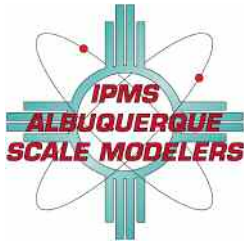


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

October 2015

THE FEZ SEZ

So October is once more upon us (like a bad-tempered cat in my case) and so it is time to once again nominate the club's E-Board members for 2016, although as I'm sure you know, the election itself will be held at November's meeting. We've had a great year in 2015 so far and, whoever is elected, I hope and believe that this will continue into next year, and with a fine, upstanding bunch such as yourselves as members, how could it not?

So, if you would like to help adjust the direction of the club, decide policy and rules, budgets and resources, if you like snack foods and are available to meet approximately once a month throughout the year, then please consider standing for one of the electable positions. The core of the board has remained much the same for the last couple of years now, and they have all done a wonderful

September Meeting highlights: Members checking out the model entries; and the business meeting in progress.



job in my opinion. Well, everyone else has. I've just arsed-about to be honest... But anyway, that doesn't mean that we have to have the same people doing the same jobs every year.

We always have, and hopefully always will, welcome new people with new ideas. This is something of a repeat from previous articles, but in case you are wondering what it takes to fill one of the E-Board positions, hopefully this short guide will help:

President: the ability to stand up in front of a large group of people and mumble seems to be helpful, as is knowledge of how to switch a microphone on after no less than three attempts. Calm demeanor (masking your inner Viking, at least in public) helps too. A silly accent can also be a plus (as long as it's not French). You must love Fezzes or other novelty headgear, apparently. No one has quite been able to work out why, but this seems to be a requirement now. Also you must be able to eat your own weight in M&Ms at E-board meetings. You won't have to make too many decisions, but the ones you do make should at least be reasonably sensible, and power-trips are definitely not helpful at all, so leave your ego at the door. Especially as you don't actually have any real power. Think of yourself as being much like the Queen of England, except without the dress (unless you are that way inclined), the sour face, or the risk of tripping over Corgis every time you turn around. Which probably explains that face, actually...

Vice-President: the ability to sit quietly while listening to the President speak and still keep a straight face is a distinct



advantage. The ability to stand in when the President is unavailable and to run things more efficiently than he did without gloating about it afterwards is also considered a major plus. Mike is very proficient at both and could probably give lessons to anyone new to the position. Organizational skills are a definite bonus, as is patience, understanding, and a cleverly disguised ruthless streak. Must supply own dagger.

Treasurer: needs to be good at counting things. Background of being careful with money is an advantage, so being Scottish is pretty much a shoo-in. You must be able to write occasional checks with a flourish (we can't say "gay abandon" these days without the risk of being seriously misinterpreted) and a proven track record of not absconding to Hawaii with club funds is also considered a plus. A calm, rational demeanor and the ability to keep track of things and remember back beyond what you had for breakfast (which I certainly can't) is a big help too.

Contest Director: the ability to spot an unfilled seam from thirty yards across a darkened room is pretty much a requirement for this position, as is a sense of humor, an ability to add up points on the fly in hexadecimal and the ability to entertain even the craziest suggestion for competition nights with a smile on your face and without bludgeoning that person to death with a dog-eared IPMS rulebook and dancing up and down on his shallow grave singing "Hallelujah," however tempting that may be and/or however richly they may deserve it. It takes a special kind of person. Are you that person? Do you already have a facial tic? If not, you will have by the time you're done with this role.

Pro-Tem: otherwise known as 'member at large'. You don't have to actually *be* large to do this job, but it's not going to hurt your chances if you are. Basically you are the voice of reason, the one who acts as the sane one in the room when the discussion gets heated. Either the peacemaker, or the one who sweeps up the pieces, depending on the outcome... Theoretically you also will get all of the jobs that no one else wants to do, but really there aren't many of those. Honest. It's actually more fun than it sounds and serves as an introduction to the board that may stand you in good stead if you want to run for the more senior positions on the board at a later date. And in a club like this, who wouldn't?

There are also two non-voting positions on the board; *i.e.*, Newsletter Editor and Webmaster. These don't generally come up for election, since the current incumbents are committed, enthusiastic, cheap (well, free actually) and very good at what they do, so we won't dwell too much on those here.

So, there you have it. Why not stand for office and get a taste of the good life (cough)? You'll love it. I guarantee it

VICE PRESIDENT'S REPORT MIKE BLOHM

2015 New Mexico State Fair Results

This year was a great showing with 61 total models entered in the contest by 41 entrants. Thanks to all who participated in the contest and display, helped with the model entries and

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)
Sponsored Contest: "Nuclear Heritage Model Display" (Defense Nuclear Weapons School Museum)
- 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>



pick-up, and did the judging, with a special thanks to Josh Pals.

The Youth section had eight entries by eight entrants. Best of Show—Youth was the Pinta by Will Kettleborough.



The Senior Youth section had one entry by one entrant. Best of Show—Senior Youth was an AH-64 Apache by Saul Romero.

The Adult section had 24 models by 21 entrants. Best of Show—Adult was the Chatam Yacht by Byron Gore.



The Professional (ASM members) section had 28 models by eleven entrants. Best of Show—Professional was the German World War II Tank Killer by Ken Liotta.

The ASM “1945” display had 28 models by eight ASM members. The display included 1/2, 1/4s, 1/5s, and 1/32 models of aircraft, armor, military equipment, ships, and missiles.

Editor’s Note: All of Mike’s photos, larger and in high resolution, are in the [Bonus Pages](#). -JW]

FRED’S FOTO FILE

FRED FRANCESCHI

MiG-15

This month’s contest is about the cold war. Fortunately, the cold war never became “hot.” But there were lesser conflicts in Korea, Vietnam, and other places. And there were always Strategic Air Command B-47 or B-52 bombers ready in case the cold war did go nuclear. And the Soviets had MiG fighters ready to intercept, as well as surface-to-air rockets. Our own F-89s, F-100s, F-106s, F4Ds, F9Fs, and other fighters, along



with our Ajax and Hercules surface-to-air missiles, were standing by to intercept the Soviet Bears and their other nuclear bombers. And there was a time (the Cuban Missile Crisis) when the Soviets intended to put nuclear missiles in Cuba that the conflict between the USA and the USSR came very close to going hot.



And the Berlin wall, constructed in 1961 and torn down in 1989 and 1990, also represented the Cold War. I took these pictures at the Chino California airport in September and November, 1988, before the fall of the Wall.



A little research showed that MiG-15 N90589 was acquired from Russia by China, then bought from China in 1987. Its first flight in this country was at the Chino airport on July 29, 1987, and it is now apparently at the Western Aerospace Museum in Oakland, California. I would have loved to see that thing fly.

[Editor’s note: The full text of Fred’s article and several more MiG-15 photos (larger and in higher resolution) are in the [Bonus Pages](#). -JW]

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Judging	1pm - 3pm
Award Presentation	3pm - 4pm

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STARFEST DATE CHANGE

JOE WALTERS

The annual StarFest science fiction convention held in Denver normally takes place the weekend after tax day, but as they must use a different venue this time around (the regular place undergoing remodeling this year), the date had to change, and the convention will now be held **March 11 – 13, 2016**.

This is the convention with the annual sci-fi Model Show, and it's about time some ASM members brought home some of those trophies and goodies!



As this venue is smaller than the usual (likewise the parking space available), I highly recommend you drive up Thursday, March 10. And as the show continues well into late Sunday afternoon, I also recommend you plan to drive home Monday the 14th. We always do this, and it will save you many headaches.

This year's StarFest will be held at the Crowne Plaza Hotel located at 15500 E 40th Ave, Denver, CO 80239 (I-70 and Chambers Rd, near the airport).

Tickets are on sale now, and room reservations are being accepted now. For hotel contact details and ticketing information, see the Starfest website (<http://starfestdenver.com>). Guests and other details will be listed as the time approaches, so keep an eye on this website!

I realize this show is almost six months away, but it's not too early to start planning—those hotel rooms will sell out fast. There are other hotels in the area, but they won't offer the discount the "official" hotel is offering to StarFest attendees.

IN THE BONUS PAGES!

JOE WALTERS

In this month's **Bonus Pages**:

- The full text and photos of Fred's Foto File
- A new Kit Review from Larry Horyna with lots of close-up photos!

Master

Tony Humphries	1030
Ken Liotta	952
John Tate	930
Glen Bingham	844
Larry Glenn	716
Dave Miller	410
Victor Maestas	401
Brian Peck	279
James Strickland	274
Mike Blohm	257
Josh Pals	227
Patrick Dick	154
Michael Foust	75
Danny Williamson	25
Dave Straub	2

Intermediate

Ken Piniak	1101
Frank Randall	804
Partap Davis	566
Bret Kinman	489
Len Faulconer	418
Gil Johnson	250
Jack Garriss	210
Jeff Frickstad	160
Gorham Smoker	110
Pete Armijo	100
Blaine Couch	100
Richard Milner	25
Kyle Garber	4
Don Smith	4
Tim Wood	4

Basic

Jeannie Garriss	1035
Keith McIntyre	450177
David Paul	2
Lloyd Powell	2

Junior

Josh Kinman	650
Anthony Jackson	150

MODELER OF THE YEAR POINTS STANDINGS

As of 25 Sep 15

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	Larry Glenn		l.glenn2@comcast.net
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Newsletter Editor:	Joe Walters	821-3751	jwalters22@comcast.net

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.

BONEHEAD PAGE

JOE WALTERS

Well, it's certainly not a *Bonus Page*!

Due to some last-minute frantic changes to the newsletter, I managed somehow to lose Jerry Little's *The Finer Points* column, and it didn't run in the newsletter distributed on the 28th. This was my error, my mistake, and I apologize to Jerry for this inexcusable oversight. Here's the column. Sorry about that, Jerry.

The copy of the issue PDF that eventually gets posted to the website will include this page.

THE FINER POINTS

JERRY LITTLE

Well, it's October. The year is coming to an end for the club contest and that means two things. First, we are getting close to naming our Modelers of the Year, and it means we need to start looking at next year's contest schedule. So let's start with next year's contest schedule. As a club, at least for the last three years, we've had a pretty varied schedule. The nice thing about that is it's something all the club members get to have input in. As a new contest director for the club, the meeting we discussed possible contest themes was awesome because I was amazed at the ideas that came through. When we finally voted on the themes, there were still enough great ideas to have a whole second season! Hopefully we'll have the same great inputs from the club members because that is what motivates members to build! And build we do as a club. This year we've not had as many models on the table as last year but we've built and displayed over 182 models between the contest and the works in progress. That's about twenty models less than last year at this time, but still an impressive number. So what are we going to build next year? Members need to start thinking about themes! "First Responders," "Rescue," and "I do this for a living" are interesting themes that could be considered. 2016 is another great year in that 75 years ago was 1941... another year which could live in infamy. Even a little as fifty years ago we were in the beginning stages of Vietnam. Just yesterday, 25 years ago, it was 1991 and the throes of Desert Storm. There is a lot of potential for 2016.

Modelers of the Year points are adding up through September. There are only a few contests left in the year to make a run for the points. If effect, there are just October and November left to make points. And the points are close! Only a "Best of Show" and "People's Choice" are all that is separating the top two or three in both Masters and Intermediate categories! The good news is November is an "Open" contest, so it is a great opportunity for modelers to finish strong!

September was another great month for the club contest. We had twenty-nine models entered in the "Trainers" theme contest. Additionally, with Gil Del la Plan's "It's all Greek to me" Sponsored contest, we had some outstanding models on the table. In Masters, Dave Miller's destroyer "Shikinami" won Best of Show, and Larry Glenn's Bv-141 was the "People's Choice" winner. Len Faulconer was the "Best of Show" in Intermediate, and Frank Randall's A-7 "Tiger Meet" was the "People's Choice." There was great competition in the Basic category between the McIntire brothers with both Keith and Kyle being awarded a "People's Choice" award for their entries while Kyle won the "Best of Show" for his German Battalion. Finally, in the Junior category, Joshua Kinman won both "Best of Show" and the "People's Choice" for his Jeep entry.

The Final Point

As we start to think about club contest for next year, we might want to consider how we can distinguish between club modeler's skills and style when building. Many times during the year, we have contest were there are models that are singular in a category and don't fit with the rest of the models on the table. An example of that may be a submarine entered where all the other entries are aircraft. While this is perfectly acceptable, we don't really have anything to judge it against. And while the primary goal of the year is to get models on the table, regardless of the type, scale or subject, it would be challenging to see how each of our modeler's skill and style (within the categories) compare. One thing we should consider doing is a "single type" contest for 2016. This is where everyone builds the same model from the same kit. Some might think it's boring to see all the same model, but having been around this hobby long enough, I will bet deep down inside of each of our competitive natures, we'd all like to see how they stack up! On a more serious note, when building the same model, modelers get to explore the different ways each of us build and the techniques used to get the finish. When they are sitting next to each other on the table, it makes it easy to learn from one another. So, if it isn't chosen as a theme, maybe we can have a sponsored contest from one of the club members.

BONUS PAGES!

FRED'S FOTO FILE

FRED FRANCESCHI

MiG-15

This month's contest is about the cold war. Fortunately, the cold war never became "hot." But there were lesser conflicts in Korea, Vietnam, and other places. And there were always Strategic Air Command B-47 or B-52 bombers ready in case the cold war did go nuclear. And the Soviets had MiG fighters ready to intercept, as well as surface-to-air rockets. Our own F-89s, F-100s, F-106s, F4Ds, F9Fs, and other fighters, along with our Ajax and Hercules surface-to-air missiles, were standing by to intercept the Soviet Bears and their other nuclear bombers. And there was a time (the Cuban Missile Crisis) when the Soviets intended to put nuclear missiles in Cuba that the conflict between the USA and the USSR came very close to going hot.

And the Berlin wall, constructed in 1961 and torn down in 1989 and 1990, also represented the Cold War. I took these pictures at the Chino California airport in September and November, 1988, before the fall of the Wall.

A little research showed that MiG-15 N90589 (shown below) was acquired from Russia by China, then bought from China in 1987. Its first flight in this country was at the Chino airport on July 29, 1987, and it is now apparently at the Western Aerospace Museum in Oakland, California. I would have loved to see that thing fly.



An F-80, several different versions of the F-84, and a MiG-15. The F-80 and early F-84s could have fought against the MiG during the Korean War.



Four MiGs of various types, an A-26, and a T-33. There are so many MIGs that this almost looks like a Russian airfield.

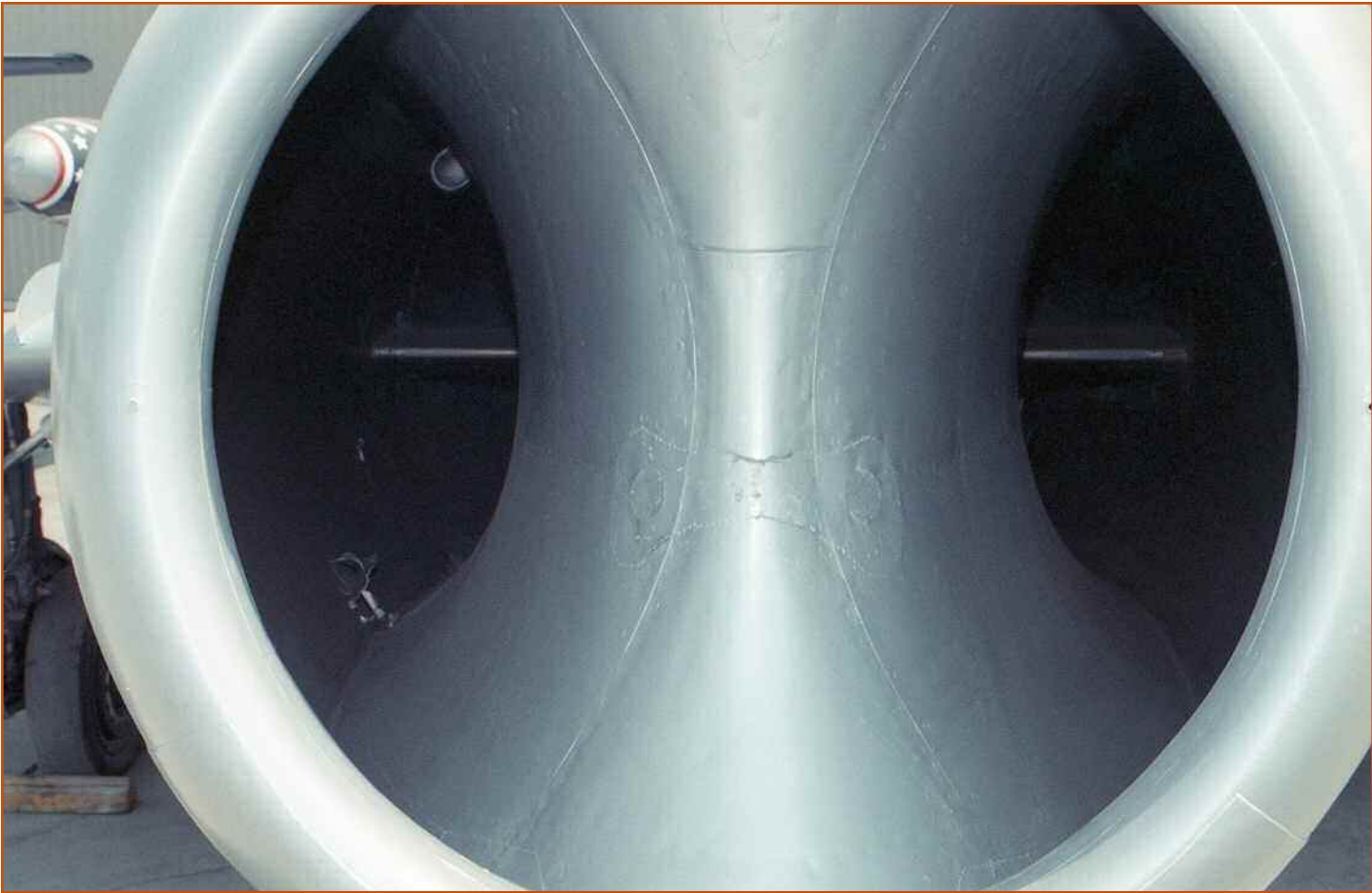


Above: A MiG-15 with a B-25 in the background. And a Lockheed Harpoon at the left of the shot.
Below and next page: Good shots of MiG-15s.





This page and the next two: Some detail photos of the MiG-15.







Next three photos: A MiG-19 at the same airfield in November 1988.





P.S. For you microdetailists in the club, I have more MiG-15 photos of things such as landing gear doors and the insides of the wheel wells, I don't want to take up all of Joe Walters's valuable newsletter space, but you can contact me.

And here's an American Air Force song about the MiG-15, sung by Oscar Brand. Enjoy!

www.youtube.com/watch?v=V9mrLflZw50

BONUS PAGES!

KIT REVIEW

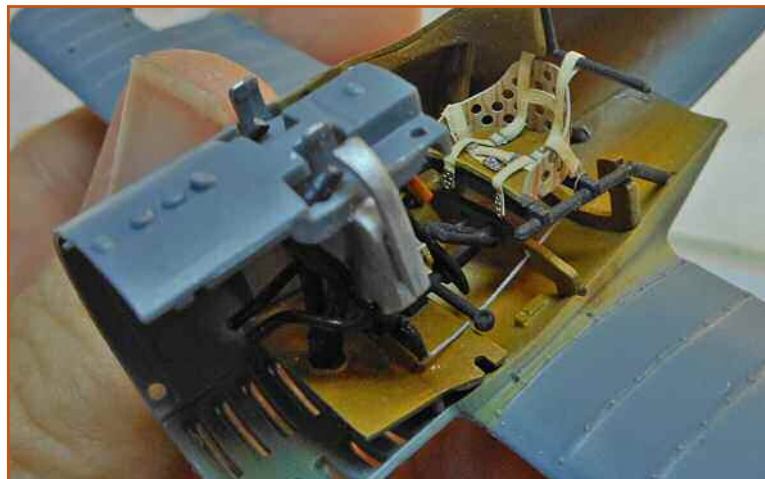
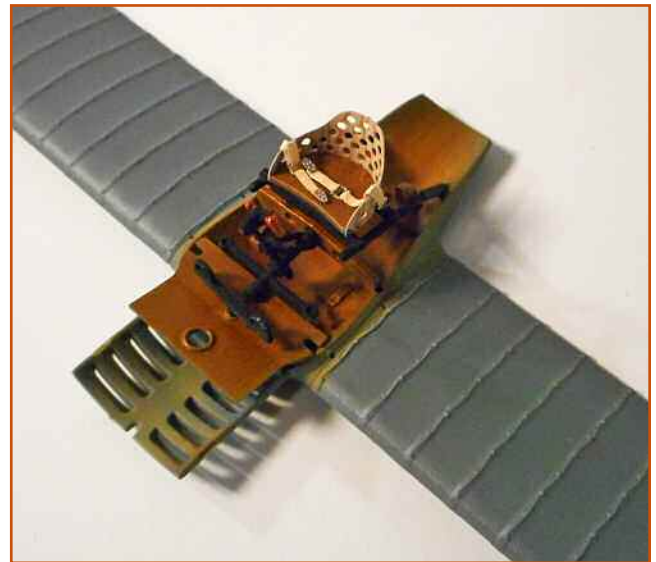
LARRY HORYNA

Eduard 1/48 Siemens-Schuckert D.III with Brassin accessories

Near the end of the First World War, Siemens-Schuckertwerke's D.III was one of the last late war German aircraft designs to see action. The airplane was basically built around its 160 hp Siemens-Halske bi-rotary engine. This engine featured a propeller and cylinders that rotated opposite to the crankcase. This offset the typical rotary engine torque and allowed a slower propeller speed for the same power. The initial design was similar to previous ones in that it featured a large two blade propeller and long landing gear struts. After noticeable ground handling problems, a shorter four blade prop and shorter undercarriage struts were added. Rate of climb proved outstanding and the little fighter showed great promise, outperforming both the Fokker D.VII and Albatross D.V in rate of climb.

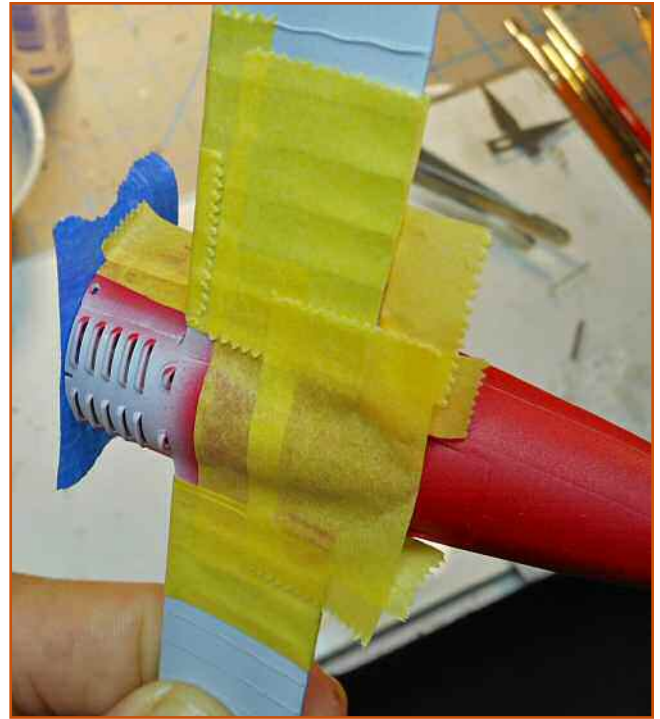
Unfortunately, Voltol mineral oil was used in place of the diminishing supplies of Castor oil and this proved problematic. The engines began overheating and seizing after just ten hours of operation. This was also partially due to the cowlings not offering enough open space for cooling. The aircraft were withdrawn from frontline service (only about forty examples had been delivered by May of 1918). After redesigning the rudder and cutting away much of the cowling to improve engine cooling, the type was re-introduced near the end of July. Another forty were produced for a total of eighty aircraft by war's end. One of the most famous aces to fly the aircraft was Ernst Udet, although it is not known for certain if he actually flew the aircraft in combat. There is a well documented photo of Udet sitting in the aircraft with his signature "Lo!" marking just behind the cockpit.

Eduard's new release of the SSW D.III in 1/48 is a complete re-tool of their previous release from the early '90s. The molding is very clean and crisp, just like any of their new toolings. Eduard's Brassin line makes a resin and photoetched Siemens-Halske engine as well as Spandau guns. Eduard also produces a very nice set of fabric seat belts. This particular kit itself (8256) is a "Profi-Pack" edition with a

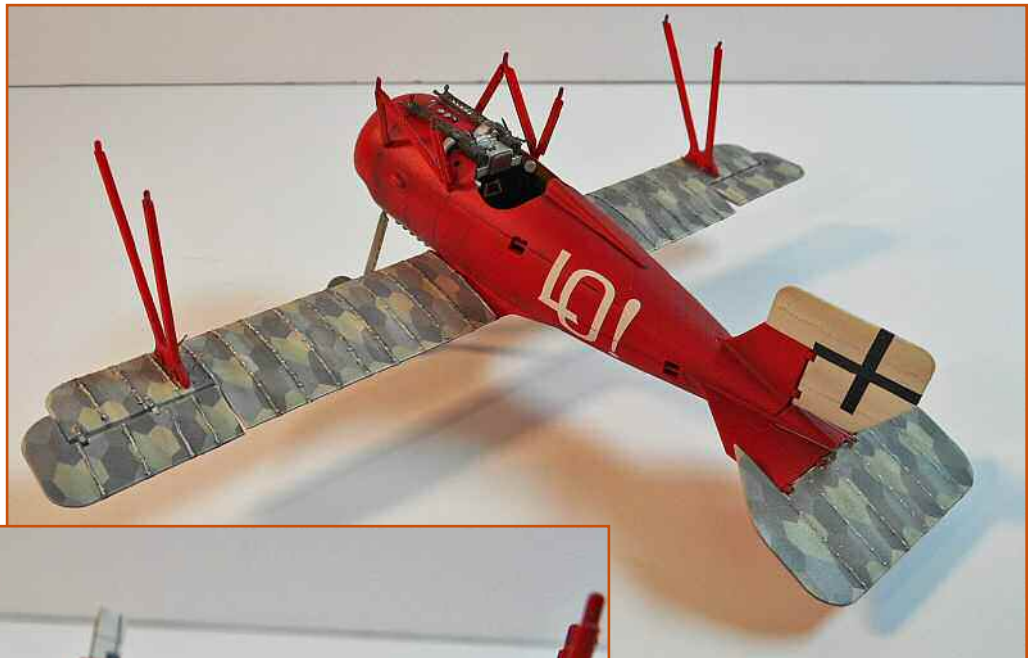


very nice photoetched fret that includes rigging anchor points and turnbuckles (and they are small!). The decals are excellent and quite complex, featuring separate rib tapes for the lozenge camouflage. This is most certainly the complete opposite of a "weekend edition" kit!

Assembly was fairly straightforward. The only tricky part is on the interior attaching the bar that supports the shoulder belts. There are two internal braces that attach to the cockpit sidewall as well as the floor. This is a bit difficult as the floor is attached to the lower wing and fits up into the fuselage. To help fit these parts, I glued one side of the fuselage to the lower wing and then attached the other fuselage half to this assembly. That made it a little easier to deal with the tricky internal parts.



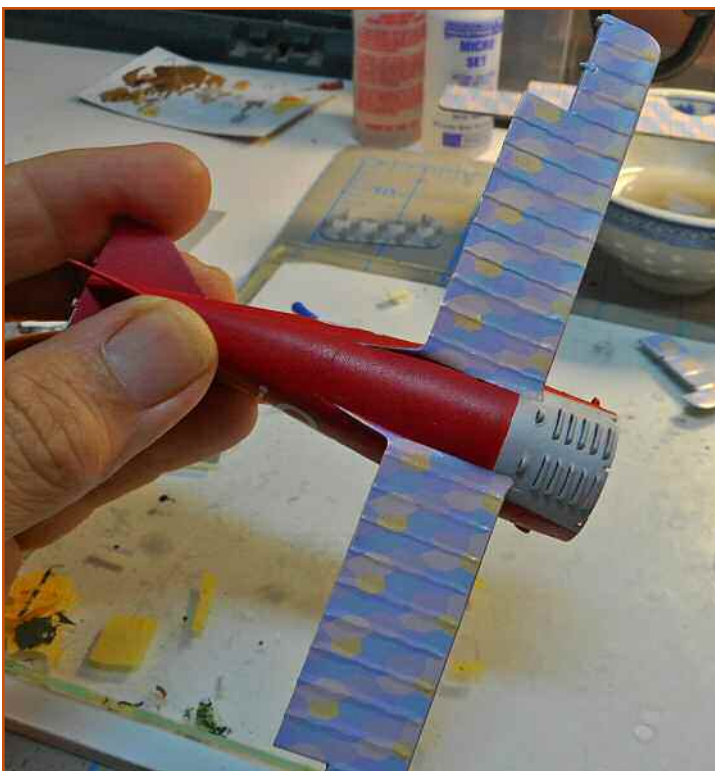
Fit was superb on the entire model. Of special note are all of the struts, which fit into their designated holes perfectly and provided plenty of rigid support. Everything aligned quite well too. I did not need to use my biplane alignment jig to attach the upper wing. As far as building a biplane is concerned, this was quite simply one of the easiest to assemble I have ever done. It was pretty much like building a tiny Wingnut Wings kit! And it is tiny!



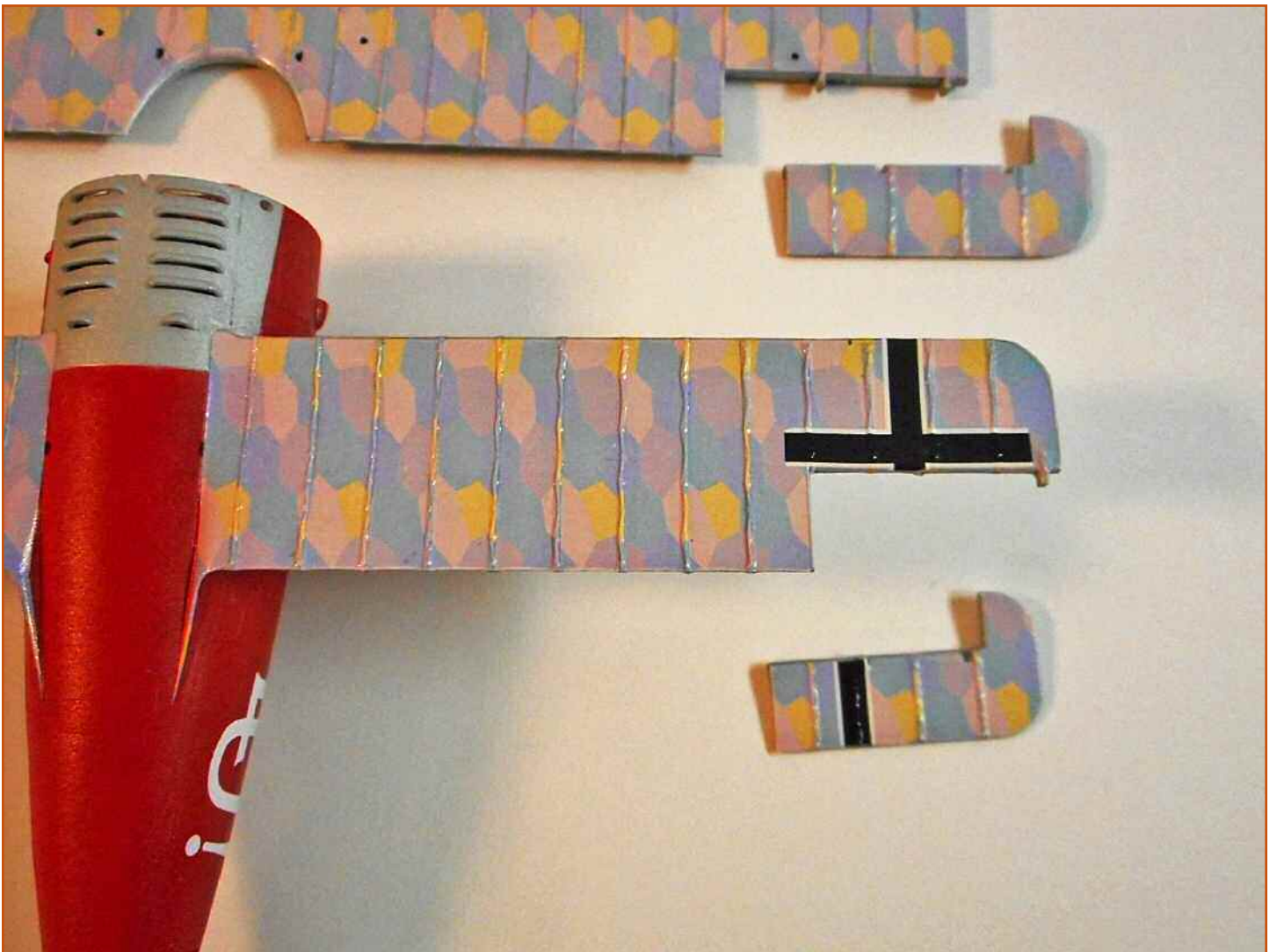
The beautiful little Brassin engine is a gem, but be forewarned, you're not going to see too much of it! The Spandaus are equally nice, with more than a dozen parts each!

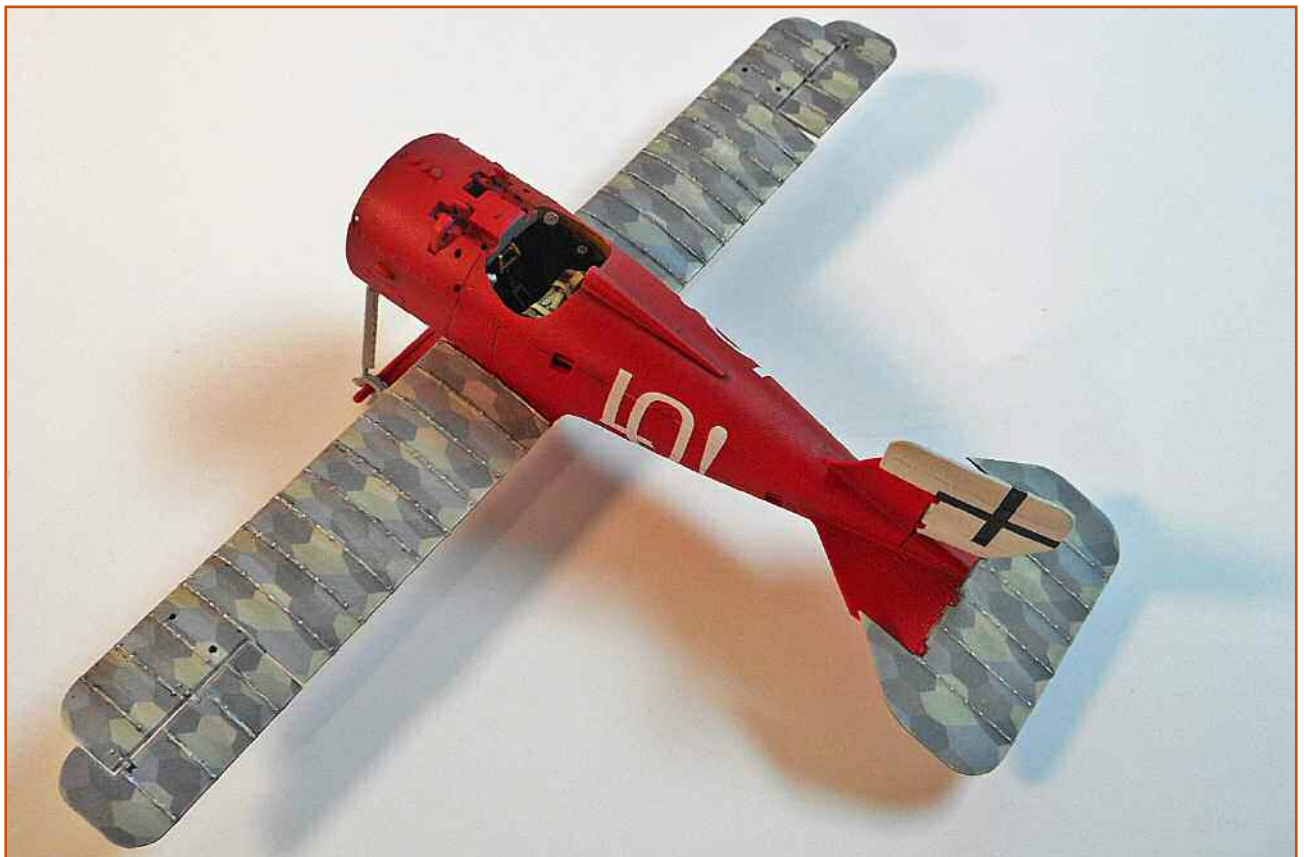


The decals went down with no major problems. I first painted the entire airframe flat white and then sprayed a coat of Future floor polish. The wing rib detail is very pronounced and it did take several treatments of Micro Sol to get them to completely conform. To add to that, the separate rip tapes took even more. But in the end, the rib detail is still visible! I was pleasantly surprised. Eduard supplied a small piece of extra lozenge which I did need for the upper wingtips. Otherwise, the decals fit perfectly. The only thing I de-



ecided not to try (partially wimping out and partially because I liked the look more!) I opted to not use the lozenge decals for the interplane struts. I think they would have been very tricky but when considering how well the rest of the decals went on, they probably would have worked. The real aircraft commonly had lozenge fabric wrapped interplane struts but I liked the renditions of Udet's airplane with the red ones (funny enough, Eduard's initial release of this kit featured Udet's on the box cover as well, but with red interplane struts!).



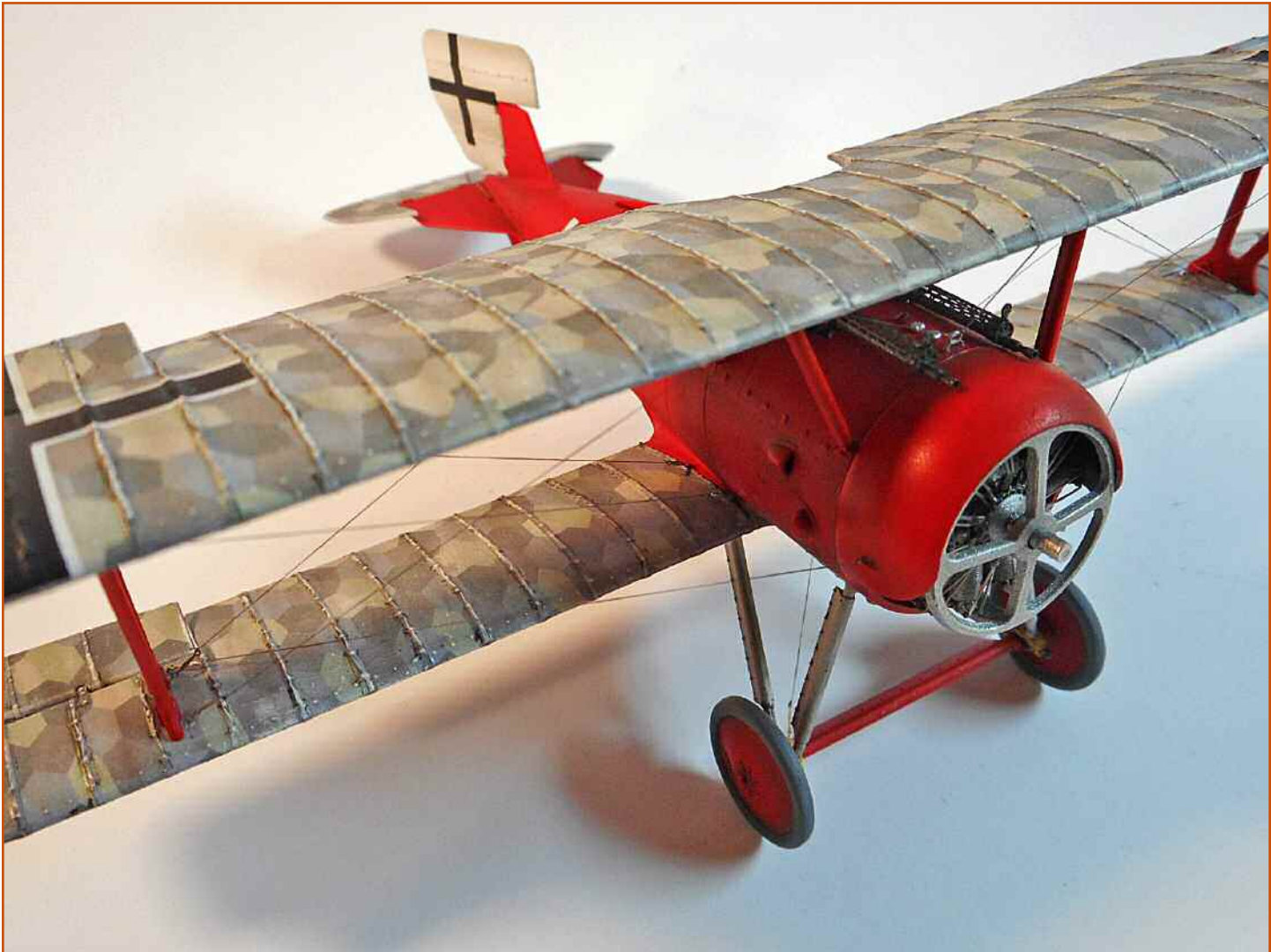




Now the rigging. I have a fair amount of experience rigging biplane models, but this was a bit of a challenge. Part of this is no doubt due to the fact that I have pretty much converted to $\frac{1}{32}$ for my own WWI aircraft models. It's a bit easier when you have more room to work with and line that you can see! I used Uschi van der Rosten's fine elastic rigging line. It worked quite well with the photoetched turnbuckles and anchors. I attached the anchor points to the upper wings with one end of the rigging attached. After attaching the upper wing, I attached the loose ends to the turnbuckles, which I glued in place before attaching the wing. The turnbuckles can easily be bent slightly to align the line straight to the anchors.







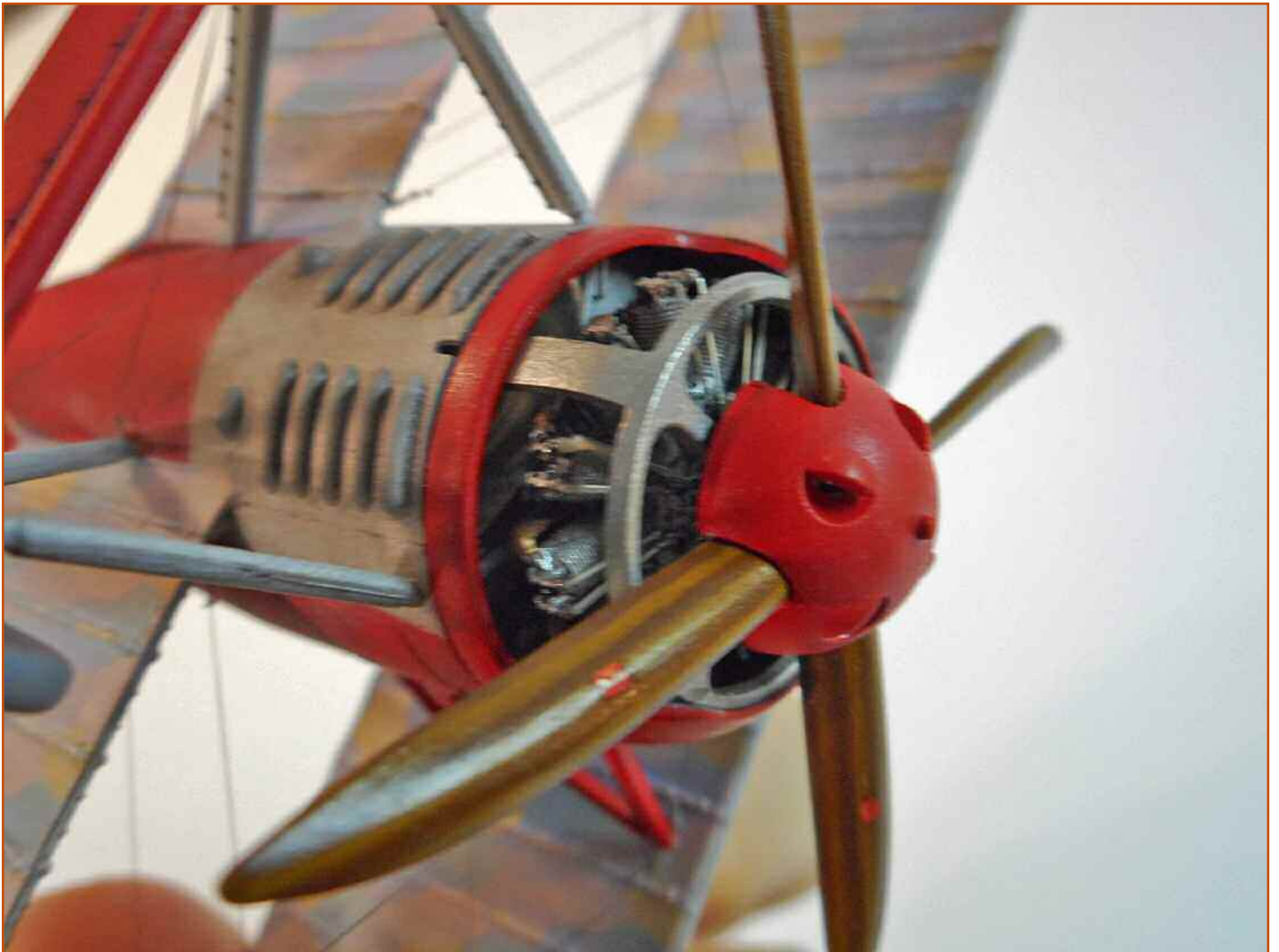


The most difficult part was the attachment of the rigging lines between the cabin struts. These attached to a small photoetched part and let me tell you, there was not much room to work in there!

All in all, this was a very pleasurable build (except for where I temporarily lost my eyesight after rigging!). I would definitely categorize biplanes as a bit more challenging than most monoplanes. But in the end, it's mostly a matter of needing to take a little more time, nothing more (and don't drink coffee before you try rigging!). I highly recommend this kit for anyone interested in 1/48 WWII subjects!











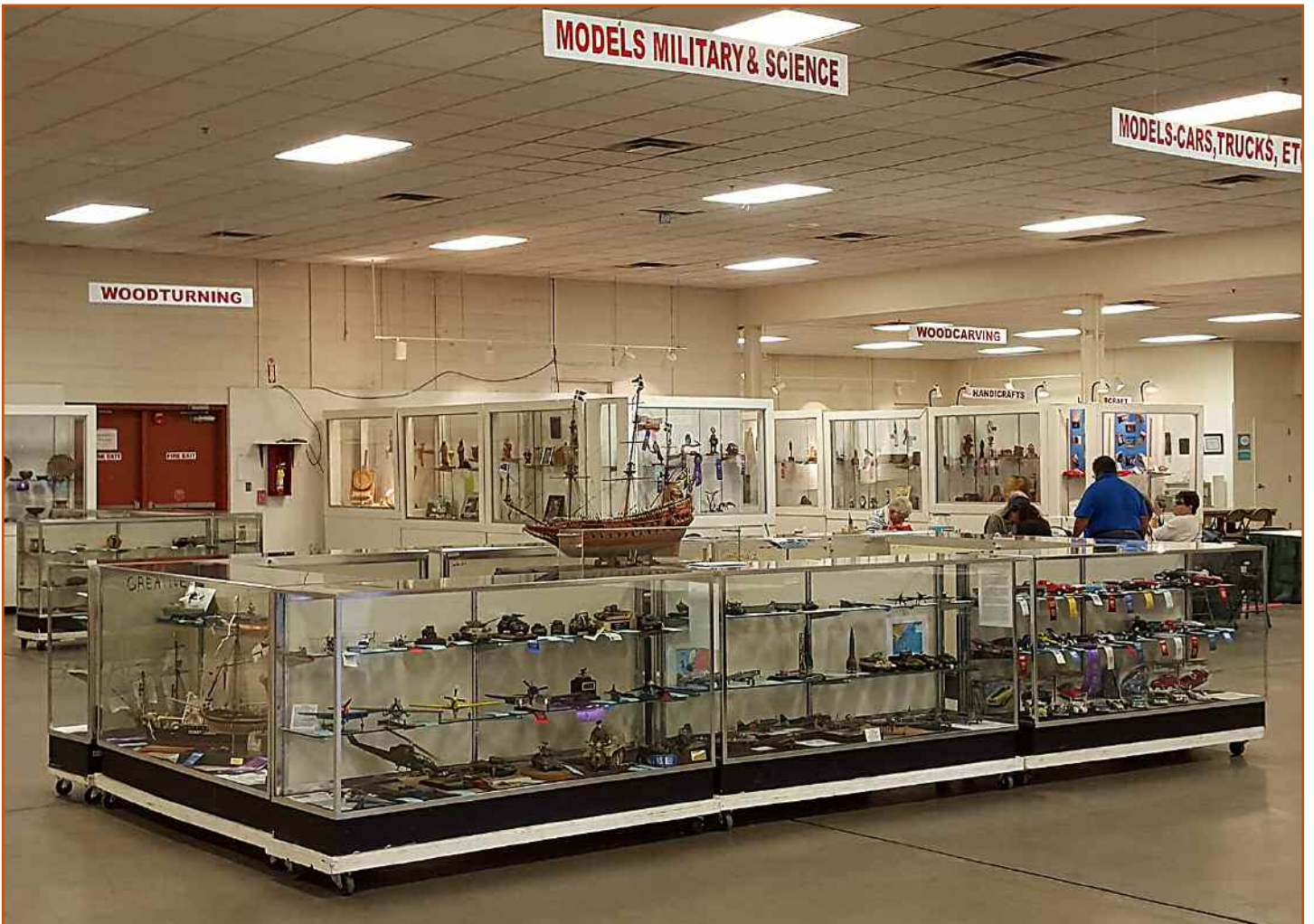
BONUS PAGES!

STATE FAIR PHOTOS

MIKE BLOHM







BONUS PAGES!

ANOTHER FLYABLE B-29

For several decades now, the only B-29 in flyable condition has been Fifi, late of the Confederate Air Force and now operated by the more politically correct Commemorative Air Force.

But now, a second B-29 is about to take to the air!

ASM member Steve Stronach sent along information about Doc, a WWII B-29 undergoing restoration and approaching the point of first test flight. Doc is being restored in Wichita, Kansas, where it was built.

As B-29s were being removed from service in the 1950s, Doc ended up in the Mojave desert, where it served as a bombing target. Years later, having survived that career, the plane was found and efforts began to recover and restore the venerable old warbird to return to the skies. Roughly fifteen years into the restoration process, the airplane is preparing for its first flight.

Recently, the aircraft was rolled out and the engines tested for the first time. Steve forwarded a link to a video of the event:

<http://worldwarwings.com/breaking-news-b-29-docs-engine-test-a-great-success>

There are more photos and videos, along with lots of history and other information, available at the project's website:

<http://www.b-29doc.com>

Thanks for the heads-up, Steve!



Above: Doc is rolled out for its official debut!

Below: Doc as found after thirty-plus years in the Mojave.



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