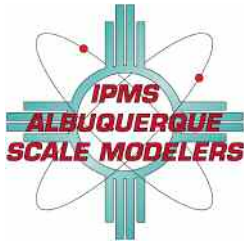


# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

March 2015

## THE FEZ SEZ TONY HUMPHRIES

Okay, I'd like to start off this month's newsletter by saying thanks to everyone who attended last month's swap meet. It seemed to be quite a successful evening and I saw a lot of people heading out with numerous boxes under their arms at the end. Hopefully you all raised some welcome funds and cleared some space in your garages too. Thanks also to everyone who do-

February Meeting highlights: The Swap Meet in progress.

nated kits to the club. Your donations are very much appreciated and will contribute to our eBay sales effort and help to bolster club funds in the future. We are fortunate to be in a healthy financial situation at present and this is due to you, the members. So thanks again for everything that you do for the club.

Another thing that I wanted to mention are the newsletters that we receive from many other clubs courtesy of Fred Horky and which are in turn, circulated to any members who'd like to receive them, by Joe, our tireless newsletter editor and

mild-mannered janitor (at least in a literary sense). Hong Kong Phooey reference, anyone? And why not? Anyway, these newsletters obviously vary in content quite consid-



erably, bearing in mind how many IPMS chapters there are out there, but many of them really do have some interesting content and I would recommend that you get your email address on Joe's distribution list if you haven't already. Just shoot him an email and ask to be added, and hey presto!\* They'll start showing up in your Inbox. It's as easy as that. Well, okay, it's a bit tricky for anyone who doesn't have an e-mail account, I suppose, but there shouldn't be many of you in that position now. It is 2015 after all, so wake up and smell the \$10 cream and caramel topped double-roasted Arabica mocha latte! These newsletters are a great way to find out what other clubs are doing and to learn how they run their own clubs and what challenges they face. There are also useful modeling tips, kit reviews, museum trips, historical info and all kinds of other good stuff. So do yourself a favor and check them out.

Talking of historical info, here's a footnote for anyone interested in early war RAF aircraft, which arose as a result of a conversation with another modeler that I had whilst drafting this article. I'm not an aviation buff as such, but as far as I can recall, Boulton-Paul aircraft were almost exclusively either training aircraft, front-line deathtraps (the Boulton-Paul Defiant springs to mind) or both. An explanation presented itself when looking at some pictures the other day that I took of the former wartime airfield at RAF Membury (taken on my last trip back to England and very near to where I grew up) in the shape of a large post-war agricultural corrugated metal barn, with the name "Boulton-Paul" proudly displayed on the front. It seems that they must have taken to manufacturing agricultural equipment after WWII. Particularly barns and large sheds, which I'm sure explains a lot...

Anyway, onwards and upwards—March is our first Open Contest night of the year, as I'm sure you're already aware. We'll hopefully see plenty of interesting and varied builds on the tables for that one. So if you haven't gotten anything ready, get a move on! You've got, well... probably about two days by the time you read this but I'm sure that you can get something ready in that time. If that sounds like a challenge, it is. Go to it!

\*Please note that any other magically related exclamation such as "Shazam," "Alakazam," "Abracadabra," or even "Ek-y-thump" would probably also work. [Editor's note: best results would be obtained by the exclamation now made by the Knights Who Until So Recently Said "Ni!"—but only if the spelling is precisely correct. -JW]

## VICE PRESIDENT'S REPORT MIKE BLOHM

Here is some info on upcoming major events in 2015 that you need to put on your calendar to prevent them from sneaking up on you. Check out the Upcoming Events Calendar on the ASM Website (<http://tinyurl.com/asmevents>) to see a listing of additional events. Please let me know if any additional items should be included.

The IPMS Region 10 Contest and Convention (also known as CoMMiESFest 6) is being hosted by the Colorado Modeling Militia Enjoying Sci-Fi (CoMMiES) Chapter on June 12 - 13, 2015, at the Holiday Inn



Denver East-Stapleton in Denver, Colorado. The theme is "Fifty Shades of Green," so we will have to stay tuned on that. Categories will be based upon the IPMS categories with splits as needed or merged if underpopulated.

Stay tuned to their website (<http://commiesfest.com>) and Facebook (<https://www.facebook.com/ipmscommiesmodeling>) or links on the ASM Website for additional info. A regional

### Year 2015 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 09 Jan SPECIAL CONTEST #1:**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**  
 Sponsored Contest: "Battle of the Bulge Plus 70" (ASM E-Board)  
 Sponsored Contest: "Fanta-storical" (Josh Pals & Patrick Dick)  
 Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 06 Feb ASM Swap Meet**—no contest.
- 06 Mar Open Contest**—Any kit/subject/scale.
- 03 Apr SPECIAL CONTEST #2:**  
**"APRIL FOOLS"**
- 01 May May Day**—Any kit/subject/scale.
- 05 Jun Rotary Wing**—Any kit/subject/scale.  
 Sponsored Contest: "Lockheed Martin" (Patrick Dick)
- 10 Jul SPECIAL CONTEST #3: 1945**  
 Sponsored Contest: "Adversaries" (Mike & Matt Blohm)
- 07 Aug ASM Swap Meet**—no contest.
- 04 Sep Trainers**—Any kit/subject/scale.  
 Sponsored Contest: "It's All Greek to Me" (Gil De La Plain)
- 02 Oct Nuclear Winters**—Any kit/subject/scale  
 Sponsored Contest: "Hawker Aircraft" (John Tate)
- 06 Nov Open Contest**—Any kit/subject/scale.  
 Sponsored Contest: "Best Little Fokker" (Don Smith)
- 04 Dec Sponsored Contest: "Steampunk"**  
 (Jerry Little)  
 Plus Model of the Year competition!

**Note: The most complete and up-to-date details on the contests, as well as detailed rules, as always, are on the ASM Website:**

<http://tinyurl.com/asmsched>

contest is always a great time and a good way to show off ASM's modeling skills.

The theme for ASM's Display-Only presentation at the 2015 New Mexico State Fair in September 2015 is "1945," which coincides with the July ASM meeting's Special Contest theme. So you can build for both events. Note that NM State Fair Contest entries can gain 50 points counting for 2015 ASM Modeler of the Year, and ASM Display models can get 25 points per model, up to three models max. Entries in the State Fair Contest that are also in theme for the "1945" display will be moved over to the ASM Display case, along with the entry identification tag and any ribbons won. So if you can build three different Contest models that fit the "1945" theme, then both you (150 points) and the club's display win!

See the ASM Website's New Mexico State Fair webpage (<http://tinyurl.com/asmfair>) for info on the categories available and the rules. A picture of ASM's 2014 Display-Only presentation is included; its dual-theme was the "100th Anniversary of World War I" (right side of picture) and the "70th Anniversary of D-Day" (left side).



It sounds like a lot of ASM members—twelve total people—had a great time on the ASM Group Field Trip down to the War Eagles Air Museum in Santa Rosa, New Mexico, on February 7. The field trip report and pictures are posted on the ASM Website and published in the [Bonus Pages](#) in this ASM newsletter. More pictures will be posted as they become available from the travelers. A big thank you to Brian Peck for organizing the trip and to Jerry Little for the report.

## THE FINER POINTS JERRY LITTLE

Not many people know that in the oldest Roman calendars, March is the first month of the year! So too is March the first "points" contest for ASM's many contests leading up to the ASM Modeler of the Year award in December. Since January and

## FRED'S FOTO FILE FRED FRANCESCHI

1956 - 1957

These are some snapshots from the 1956 - 1957 era. The first ones are from an airshow at Miramar Naval Air Station. The others were taken at Fort Irwin, probably in the summer of 1957.

This is a Convair R3Y-2 Tradewind doing an in-flight refueling of four F9F-7 Cougars. The R3Ys were dependent on their Allison T-40 turboprop engines, which were unreliable. Several R3Ys were lost because of catastrophic engine failure. So the Navy cancelled production after only a few (thirteen?) Tradewinds were built. The plane first flew in 1954 and in 1958 all aircraft were grounded and then broken up. So, with a short lifespan and only a few built, there were probably not very many photos of these planes taken.



The Convair XFYPogo. It's still around, if you want to go to the National Air & Space Museum to see it. The theory of this design was that small ships could have one on their decks to be launched to provide air cover. In reality, it took an extremely skilled pilot just to get the plane in the

air and back on the ground. It would have been impossible to take off and land this beast on a bouncing ship's landing pad. Scratch that idea! And it was powered by the T-40 turboprop engine, the same engine that killed the Tradewind project.



A 90mm gun with the barrel lowered. These were the American equivalent of the German 88mm that was so effective during the Second World War. And if the gun was firing sort of flat and you were standing behind the gun when it fired, you could actually see the projectile as it went on its way.

*[Editor's note: The full text of Fred's article and many more photos taken during this time (larger and in full resolution) are in the [Bonus Pages](#). -JW]*

February hold the traditional “Moe Blalters” and the club swap meet, it makes sense that March be an “Open” contest for any and all models. That means that any subject, any scale can be entered within the modeler’s Division (Junior, Basic, Intermediate and Masters).

In the last newsletter, I went over the basic points awarded for placing in a monthly contest by division (1st = 100 points, 2nd = 75 points, 3rd = 50 points). So this month, I will expand upon those points with a brief explanation of special points a modeler can earn during the year. Let’s start with “Theme” contests. This year we have four theme contests. When a modeler enters a theme model, they are awarded an additional 10 points to models that are “in theme” with the theme contest subject(s). This is in addition to any points earned by placing 1st, 2nd or 3rd. So a model finishing 2nd in theme will get a total of 85 pts.

In addition to theme points, a model entered “in theme” is also eligible to win “Best of Show” within each division. The modeler is awarded an additional 150 points for “Best of Show.” The “Best of Show” only applies to “in theme” models for each division.

Also available to a modeler in each Theme contest is the “People’s Choice” award. A “People’s Choice” model in each division is chosen via ballot from each ASM club member at each Theme contest meeting. This voting will take place at the beginning of each meeting and when chosen, the modeler will receive an additional 50 points towards Modeler of the Year.

Here is an example of how points can add up for an “in theme” model. I’ll use the Intermediate 1st place model:

1st place finish:	100 points
Best of Show:	150 points
People’s Choice:	50 points
Model entered:	25 points
Total:	325 points!

At the end of the night, a modeler can add a nice total of points towards Modeler of the Year by participating in the Theme contest.

### The Final Point

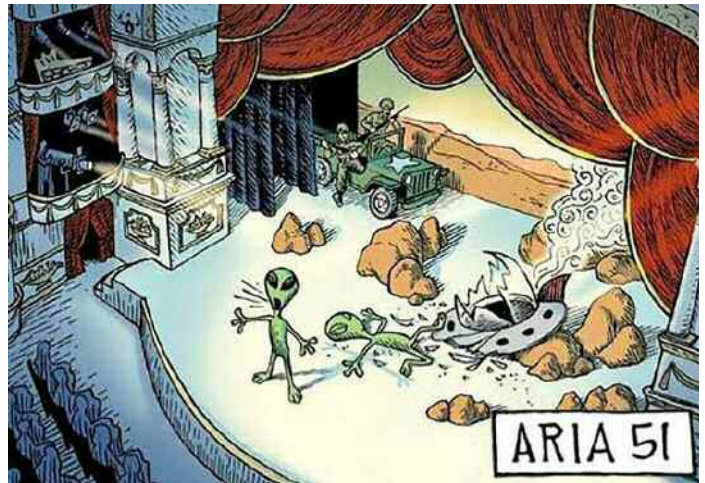
Competition points towards Modeler of the Year will be awarded at “Theme” contests only so it pays to build for the theme contest. Open contest are not quite as “profitable” since they don’t have as many additional points available to the modelers. Our first “in theme” contest of 2015 is coming up in May. The aptly chosen theme is “May Day.” So start now building that first place model that represents the Great Patriotic War in Russia!

For a full listing of contest guidelines:  
<http://abqscalemodelers.com/asmguidelines.htm>

## IN THE BONUS PAGES! JOE WALTERS

In this month’s **Bonus Pages**:

- The full text of Fred’s Foto File and many photos from his 1956 – 1957 adventures
- Some follow-up information from last issue’s Foto Files
- Jerry Little’s Report of the Field Trip to the War Eagles Museum



### Master

Ken Liotta . . . . .	12
Brian Peck . . . . .	4
Patrick Dick . . . . .	2
Larry Glenn . . . . .	2
James Strickland . . . . .	2

Victor Maestas . . . . .	2
John Tate . . . . .	2

### Intermediate

David Paul . . . . .	2
Tim Wood . . . . .	2

### Basic

No Entries

### Junior

No Entries

## MODELER OF THE YEAR POINTS STANDINGS

As of 24 Feb 15

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ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.

# BONUS PAGES!

## FRED'S FOTO FILE

### FRED FRANCESCHI

1956 - 1957

These are some snapshots from the 1956 - 1957 era. The first ones are from an airshow at Miramar Naval Air Station. The others were taken at Fort Irwin, probably in the summer of 1957.



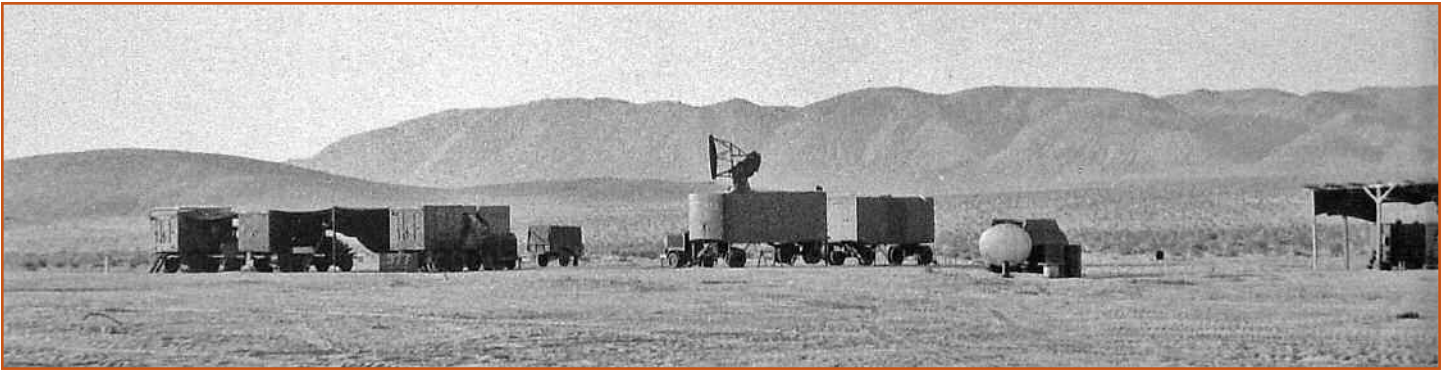
A Grumman S2F Tracker. This was not a fast airplane like the Panther seen behind it, but I always thought it was a "fun" airplane, and liked them. These planes were used for anti-submarine work, and there was also a COD (Carrier Airborne Delivery) version for flying parts and personnel to and from the carriers at sea.



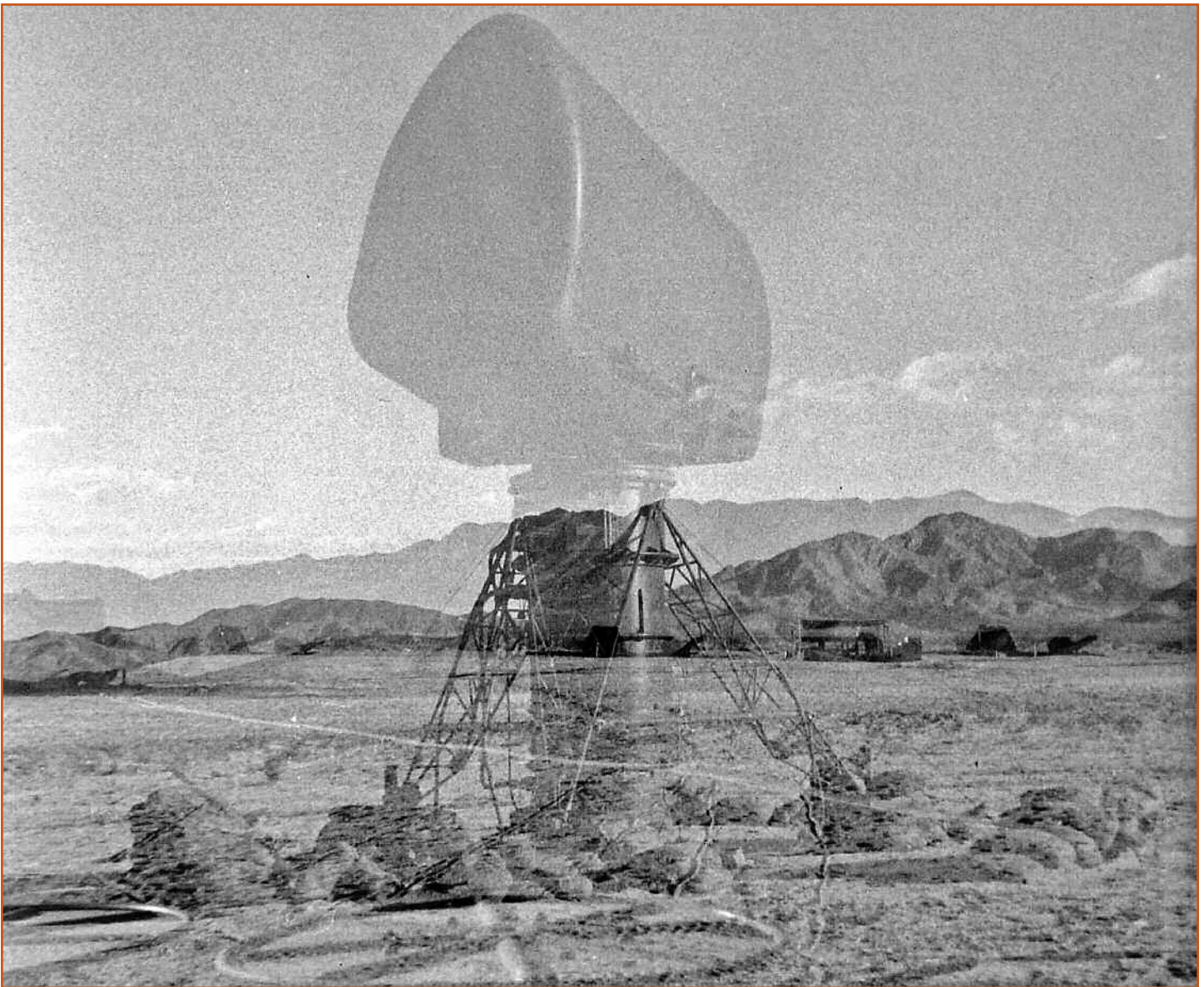
This is a Convair R3Y-2 Tradewind doing an in-flight refueling of four F9F-7 Cougars. The R3Ys were dependent on their Allison T-40 turboprop engines, which were unreliable. Several R3Ys were lost because of catastrophic engine failure. So the Navy cancelled production after only a few (thirteen?) Tradewinds were built. The plane first flew in 1954 and in 1958 all aircraft were grounded and then broken up. So, with a short lifespan and only a few built, there were probably not very many photos of these planes taken.

The Convair XFY Pogo. It's still around, if you want to go to the National Air & Space Museum to see it. The theory of this design was that small ships could have one on their decks to be launched to provide air cover. In reality, it took an extremely skilled pilot just to get the plane in the air and back on the ground (firm ground). It would have been impossible to take off and land this beast on a bouncing ship's landing pad. Scratch that idea! And it was powered by the T-40 turboprop engine, the same engine that killed the Tradewind project.





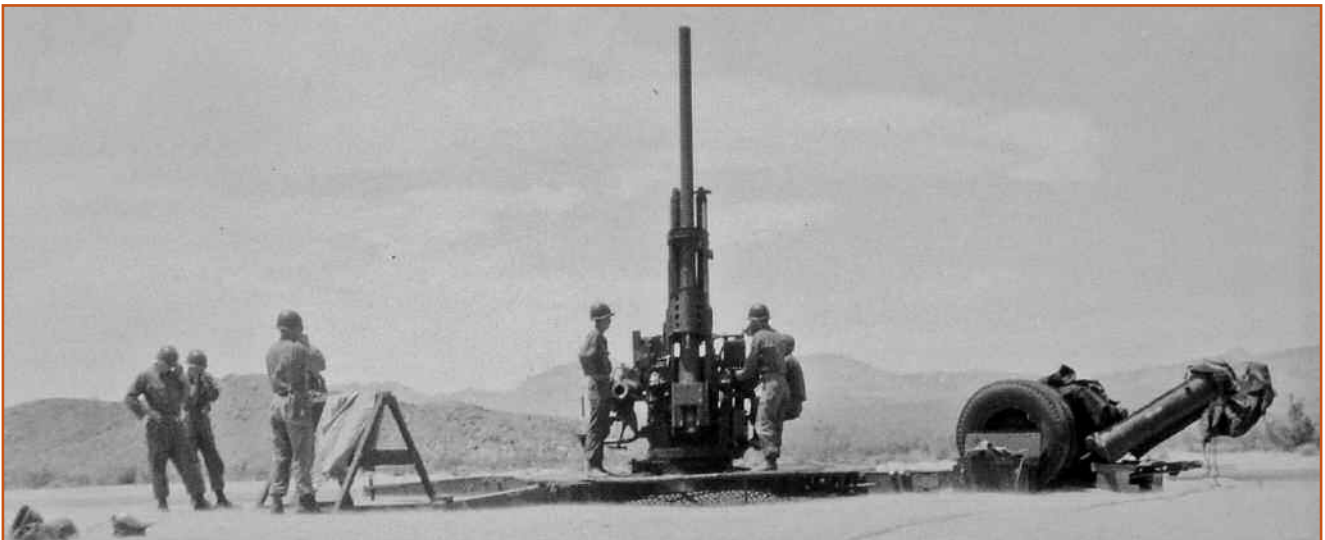
This is the radar section of the 90mm anti-aircraft battery I was in, Battery D of the 730th AAA Bn, on the firing line out in the Fort Irwin desert. In the center is the van with the target tracking radar on the roof, and the van just behind it is the spare parts van. This was vacuum tube technology. Have you ever seen a vacuum tube?



This is an accidental double exposure that came out good. The object in the center is the acquisition radar, which was good out to 120,000 yards. A target would be picked up by the operator of the acquisition radar. Then the target would be "connected" to the target tracking radar. When the target was in range, the four 90mm guns would start firing. But as the planes were able to fly faster, they could maneuver during the time it took for the projectiles to get from the guns to the targets and be able to avoid the flak. The M33s became obsolete, and we became an M-48 tank unit.



This is a deuce and a half, and it looks like the trailer behind it is the computer trailer from the SCR 584 radars we had before we converted to the M-33 Fire Control System. So this was probably a 1956 photo.



A 90mm gun just as it fired. You can tell because the sand and dust are kicking up around the base of the gun from the recoil.



The 90mm gun with the barrel lowered. These were the American equivalent of the German 88mm that was so effective during the Second World War. And if the gun was firing sort of flat and you were standing behind the gun when it fired, you could actually see the projectile as it went on its way.

Looking at these shots brings back memories from long, long ago. And it's easy to forget the 120° heat, the burning sun, the sweat pouring down my face when I was in the radar van, and all the muscle and sweat required to make this work.



# BONUS PAGES!

## FRED'S FOTO FILE FASCINATING FOLLOWUP FEATURE

### JOE WALTERS

Last month's Foto File column generated a bit of outside interest, particularly the part referencing the coffee table book promoting the rise of Adolf Hitler.

Geary McConnell, editor of *The Convoy Column*, newsletter of the New Mexico Military Vehicle Preservation Association, requested a copy of the article to reprint in that newsletter. I sent it to him, and look forward to seeing how it's presented there!

But the most interesting response came from a German modeling club! ASM member Rolf Nitsche, former member of a Hannover modeling club, regularly forwards them our newsletters, and he heard back from his chapter contact there, Volkmar Rösner, who wanted to distribute this newsletter to his fellow club members who he thought would be interested in it. There was one problem: He can't legally distribute material featuring certain imagery, such as swastikas and other specific insignia (as well as certain text phrases). As Rolf put it:

*I am forwarding these newsletters to my former club in Hannover, Germany, and the modelers over there are very excited about these US newsletters. Currently the VdPM Hannover doesn't have a formal newsletter editor and Volkmar is helping out until someone steps up.*

*By German law distribution of symbols of the Nazi party and [specifically] their swastika is not allowed, so Volkmar has to cover up these symbols before posting the newsletters.*

I note that, while generation of that article was in progress, Fred Franceschi predicted to me that *exactly* this would happen!

Volkmar requested a non-password-protected copy of the issue, so he could black out the offending items wherever they appeared. I am usually reluctant to distribute copies of our newsletter without the content lock, an attitude I developed when a former IPMS official damn well attempted to generate and post an altered copy of one of our issues some years ago. But in this case I thought it worthwhile, and sent him an unlocked copy of the PDF file to see what he'd do with it. He was kind enough to send back a copy of the altered PDF file, and it was interesting to see the differences between my copy and his.

Personally, I am against censorship in any form, but I understand that the laws in other countries do not necessarily follow my views! Seeing one's work after this process gives one a new appreciation for living in a land where the government does not have the authority to carry out this type of repression.

Volkmar, meanwhile, provided some answers to questions posed in the text, and a little additional commentary. He apologized for his poor English, but he does a sight better with the language than some natives I have known! I cleaned up the text a bit, but you'd have no trouble reading the original:

*To your questions in your text, I could give you some answers, if you are interested.*

*Page 19: This typeset is called "Fraktur" or "Altdeutsch" (Old German) and was the common typeset similar to the Latin style for centuries.*

*The writing type of Altdeutsch is very different and few of the younger people can read it. The term "Hochdeutsch" is correct, but uncommon. It means "pure German" and this is our common, non-dialectical writing-style and so, by the way, only spoken here in and around Hannover (really!).*

*Page 21: This is in fact not the village Berchtesgaden, this is Hitler's private estate on the Obersalzberg, a mountain nearby Berchtesgaden. A highly restricted area.*





after the vice-leader of the Nazis, Hermann Göring.

Göring was a public fighter pilot in WWI and followed Richthofen as squadron leader when he died in April 1918.

Volkmar later came back with some additional information:

Some further info about the picture on page 24, "Goebbels in Königsberg:" The aircraft is a "Klemm 25 d 7," a light trainer, in this case from a civil air school. After 1933 the planes were [discontinued?] from the Luftwaffe—and their highest Commander was... Hermann Göring. The fat Göring was a persistent narcissist, so it's logical that lots of these planes wore his name. There is at least another Klemm 25 from the airschool Köln (Cologne) with the same name, but with big/small type as "Hermann Göring" instead of "HERMANN GÖRING."



And on page 26 you can see in the top picture, to the left of the car, a man standing in a grey suit with a bald head. This guy is Julius Streicher, the chief-editor of the "Stürmer," the ideological and inflammatory propaganda-newspaper of the Nazis. He is unmistakable.



Volkmar also added this comment, which I place here unedited, because I just like the way he says it:

And as You wrote and i agree to You in all points: it's fascinating and creeping in it's case of a historical Propaganda-Masterpiece and it has to be a lesson for the absolutely false way.

Well said! And if you'd like to check out this very active modeling club, Volkmar tells you how:

Last weekend we had a workshop-weekend. If you are interested, you can see the pics here:

[http://www.vdpm-hannover.de/crbst\\_120.html](http://www.vdpm-hannover.de/crbst_120.html)

or see us on Facebook: <http://tinyurl.com/asm1503a>

# BONUS PAGES! FIELD TRIP! JERRY LITTLE

## War Eagles Museum • Santa Teresa, NM

It's like when you open a kit that's been on the shelf for while waiting to be built and finding an extra set of decals in the box. That was the case when we pulled into the parking lot of the War Eagles Air Museum in Santa Teresa, New Mexico. We should have known something was up when we had to look for a parking spot. According to Brian Peck, there are never more than a few cars there, but this time it was full.

When the club members decided to take a day trip down to Albuquerque's nearest aviation museum, we didn't know that the very same day there would be a 1929 "Tin Goose" American Ford Tri-motor airplane on display and offering rides. In addition to the iconic aircraft, the local Ford Mustang club was holding a display along with EAA Chapter 555. This proved to be a great trip and even more for the lucky one who got to fly on the Tin Goose!

Because the trip down to Dona Ana County only takes a few hours ( about four hours), we decided to meet up at 0730 to start the trip. Brian Peck, Tom Perea, and Blain Couch all volunteered to drive so we all piled in and headed south. Along for the trip were the three drivers plus Patrick Dick, Tim Woods and his son Pat, Gil De La Plain, Tommy Willers, Louis Gallegos, Bryanna Delgado, and fellow modeler Dave Knauss. The caravan pulled out and stayed together for about four minutes before the other pulled away from Brian's Suburban. Brian happened to meet some new friends on the last club road trip to Pima so he wasn't anxious to hurry and hear the dreaded "Sign here, Mr. Peck, and drive safe" ...again!



Once we arrived, Tommy Willers made a beeline for the Tri-motor and secured his ticket for a ride. The Tri-motor was produced by Ford between 1925 and June 7, 1933, when the last of the 199 aircraft rolled off the assembly line. While the Tin Goose was a founding member of the civil aviation market, it was also used in the military and other countries around the world. Tommy's ticket put him on Flight 17 and lasted about thirty minutes while flying around the Rio Grande River Valley near El Paso, Texas.



Entry into the museum is cheap at \$5.00, and that gets you into the gift shop and museum floor. Walking through the door, the first thing that hits you is the view of a well restored P-40 Warhawk that flew with the 23rd Fighter Group in China. Just beyond that was a gloss black P-38 Lightning that was once an air racer. That was just the beginning of a series of amazingly preserved aircraft that included the only originally built TF-51D still flying. The range of aircraft spanned from WWI to modern jets. Many of the aircraft are unique in their pedigree and are all kept in "returnable to flight" condition. In fact, the museum is strewn with drip pans under a lot of the aircraft to catch leaking fluids (mostly engine preservatives).

As we were walking through the rows of aircraft, I overheard Tim Woods say to his son, "I know what you're looking at!"...it was a 1970 E type Jaguar. In addition to the aircraft, the museum has over 26 classic automobiles and motorcycles. This includes a stunning 1935 Auburn Boattail Speedster and a 1936 BMW R5 motorcycle named "Max." Interestingly enough, all of the vehicles in the museum have a name given to them by the curators.

Another interesting thing about the museum was two aircraft on display, a T-37 Tweet and a MiG-21, were donated on behalf of the German Air Force. Fort Bliss and Holloman were the home to the 2nd German Air Force for many years. When one of the commanding Generals visited the museum, he noted that it would be a great place for aircraft displays. Unannounced to them and with great surprise, one day the museum was notified they had a "large crate" for them in Houston from the German Air Force. When they opened it, they found the MiG! The State Department was a little miffed because it was still in flying condition and no one asked their permission. It is now proudly displayed along with the other cool aircraft on the floor.

After spending a few hours in the museum, we all piled back in the cars for the trip home. Of course we had to stop for nourishment so Rudy's was the go-to place. The brisket was just right but we all decided to skip the beans!



The trip to the War Eagles Museum is well worth the short drive down to the border. There are plenty of aircraft and automobiles to view and, if you're lucky, you might even get to sit in a cockpit or two! Next time, Brian can't drive so we can get there without having to shave.

Visit the War Eagles Museum website:  
<http://www.war-eagles-air-museum.com>

[Additional photos are on the following pages, and more will be available soon on the website. -Ed.]





Above: F-4U Corsair. Below: Fi-156 Fieseler Storch. Following page: MiG-21 cockpit.







Hawk missile battery. Below: Models on display.







Above: P-40 Warhawk. Below: P-51D Mustang.





Above: F-84F Thunderstreak and Tupolev Tu-2. Below: Hawker Fury MK 10.





Two panoramic shots of the interior displays.



# BONUS PAGES!

## TIME TO HIT THE LINKS

### DAVE STRAUB

Dave sent a few internet links that should be of interest to most of us! In no particular order, here they are. Just click on the blue text.

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Your plane will be ready today! This is well worth the time to view. The Boeing Aircraft Co. assembly line.

<https://www.youtube.com/embed/SE71NJI-naY?autoplay=1>



Five Jumbo Jets Flying in Formation . .

<http://www.chonday.com/Videos/fivebujawe2>



Everything You Want To Know About The A-10 Warthog

<https://www.youtube.com/watch?v=FeyFMqv1Qyc>

[This video, a direct refutation of the plan by certain government elements to retire the A-10, was apparently pulled from YouTube (as you'll see if you click on the link) while this newsletter was being prepared. Who could possibly want such a thing suppressed? I wonder. Meanwhile, if you find it available elsewhere—I couldn't with a quick search—please drop me an [email](#) and I'll post it in the next issue! -ed]



## Join IPMS/USA!

The International Plastic Modelers' Society is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas, in 1964, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive the IPMS Journal six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA-sanctioned Regional Contests, as well as our world-famous National Convention, held each summer.

As a member, you'll also be able to access our online Members' Forum, where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the country offer discounts to IPMS/USA members. To join IPMS/USA, simply use the form below or join online (<http://www.ipmsusa.org>).

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Office Manager ([manager@ipmsusa.org](mailto:manager@ipmsusa.org)).



## IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_

Address: \_\_\_\_\_ If Renewing \_\_\_\_\_ First \_\_\_\_\_ Middle \_\_\_\_\_ Last \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$30  Adult, 2 Years: \$58  Adult, 3 Years: \$86

Junior (Under 18 Years) \$17  Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$35  Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method:  Check  Money Order  Credit Card (MC/VISA/DISC)

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Chapter Affiliation, (if any): \_\_\_\_\_

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

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