed by what we found. We were greeted by a spacious, beautifully designed

modern shop featuring a comfortable lounge with a big-screen TV, well-appointed building tables, spray booths, magazines, display models, and even lockers for those who want to store their in-progress builds on site.



Just beyond the lounge are the kit shelves, neatly organized with clear signage marking each genre. While the store isn't fully stocked yet—

many shipments are still on the way—there's already more than enough inventory to show what the fully stocked shop will soon become.

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The Model Box Hobby Shop Opening Soon!

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The Model Box Hobby Shop is shaping up to be more than just a store—it's a community hub for builders of all kinds, and we're lucky to have it right here in our area.



And of course, the experience wouldn't be complete without Stan. His warm, welcoming personality makes you feel at home the moment you step inside, and as a master modeler, he's always ready to answer questions or offer advice.



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THE NAVIGATOR

IPMS REGION 6 | ALAMO SQUADRON | SAN ANTONIO, TX



DECEMBER 2025 Edition *Season's Greetings!*

Hobby Stores and Other Links

Support the 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

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>

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

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



THE MODEL BOX

1022 N. Main St.

Boerne, TX 78006

Office: (830) 331-9144

Cell: (714) 323-4710



Alamo Squadron Website

<https://www.alamosquadron.com>



Alamo Squadron FACEBOOK Page

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



IPMS Membership Information

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

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ModelFiesta 44—2026 Show Information

IPMS ALAMO SQUADRON PRESENTS

COLD WAR

MODELFiesta 2026

46-91

DEMOCRACY vs COMMUNISM

Model Contest Vendor Event

MODELLERS WITHOUT BORDERS

Help Heal Veterans
Therapeutic Craft Kits

GOLD • SILVER • BRONZE

Classes:
Youth, Aerospace, Armor
Automotive, Ships, Figures
Fictional Vehicles, Gunpla
and Miscellaneous

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

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