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RED, WHITE & SPRUE

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★ LISMS NEWSLETTER ★

June 2013

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Next meeting date:
Monday, June 17th
7:30 pm to 10 pm
Levittown Public Library
 1 Bluegrass Lane, Levittown, NY.

Executive Board

President: **Robert DeMaio**
 631 707-3442
taurleo@optonline.net

Vice President: **Roger Carrano**
 347 531-6719
jeepnot@aol.com

Corresponding Secretary: **Fred Seitz**
 631 581-1990
seitzfjs3@gmail.com

Secretary: **Doug Tantillo**
 516-541-7576
dtantill@optonline.net

Editor: **Steve Muth**
 516 671-9456
sgmuth@optonline.net

Graphic Design: **Al Zygier**
 718 793 4186
azygier@verizon.net

Contest Chairman: **Fred Seitz**
 631 581-1990
seitzfjs3@gmail.com



Model: **Albatross DIII - 1/32 Scale by Nick Buro**
 Photo: **John Musolino**



IN THE PILOT SEAT

Thank you Kyle for your informative methods of working with photoetch pieces at the last meeting. This next meeting will focus on you, our members, to bring in a model, built or in the process of doing one. It's model night! If you want a Theme, there are three of them, D-Day 1944, Midway 1942 and Blitzkrieg 1941.

It doesn't have to be a theme model. I suggested them because it is the month of June. The model I'm working on isn't any of these themes. Hint: it floats on water. We have a few new modelers over the past months who seek advice on building techniques. Help them out.

Roger is doing well. I hope he will be at our next meeting on the 17th. Steve Martens e-mailed me with his update and is doing well also. I hope he will be back too. I hope we heard the last of 'negative waves' for a long time to come.

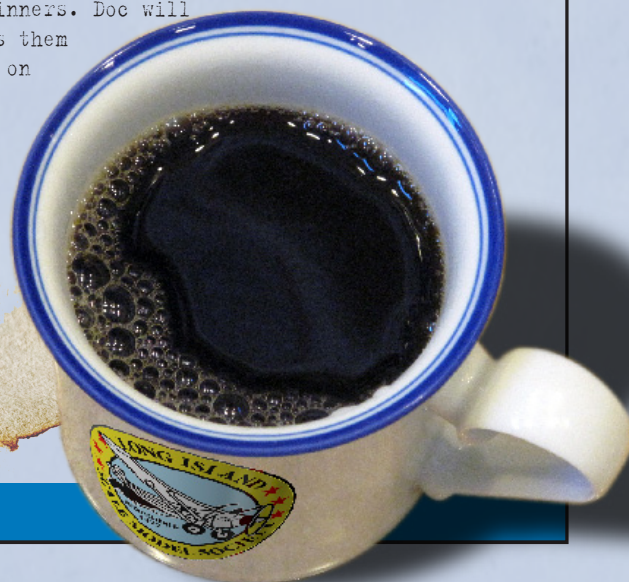
Well, it's firm. We will be hosting Noreastcon 43 in May 2014 at The American Airpower Museum. Some changes will be made to Friday's opening time to start in the afternoon. That's right; it will be a Friday and Saturday with an Awards Buffett at the AAM on Saturday night. We are working on the Menu and trying to keep the cost as low as possible. Fred is finalizing the Contest Categories and seven special awards! A flyer is almost done along with all the necessary forms. I am aiming to post all these on our web by the end of June. I will also be sending out early notices to all modelers and vendors too.

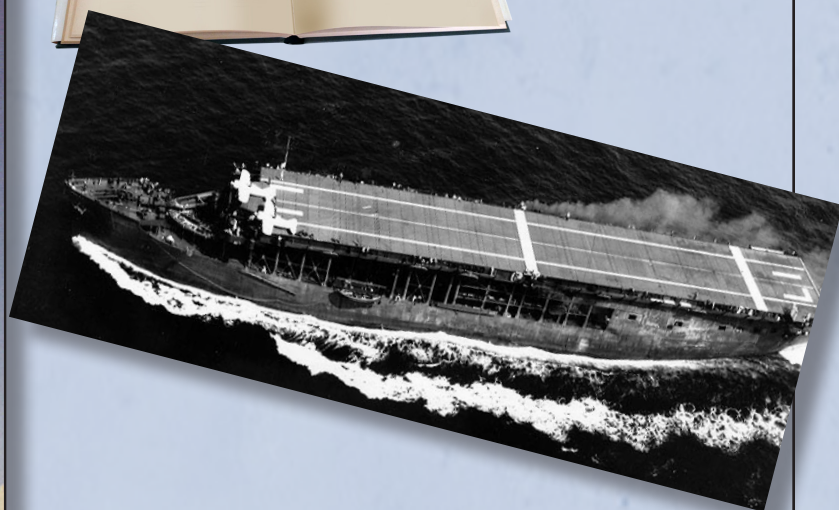
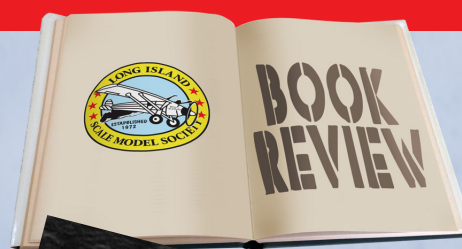
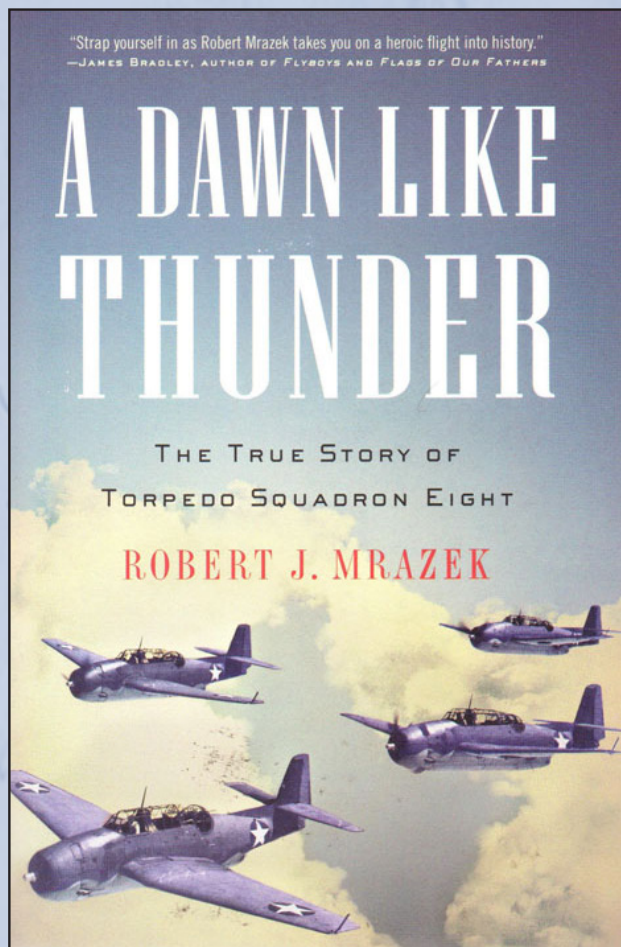
New models are hitting the market on a monthly basis, especially 1/32 scale aircraft. Since the younger generation are so few from our modeling world, I think the manufacturers are targeting us older fellows with eyes of old.? I loved building 1/48th in the past when my eyes were great, but now find I sway the interest to 1/32 scale. What will happen in fifteen more years? Will I be looking for more 1/24th scale or bigger? It's a scary thought, but will there be enough modelers to carry on the hobby in another twenty-five years? We often question it, yet push the question aside because we are here today to build models and enjoy the hobby. Any young modelers of today, who we can influence, will be those to carry on the hobby and say they remember us and what we did for them.

Our Regional Coordinator has informed me that our chapter has been voted the "Chapter of the Year" and I, "Person of the Year". I was totally shocked and surprised, in addition lost for words for a while. I never expected this! Thank you for whoever entered our chapter and me into the pool of other possible award winners. Doc will send me the awards when he gets them from IPMS and I will post them on our website.

Keep building those models!

Bob





published by Back Bay Books, a
Division of Little, Brown and
Company. 2009, 256 pages,
SC, ISBN-13: 9780316056533

Reviewed by Howie Belkin

A DAWN LIKE THUNDER is now available in 526 page paperback “used” for just a couple of dollars. This is about the Devastators and Avengers of Torpedo Squadron 8, before, during and after the Battle for Midway.

If you thought they were wiped out (except for Ensign Tex Gay) that early June 1942 day, the author has written a hard to put down, exciting history guaranteed to teach you a few things you never knew! For example:

- ♦ Tex Gay was not the sole survivor.
- ♦ Midway was not the end of Torpedo 8
- ♦ There is a Cover Up Uncovered.
- ♦ Part of the story includes the U.S.S. Long Island!
- ♦ This story could not be told without mentioning the L.I. Connection.

The intimidating 500 pgs includes over 50 pgs of appendix and index.

THE PAGE COUNT IS UNDER 500 PAGES

These days I rate books by “how many photos and drawings vs how many words” - the more pix the better! This is an exception to that rule! I enjoy books that relate to my modeling hobby. If I read a book or watched a Midway movie I’d want to dive into a kit of Horner’s Air Squadron Commander Officer John Waldron’s Dauntless or Tex Gay’s Devastator. Or what diorama choices you have when the water table was only 3 feet in most of Midway so “digging in” for protection from the expected battleship bombardment meant creating an au natural bathtub to curl up in This isn’t a Camo and Markings book. There is a major bibliography, references and quotes. The pilots and crews of Torpedo 8 become more than just names. They become characters you get to know. But you already know their fate (or do you?) and worse, you know that their torpedoes are unreliable and that without fighter support they will run the suicidal gauntlet like the Charge of the Light Brigade. This book is

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called “a remarkably vivid tale of valor, fate, and young men dying young.” Cut out the scholarly necessities and there are less than 500 pages to read!

THIS STORY COULD NOT BE TOLD WITHOUT MENTIONING THE L.I. CONNECTION.

The Hornet’s Devastator equipped VT-8 was chosen to be the first Torpedo Squadron to receive the new Grumman TBFs. Our Naval intelligence knew exactly when and where our task force needed to be to ambush the unsuspecting Japanese ambush near Midway. The squadron’s most senior Squadron staff, led by Squadron Commander Lieutenant Commander John Waldron, sailed aboard the Hornet. A contingent of VT-8 became familiar with the TBF at Grumman’s Bethpage, Long Island HQ, but time was of the essence and they couldn’t wait for problems with the wing locking gear to be fixed. They shipped to Norfolk, then CA. The Hornet sailed with Devastators, arriving before its crews in Hawaii so it continued on toward Midway. Six of the replacement TBFs and 17 VT-8 pilots and crews missed the boat and didn’t sail with the Hornet. They were asked for six volunteer crews to fly the six TBFs from Hawaii directly to Midway Island. That is how it came about that six VT-8 TBFs were on Midway in time for the Battle while the balance of VT-8 on the Hornet and all the Pacific fleet’s torpedo squadrons still had TBDs.

The balance of the first Avengers and supplies shipped on ships like the *U.S.S. Long Island*. The new escort aircraft carrier departed for the west coast with a full deck 10 May 1942. It reached San Francisco 5 June, then joined Admiral Pye’s battleships and provided air cover to reinforce Admiral Nimitz’ forces after victory in the Battle of Midway of 4 June (the *U.S.S. Long Island* rendezvoused and replenished the *Saratoga* and *Yorktown*).

Long Island steamed to 200 miles southeast of Guadalcanal and launched her aircraft, the first to reach Henderson Field. They were instrumental in the liberation of Guadalcanal. Reclassified ACV-1 on 20 August, *U.S.S. Long Island* sailed for New Hebrides, arriving 23 August.² Supplemented by surviving Marine and VT-8 crews and kept flying by their ground crews cannibalizing aircraft as necessary, they became the nucleus of the “Cactus Air Force” and would fight on, on land and in the air, on Guadalcanal. American pilots of Torpedo Squadron Eight changed history at Midway and Guadalcanal though no longer recognized as VT-8.

WHERE THE NAME CAME FROM

On the weekend of December 7, 1941, Grumman had an “open house” celebrating their newest aircraft, the TBF. As news of the Japanese “dastardly act” was heard, the name “Avenger” quickly spread. Within months the first TBFs arrived in Hawaii, assigned to VT-8. Some crews had a couple of days to “sight see” Pearl Harbor. The Squadron Commanders realized that their pilots had little or no actual flight experience on the new, mighty TBFs, and certainly no carrier take off and landing experience, so they worked them hard as ever. Some of Pearl still burned and rescue crews worked in vain to free men still trapped within their steel tombs. I don’t recall other authors describing the scene as graphically as to include the putrid smell of death that permeated everything, months after the Japanese sneak attack. But anyone “who’s been to war up close and personal” are among those too familiar with that sickly smell. It was a good introduction of the Grumman Torpedo plane to the war, and according to the author’s sources, certainly fitting reminder to receive its nickname, the Avenger.

THE DEVASTATOR AND MODELING NOTE

The *Hornet* arrived and departed Hawaii before the TBFs arrived. VT-8 still had TBD Devastators on board, the same aircraft that held it’s own in the earlier battle of the Coral Sea and recent attacks on Japanese held islands. With fighter protection, it only had to deal with unreliable torpedoes. But TBDs were slow and suffered from short range. The single rear firing .30 cal Browning machine gun was inadequate. Commander Waldron requested and requested that spare .30 cal Brownings be added to the rear machine gun mount in the TBDs. Finally, this was accomplished, for most of the Squadron. If you’re modeling a Midway VT-8 Devastator, you would most likely be correct to show the rear gunner with two .30 cal machine guns mounted very much like the mounting installed on most Dauntlesses.

That segues into a comment re camo and markings. After the Coral Sea, the U.S. Navy transitioned into a new scheme of blue-grey upper and lighter gray undersurfaces. The white star was to appear on a dark blue surround on top of the left wing and on the bottom of the right wing but in fact remained on top and underneath both wings, as well as on each side of the fuselage, with the red center deleted. The fuselage unit code was to appear in black

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on the fuselage rear. i.e. 8-T-14 (Gay's plane) is shown in black on Squadron Signal's TBD Devastator in Action rear cover illustration. "8-T" indicates Torpedo 8 and "14" the 14th aircraft. The rudder red/white stripes have been painted over.

A famous photo of a deck crowded with SBD Dauntlesses on the front cover of *The Battle of Midway* by Mark Healy, shows white stars upon blue roundels on top of both wings and both sides of the fuselage, with a red circle centered within the stars. All these stars on blue surrounds are different sizes, even on the same aircraft! The rudders appear to have a dark cover over them, as if instead of painting out the red/white bars they're simply covered over while on deck and removed in flight. There were plenty of examples of anti-aircraft gunners shooting at anything with red. The difference in star diameter could be significant. Some show the roundel on top of one wing reaching the very front leading edge to the very end of the trailing edge. The opposite wing top may have one that starts at the leading edge but only goes to, but does not overlap, the perforated dive flaps. Unsuspecting, know it all judges won't expect this so play it safe and copy that photo as part of your presentation in such a way that they have to see it!

MIDWAY'S OTHER SURVIVORS

On Midway, VT-8 Pilot Ensign Bert Earnest had the only TBF to take off from Midway and return. He earned the Navy Cross each way. Author Mrazek is not the only author to state that it was the first TBF off Grumman's assembly line. He managed to land with only the right main gear extended and his instrument panel and hydraulics shot out with over 100 bullet holes to attest to the fierce gauntlet all six TBFs flew. The turret gunner, Jay Manning, didn't survive. It appeared as if the Zeroes zeroed in on his turret to silence his powerful .50 cal. Inside the tail, tail gunner and torpedoman Harry Ferrier (one Navy Cross), was reverently removed from the airplane and rushed to Midway's medics. The famous photo of Earnest's battered, blood soaked Avenger 8-T-1 partially covered with tarps appears on photo pg 181. But who knew Earnest and others from VT-8 would continue flying from Henderson Field as part of the "Cactus Air Force", protecting Guadalcanal, in pieced together "Frankenstein" Avengers? Somehow Earnest and Ferrier survived the war!

MIDWAY'S COVERUP?

Probably as famous as the Alamo is the Battle of Midway's sacrifice of Torpedo 8, America's "Charge of the Light Brigade." That sacrifice was not in vain as it helped set up the devastating dive bomber runs that sank the biggest and best of the Japanese fleet, turning the tide of war. What we don't hear much about was Commander Stanhope Ring, who led the entire Hornet Air Group. He was not the most popular leader but he followed his boss, Admiral Pete Mitscher's orders to the letter, leading his entire air wing from the Hornet, along a wrong course to where the Japanese fleet was suspected to be. As they flew along, VT-8 Squadron Commander Lieutenant Commander John Waldron had more than a feeling that they were on the wrong course. Risking Court Martial, Waldron broke radio silence a couple of times, advising Commander Ring of the mistake. Ring was more concerned about the threat to his authority, responding in effect that he was in charge, shut up and follow my orders! Finally, Waldron dropped out of formation and followed the course he knew to be correct. The frustrated Air Group peeled off, pilots at a time, to follow Waldron. Before long they heard Waldron call Ring that he had found the Japanese fleet. He needed Ring to provide cover for his Devastators against the Zeroes that would swoop down on his squadron. He had already battled "the powers to be" to add the second 30 cal machine gun to his TBDs but that would be nothing like actual coordinated fighter protection from the Zeroes. Before long the VT-8 Torpedo planes, close to the water, ran the gamut of anti aircraft fire to launch their torpedoes. Waldron called for the fighters to come down and cover them. He called Ring again to no avail as one by one Torpedo 8 was shot down by AA or low flying Zeroes. Waldron would die, never knowing that Ring firewalled it to head back to the Hornet, by himself, with his complete bomb load. His own Squadron was reluctant to divert from Ring's flight path. They tried to rejoin him on the flight back to the Hornet but were passed by him flying like a bat out of hell. Upon landing, Ring stormed off to the stateroom not speaking to anyone, not even Mitscher. Soon after, Walt Rodee's dive bomber squadron returned fully armed and ignorant of the days actions. Mitscher was frustrated by the lack of information – and that so far his air group had not made contact. It could be the end of his career! He had sent out 59 planes and their air group commander had come back by himself, along with one bomber

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1/48 Bell X-1 Eduard # 8026

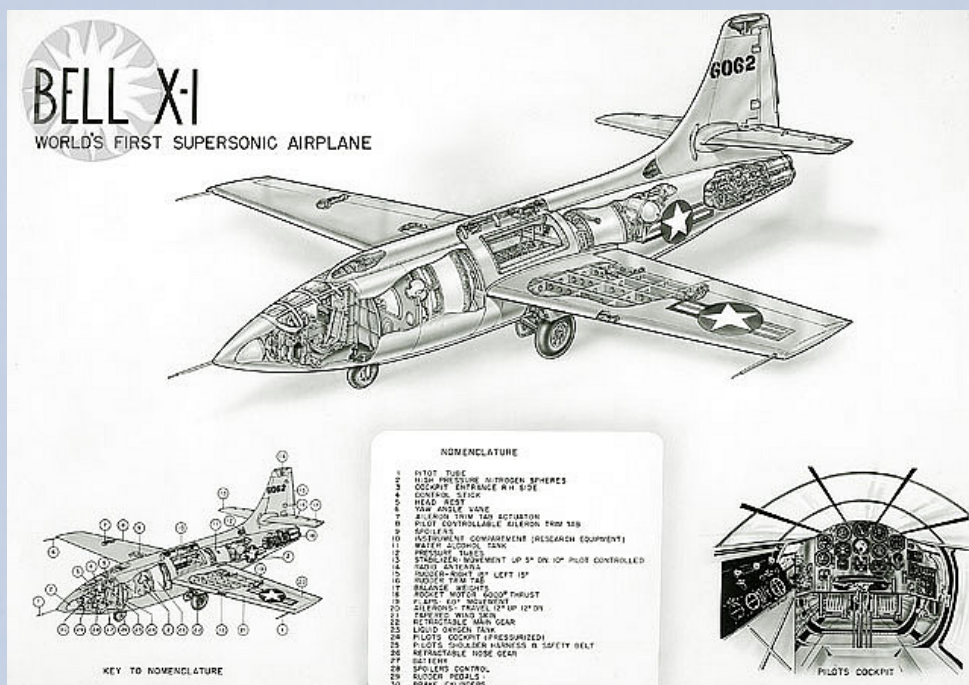
Reviewed by Steve Muth

The Bell X-1 was the result of an initiation by the USAAF, USN and NACA to break the sound barrier. The first X-1 left the Bell plant on December 27th 1945 and made its first flight (unpowered) on January 25th 1946 at Florida's Pinecastle Airport. Later, on December 9th 1946 the plane made its first powered flight at Muroc Dry Lake, California. By October 14th 1947 it had reached Mach 1.06 and became the first aircraft to fly faster than the speed of sound in level flight. Three X-1s were built plus 1 each of the X-1A, X-1B and X-1D. The X-1E was converted from one of the X-1s. The kit comes in a rather poor top opening box. Upon opening it you will find 37 gray styrene parts and one clear injection molded canopy. All parts are bagged with the canopy having its own bag. There are decals for two aircraft – the orange “Glamorous Glennis” and the white and silver “XXX”. Registration is so-so with the “Glamorous Glennis” suffering the most. Pity, as it is so obvious. There is no instrument panel decal, nor are there any P.E. or resin parts. The instructions are of the ubiquitous exploded view type with 11 steps. They are adequate.

The molded parts are nice but not great. The scribing is slightly heavy but the depth of the control surface outlines is commendable. There is no wheel well detail but the gear itself is rather nice as are the wheels. There are no locating pins or holes on any of the parts but there are locating tabs and slots for the wings and horizontal stabilizers. The wings are solid affairs and so will give nice leading and trailing edges. The cockpit detail is good and the instrument panel had instrument bezels in proud relief. There are a few ejection pins that will need shaving down but they are in unobtrusive places. There are no flash or sink marks on my kit. Upon my cursory examination of the instructions and fuselage molds it looks like there is no positive locating holes or such to locate the main landing gear parts. So... you will either have to mount the landing gear before priming or painting or mask/scrape off the spots where the parts touch.

Considering it is a 1997 kit (16 years old) it is rather nice. The only real fault lies in the decal “Glamorous Glennis” where the registration of the red and silver is not so good resulting in the red being dominant in some places and the silver in other places. Maybe there is an aftermarket decal out there.

With that caveat, I recommend it to all modelers. 🛩️





And Now, a Word About Judging

By Lou Corrieri

It's springtime! And that means show time! Like flowers, model shows/contests are popping up all over the place... Along with the contests are the ever present complaints about judging and judges popping up all over also.

Most judges are honest and try their best to be as fair as possible but that isn't always the case. Being human, there are all sorts of factors that come into play.

Some judges will favor their friends/club members. Some are prejudiced against certain models or favor certain models. Some judges see faults that aren't there or miss or overlook faults that are there. And some judges are overbearing and more or less insist on having things their way.

After saying all of the above it's been my 20+ years of judging experience on many levels that the results usually come out fairly. Not always, but usually.

On the other hand, some modelers have unrealistic expectations or won't accept or see their mistakes. Some models are very eye catching but they might have numerous errors that keep them from placing or out of first. I once entered a 1/48th Me109-F that I was extremely pleased with. The paint and decals were great. Seams, perfect! When I inquired why I didn't place it was politely pointed out to me that it was cock eyed! It was very obvious once it was pointed out to me but I was so happy with everything else I never noticed it! With aircraft, there are lots of places that cause problems. Probably the biggest area for errors is alignment. The a/c has

to sit straight with the wings and tail plane the same height on each side. The vertical stabilizer has to be straight. If the canopy opens up it has to be straight. Under wing stores should hang down vertically and be straight, some modern jets excepted. Landing gear is usually a problem. All of the wheels need to touch the ground and flat spots need to be on the bottom. They have to be even fore and aft and both sides need to be the same. Of course, paint and decals need to be good. No rough finish or decal film or silvering. Extra detail is nice but it needs to be done well or it's actually detrimental. Under wing stores need to be finished as well as the rest of the model.

Past performance is no guarantee of future results. You're judged against the other models on the table. Even if you previously cleaned up in other contests you might not do as well in the next unless all of the other entrants are the same as before. Different modelers may be just as good or even better than you. No model is really perfect. Don't expect to win and be happy if you do. If you're sure that you'll win you may end up being disappointed.

Of course you can skip the judging angst and just display your models, talk with others and enjoy the models at the show. I just went to the NNL East car show where the judging is by popular vote and there's only one award per class. I had a great time! It's a hobby. Enjoy it! 🚗

Seen on the Table

AT THE MAY 20TH 2013 MEETING

All photos by Steve Muth
unless otherwise noted.

Attendance at the 5-20-13 meeting was good and we had a quite a few models to ooo and ahhh over. The Graken was successfully restrained and all the shots made it to my computer. Aside from the models, Kyle Koppos gave a seminar on the handling of photo etch and Howie Belkin had a box of parts pleading for someone to repair a model car for a friend. All in all, it was a nice collection of models. Enjoy. 🚗



A plea for help from Howie



Bill Koppos's 1-35 Stug III

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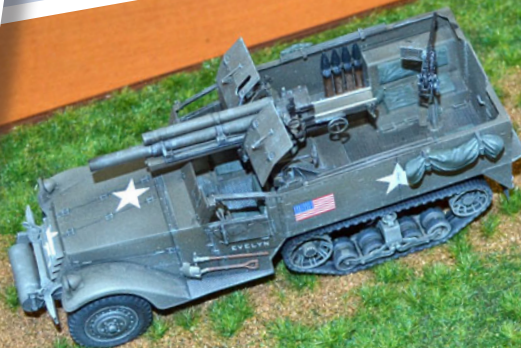
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Bob DeMaio's 1-32 Fw 190A-6 of Pips Priller



Bill Koppo's 1-48 A6M2 Zeke



Bob DeMaio's T-19 Half Track in Tunisia



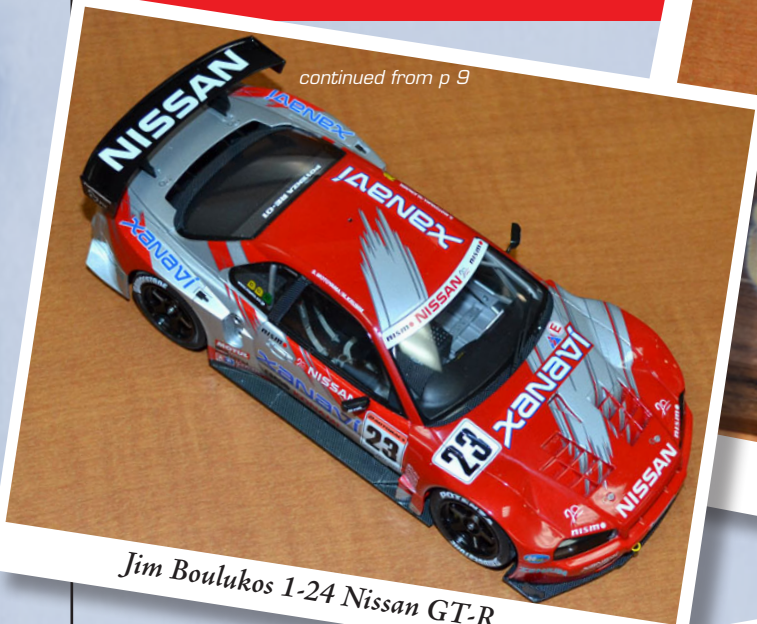
1/72 Su-7 M71 by Ray O'Neill



Howie Belkin's 1-87 German Opel Fire Truck

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Jim Boulukos 1-24 Nissan GT-R



Howie Belkin's 1-87 Humm Vee of Desert Storm



Kyle Koppos gave a seminar on using P.E.



Jim Boulukos' 1-24 Cobra 427



squadron all carrying every one of their bombs. Ring and Mitscher would each be awarded a Navy Cross for that day's action. Most of the fleet's Devastators and crews would be lost that day along with almost half the entire Hornet air group – none of whom claimed a hit against the Japanese.

Admiral Ring's qualifications as a pilot and combat leader and as the Hornet Air Group Commander were seriously questioned before Midway by many officers who flew under his command. An Advisory Board Proceedings report of Ring's performance at Pensacola flight school in 1926-27 recommended he be dropped from flying status but agreed to Ring's request for another chance. He earned his wings but got lost leading the group in a training flight over the Gulf of Mexico. Hornet fighter pilot Henry Carey referred to him as a "pompous ass and a coward." Ring's wingman during the 4 June Midway strike, Clayton Fisher stated "... he did not exhibit the qualities of a skilled pilot and navigator." It was Ring and Mitscher who refused Waldron's requests for fighter protection for his torpedo squadron, up to and during a final heated bridge conference before the June 4th launching from the Hornet. Mitscher ordered Pat Mitchell, the fighter squadron commander, to remain with Ring and his dive bombers. Disregarding Admiral Spruance's specific order to not overload the dive bombers with ordnance, Mitscher also specified the exact course he sent his Air Group on, which had dire consequences. In the very least, Mitscher's mistakes allowed the Hiryu to escape destruction along with its sister Japanese carriers, enabling it to launch its own successful attack against the Yorktown. Mitscher also caused his aircraft to run out of fuel, many without ever finding the enemy. Further, by lying about the course, rescue aircraft were unable to rescue aircrew miles "off course", ultimately – needlessly - losing almost half of the Hornet's entire Air Group. Every leader is supposed to submit an after action report but only one was submitted for the entire Hornet Air Group. Admiral Spruance, Mitscher's Task Force Commander surmised the truth and passed it along to his superior, Admiral Nimitz. The Hornet's after action report was marked "contains inaccuracies... consult Enterprise and Yorktown reports." At the time, the U.S. Army was laying claim to success at Midway so Nimitz chose not to publicly address the Navy's problem. Mitscher never accepted responsibility, instead he let Ring "bear the denigration and scorn from the Hornet pilots... (many) thought he was a bungler and a coward."3

And therein should be the end of the story, aside from listing who won what award as Torpedo Squadron 8 became World War II's most highly decorated American Naval Squadron, while suffering the heaviest losses in U.S. naval aviation history. But VT-8 survivors and others from their Air Group weren't sent home and discharged. It came as news to me that the men and patched together surviving aircraft, would become part of the rag tag Air Force assigned to the defense of Guadalcanal. The Cactus Air Force was comprised of many of the veterans of VT-8. These heroes should have been sent stateside to train new recruits, to raise money from War Bonds, to talk up the war effort. Or to be allowed to "chill" and deal with their demons. The war on and over Guadalcanal would become another chapter of incomparable heroism and to demand it from those who had just gone above and beyond what is expected of our troops is unimaginable. 🇺🇸

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<http://www.ibiblio.org/hyperwar/USN/ships/dafs/CVE/cve1.html>

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www.history.navy.mil/photos/ac-usn22/f-types/f2a-msc.htm
USS LI



Standing (L-R): Owens, Ensign Fayle, Waldron, R.A. Moore, J.M. Moore, Evans, Teats, Cambell.

Kneeling (L-R): Ellison, Kenyon, Gray, Gay, Woodson, Creamer, Miles

Show Calendar Listing for 2013-2014

See Bob DeMaio for details

Date	Event & Location	Website	Day
Aug. 7-10	IPMS 2013 National Convention Colorado	www.ipmsusa.org	Wed-Sat
Sept. TBA	AMPSEAST 2012 Crown Plaza Danbury	www.militarymodelers.org	Fri-Sat
Oct. TBA	Model Fest '11 Knights of Columbus Hall 625 Bridgeport Avenue Milford, CT 0646	http://www.ipmsstratford.org/	Sun
Oct. 19	HVHMG Elks Lodge 29 Overocker Road Poughkeepsie	www.hvhmg.com	Sat
Nov. 9	LIARS Freeport, NY	http://www.wix.com/liarsmodelcarclub/liars	Sat
Nov. TBA	Long Island Figure Show Freeport Recreation Center Merrick Rd. Freeport,	http://www.longislandmodelsoldiers.com	Sat
May 2 & 3 2014	Noreastcon 43 American Airpower Museum 1230 New Highway Farmingdale, NY	http://www.lisms-ipms.org	Fri-Sat



John A. Musolino

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And don't forget to mention that you are a member of the LISMS and appreciate his or her support. Everybody likes a thank you. Depending upon the size of your purchase, these shops have agreed to provide a possible 10% or more discount if you have our membership card.

Alsand's Toy Soldiers Plus

www.alsandmdseco.com

Alan & Sandy, 848 Long Island Ave. Dear Park, NY 11729, (631)254-2650, Collectibles, Action Figures, Miniature Toy Soldiers, Models, etc.

Baseline Model Inc.

Eric, 250 Little East Neck Rd., West Babylon, NY 11704, (631)376-0060, Military Model Specialist, old and new kits bought and sold. Retail and Mail Orders. Closed Mondays.

Get It On Paper

Gary Weickert, 185 Maple St., Islip, NY 11751, (631) 581-3897, open every Saturday noon to 5 PM. - Vintage Toys & Model Kits, Automobilia & auto Literature. Model kits wanted.

Gold Coast Hobby

www.GoldCoastHobby.com

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International Plastic Modelers' Society/USA Membership Application / Renewal Form

☐ New ☐ Renewal IPMS #

Name:

Address:

City/State: Zip:

Phone: E-Mail:

☐ Junior (17 or younger) \$12.00

☐ Adult 1 year \$25.00

☐ 2 years \$49.00

☐ 3 years \$73.00

☐ Family (1 set of Journals) ! Adult fee + \$5.00 X # of cards?

Your Signature:

PAYMENT OPTIONS:

☐ Check: Check #: Amount:

Credit Card:



☐ Master Card



☐ Visa

Card Number: Exp. Date:

Billing Address
if different:

Name:

Address:

City/State: Zip:

Phone: E-Mail:



Mail Application to: IPMS/USA, Dept. H, PO Box 2475, N. Canton, OH 44720-0475