

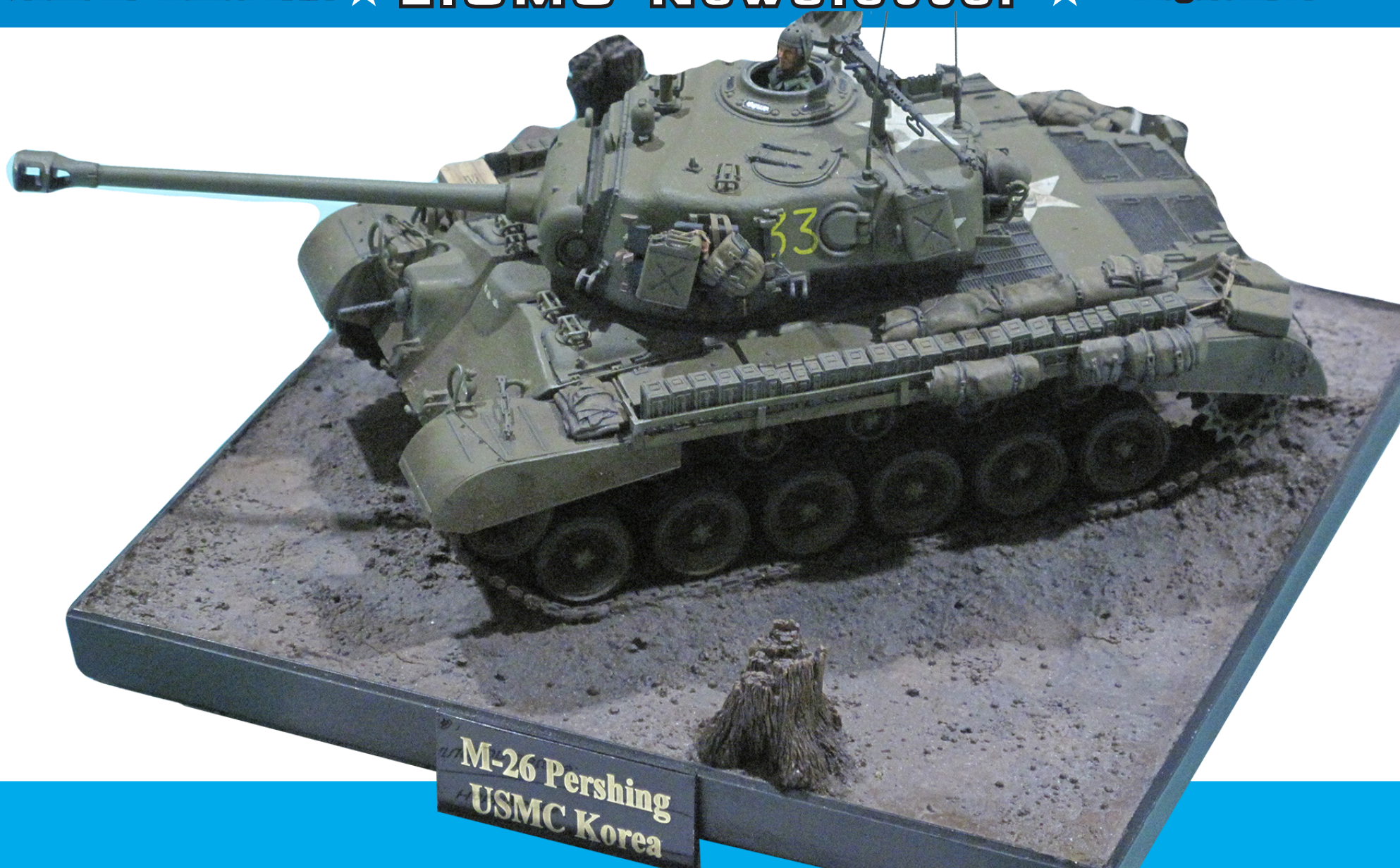


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RED, WHITE & SPRUE

Volume 26 Number 7/8/9 ★ LISMS Newsletter ★ August 2019





Next meeting date:
Monday, August 19, 2019
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

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By Al Bubnis
Photo: Al Zygier

In The Pilot Seat



Our next meeting will be Monday, August 19th. The library should be available to us this month. Plan on attending the meeting unless you hear from Doug. He will e-mail you only if the meeting is cancelled. I will not be able to attend. There isn't a clinic planned so just bring in your models in progress or finished projects to talk over with members. Doug will be accepting dues from those who haven't yet. Please do so!

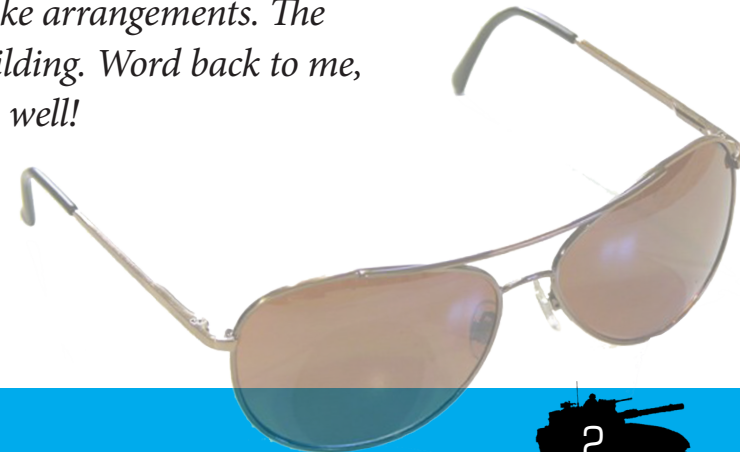
It's been a very hot July this summer and I have been hibernating in my air conditioning house trying to put some time on my unfinished model project, and house issues.

We do not have a list of RepLIcon winners from Fred. The club does not own a whip, yet. A deposit was sent to Freeport Recreation Center for RepLIcon 30 on March 28, 2020. A flyer is almost done after Fred, Doug and I discussed a couple of special awards for the our show. The flyer will be printed before the Fall shows start off at Patcon in September. See the Show Calendar at the back end of this newsletter. I will send some table flyers to distant shows for distribution. Noreastcon 2020 will be in Rochester, NY in the Spring.

We would like to hear from anyone of our members who went to the National Convention in Tennessee, and entered the contest, or just attended. Any words you wish to type up for the next newsletter will be nice. Just send it to me. We welcome some pictures we can post in next month's newsletter as well. If you have many and wish to show them with our projector at the September meeting, please let me know to make arrangements. The members always like viewing what modelers are building. Word back to me, next year the convention will be out West again. Oh well!

Keep our hobby alive and well,

Bob



1/48 Yak-15

by Czech Model # 4804



On the 26th of February 1945 several design bureaus in the USSR were issued instructions to produce jet engines and fighters. By late May *Yakovlev*, a rather complete set of drawings were submitted to the OKB. The aircraft, the Yak-15, married a *Jumo 004B* German engine to a *Yak-3U* airframe. The engine and intake were located in the front of the nose with the jet efflux exiting just under the cockpit. The tail dragger configuration was retained creating problems with the tail wheel tire melting, fuselage skinning overheating and the jet exhaust tearing up the runway.

These problems were not fully resolved until it evolved into the *Yak-17* with tricycle undercarriage and steel skinning on the lower aft fuselage. Taxi tests of the *Yak-15* commenced in October 1945 but flight tests were delayed to allow The *MiG-9* to catch up. Both started flight testing on 24 April 1946. Ultimately 280 *Yak-15s* were produced.

Performance was not sparkling. Top speed was about 466mph and range was about 400 miles. *BUT....* It did get Russia into the jet age and valuable experience was gained in jet operations. They reverse engineered both the *Jumo 004* and the *BMW 003* but their real coup was getting the British to sell them their latest *Rolls Royce Nene 1* and *Derwent V* which led to the *MiG-15* and others. But that is another story.

The kit consists of two sprues with 34 parts plus 16 resin bits and pieces for the cockpit, landing gear and such. The two vacu-formed canopies supplied are very clear. There are decals for three aircraft:

1. White 1 of the Soviet Air Force Aerobatic Team of 1948 Tushino Air Display.
2. Yellow 56 in natural metal.
3. Yellow 20 in the ubiquitous green and gray.

The painting instructions are good and refer to FS numbers. The instruction sheet is 8 pages with the usual exploded views but there are no part call-outs either in the diagrams or the parts layout diagram. There are painting diagrams with decent notes.

There are no locating pins or tabs and the wings and tail surfaces are simple butt joints. Wheel well and cockpit detail is good. The decals are very good with excellent registration. Panel lines are recessed and very petite. There are perhaps too many as I believe most were filled and sanded. There are both resin and plastic wheels. Seat belts are molded in the res-



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In-The-Box Kit Review *by Steve Muth*

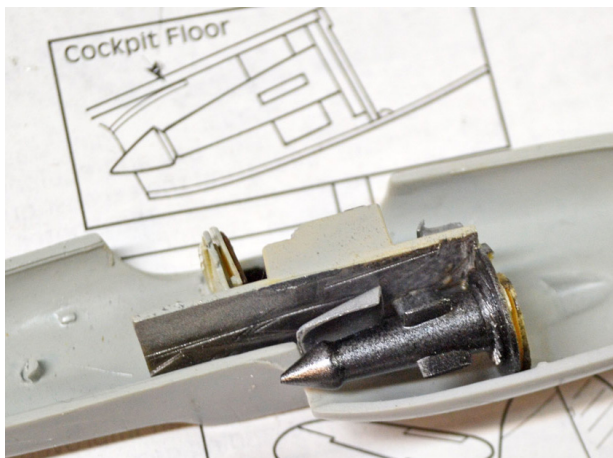
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in cockpit parts. A front and back of the engine with the characteristic bullet in front and onion in the rear are well done. Overall, the moldings are good with minimal flash and no sink marks. The delineation of the control surfaces could be deeper but that is easily corrected. Sprue gates are a little large, as you would expect in a limited run kit. The parts are bagged with the canopies taped to the outside of the bag. Mine did not seem to have suffered from this.

Building it!

There is something about prototypes that fascinates me. So, I decided to build the *Yak-15* Prototype. No guns or antennas. There are some nice photos of the prototype in *Yefim Gordon's "Early Soviet Jet Fighters"*. It helped that it was overall red; no camouflage. *Tamiya* spray paint is an acrylic lacquer that goes on nice and polishes out easily. The icing on the cake is that you can put multiple coats on and not lose the detail. The secret is to let it fully cure: at least 4 days. I couldn't determine the exact shade or tint of red, so I went with *Tamiya TS-49 Bright Red*.

Construction started with the resin cockpit which is in several parts. It is a multi-part affair and was difficult to align and fit in the fuselage half. The structure was painted Light Gray, *Tamiya TS-81*, and the instruments and equipment panels were painted dull black. There is no instrument panel decal, so you have to either scrounge instruments from other decal sheets or scratch the details in the paint with a pin vise. The engine exhaust is part of the cockpit assem-

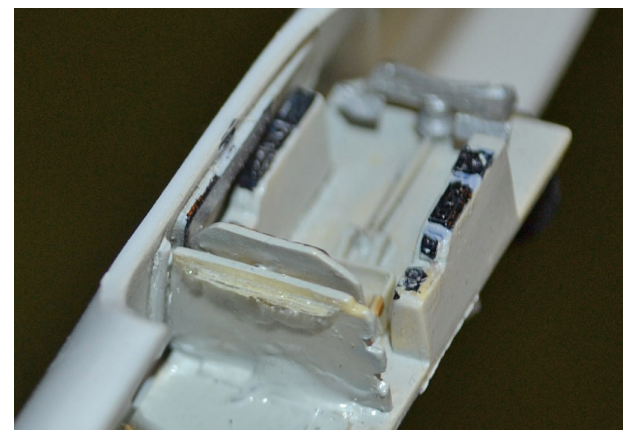


Seat assembly illustrating the tricky alignment of the jet exhaust.

bly and was painted with *Tamiya Light Gun Metal*, TDS-42. It looks good although it is buried pretty deep. The intake as also looks good painted Bare Metal Silver TS-12. The seat cushion was painted Vallejo AV70871 *Leather Brown* and the seat belts a light tan with silver hardware. The fuselage halves were mated trapping the cockpit assembly and nose intake piece. I left the tail wheel out to install later as I was sure to break it off while handling/painting it. There are no locating pins, so it all had to be held together carefully with rubber bands. When it dried/cured there was a step on the upper nose that had to be filed down and the two halves were slightly mismatched in length at the rudder requiring some putty on the rudder trailing edge as did the joint on bottom where the engine exhaust emerged. It was difficult area to putty smoothly and sand.

At this point the wings were completed; again, no locating pins. When they were set, they were mated to the fuselage with pins at the wing root and a little 5-minute epoxy. It took a little jig to get them both aligned properly. Once cured the elevators were also pinned and epoxied. A small jig was used here as well, to align everything with the fuselage and wings.

Next came the canopy. Two are provided. Thankfully, I didn't need the second one. They are very clear and after some trimming and fiddling, it wound up fitting fairly well. The canopy was dipped in Future and when dry attached with Model Master Canopy Cement. Much better than my old standby white glue. You can really see all the cockpit detail. After it was completely dry it was masked off and the surrounding area was painted the interior color, *Tamiya TS-81 Light Gray*.



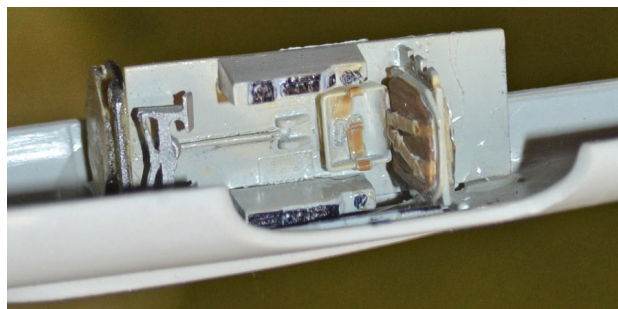
Seat assembly from the top looking forward.

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In The Box Kit Review *by Steve Muth*

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At this point the exterior painting was started. From what I can determine, YAK prototypes were painted overall red. Without a better definition I decided to use Tamiya TS-49 Bright Red. It is an acrylic Lacquer that I know works up nicely with a little compounding and polishing. First the model was given a coat of Tamiya



The resin seat is well done.

500 Gray Primer Surfacer. It required a little putty and sanding to eliminate the various flaws but not much detail was lost to the primer. You do have to allow more time for the paint to fully cure between coats – several days to a week. After a final sanding with 600 sandpaper the red was applied. All in all, I put on about 3-4 coats, lightly sanding between coats, and let it dry for a week before rubbing it out with automotive rubbing compound and lastly with automotive polish. If I did it over I would lightly pre-shade the panel lines, particularly at the control surface outlines as they tend to need a little emphasis.

While allowing the paint to fully cure the landing gear was started. You have to be careful here as the torque links are on the front of the struts not the rear as is the usual case. Once

on correctly they looked OK. Although I am not a fan of PE, in this case the PE would definitely improve the torque link appearance, particularly since they are on the front of the landing gear legs. The struts and links were painted Royal Light Gray, Tamiya TS-81, with silver oleos and a dab of silver at the ends to represent the nuts and bolts. The tires were flattened on the bottom and the painted with Vallejo 306 Dark Rubber. The hubs were also painted Royal Light Gray thus completing the main landing gear. The main landing gear retracting links are very delicate and easily broken during nib removal. Also, the

instructions are not very precise on the geometry, so care is required. In the end I just made it look nice.

A final polishing and future on the canopy and it was complete.

Overall, this is a good kit, one of the better early kits from Czech Model. It would make a good introduction to someone ready to try some resin but I do wish someone would actually build the kit before producing it. Recommended (just be careful with the torque links and landing gear links).

Materials used in this build:

Tamiya TS-81 Royal Light Gray	for cockpit and landing gear
Tamiya TS-49 Bright Red.....	for exterior
Tamiya TS-42 Light Gun Metal	for jet exhaust
Tamiya TS-12 Bare Metal Silver.....	for jet intake
Tamiya Surface Primer(L) Gray	for base coat
Tamiya XF-16 Flat Aluminum	for wheel hubs
Vallejo AV70871 Leather	for seat cushion
Vallejo 306 Dark Rubber	for tires
Devcon 5 Minute Epoxy.....	for attaching wings and tail pieces
Future Premium Floor Finish.....	for canopy coating
Mr. Clean with Gain (original fresh)	for cleaning parts
Testors 1146 Gloss Silver	for landing gear oleos
Aleene's Original Tacky Glue	for all those little bit that have to tacked on

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In The Box Kit Review *by Steve Muth*

Cont. from p 5

Czech Model® **YAKOVLEV YAK-15** 1:48 Scale **4804**



The year 1945 opened with both the Axis and Allies feverishly working on new jet powered fighter designs. Design work on the Yak-15 began in late February of 1945 and continued through the year. The prototype Yak-15 (and the competing MIG-9) were ready for their first flight during April of 1946.

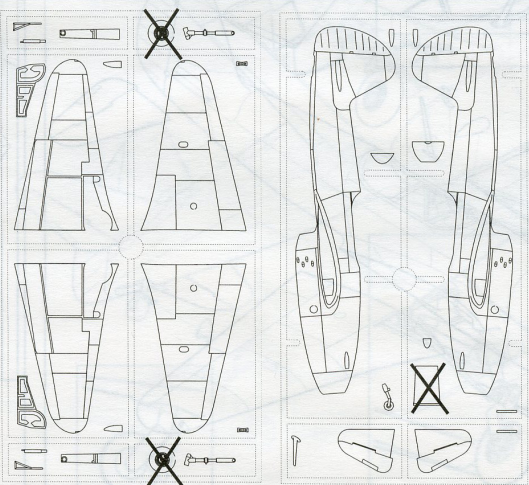
The Yak-15 was a straightforward adaptation of the Yak-3 propeller driven fighter mated to a Soviet copy — designated RD-10 — of the German Junkers 004B jet engine used to power the Messerschmitt Me 262. The Yakovlev Design Bureau used the Yak-3U wings, landing gear, tail, and most of the aft

fuselage. The engine was mounted in a new lower fuselage bay and equipped with a nose-mounted intake and the exhaust ducting out below the center fuselage. The fighter was equipped with two NS-23 23mm cannon with 60 rounds per gun. The prototype's rubber tail wheel gave way to a metal wheel due to its proximity to hot exhaust gases.

Less than 300 Yak-15s are believed to have been built before production terminated during 1947 in favor of newer, more powerful designs such as the Yak-17 — itself an improved Yak-15 equipped with tricycle landing gear and an RD-10A engine.

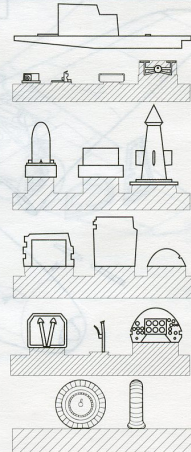
- This kit contains resin detail parts. Regular glue will not work on these parts. You must use instant (CA) or epoxy type cements.
- Wash all parts (resin & plastic) with warm soapy water, rinse thoroughly and allow to dry.
- Work in a well-ventilated area. Avoid breathing in the fumes from paints and glues. These fumes are dangerous. Do not work near an open flame.

Injection Molded Parts



X= Part Omitted or replaced by resin part.

Resin Parts

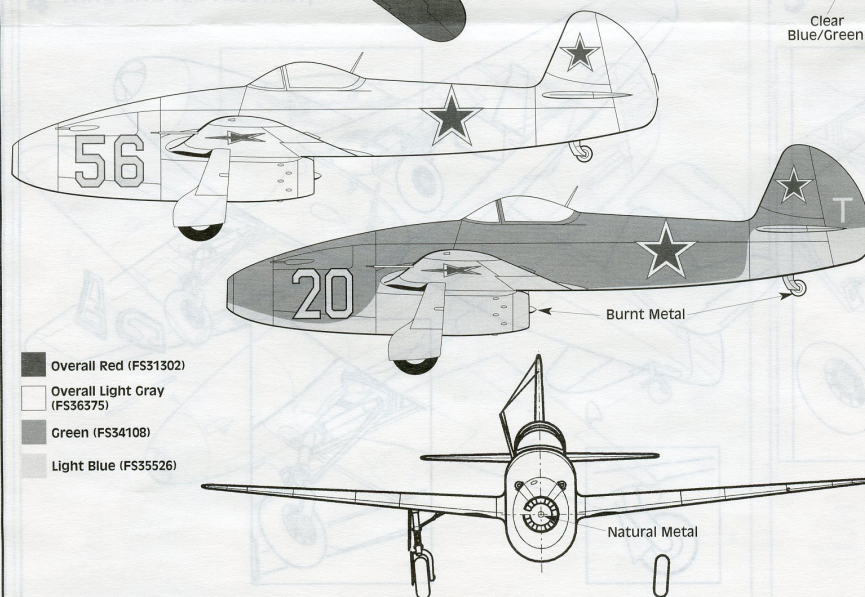
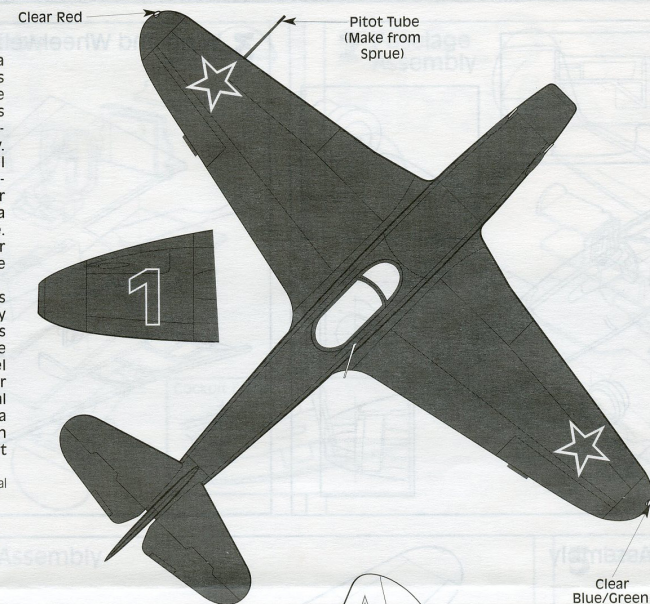


Color Notes:

The Yak-15 was seen in a variety of paint schemes ranging from the wartime dark green upper surfaces over light blue under surfaces to overall light gray. Yak-15s taking part in aerial demonstrations — particularly the annual Tushino Air Display — were seen in a striking overall red scheme. A two-digit tactical number was usually painted on the forward fuselage.

The cockpit interior was painted overall light gray with black instrument faces and electrical boxes. The landing gear and wheel wells were painted silver or left in their natural metal state. The tail wheel was a natural metal color which gradually took on a burnt metal appearance.

(For color information and decal placement, see back of box.)



- Overall Red (FS31302)
- Overall Light Gray (FS36375)
- Green (FS34108)
- Light Blue (FS35526)

Instruction sheet illustrates marking for several aircraft.

Instruction sheet page 1.

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In The Box Kit Review *by Steve Muth*

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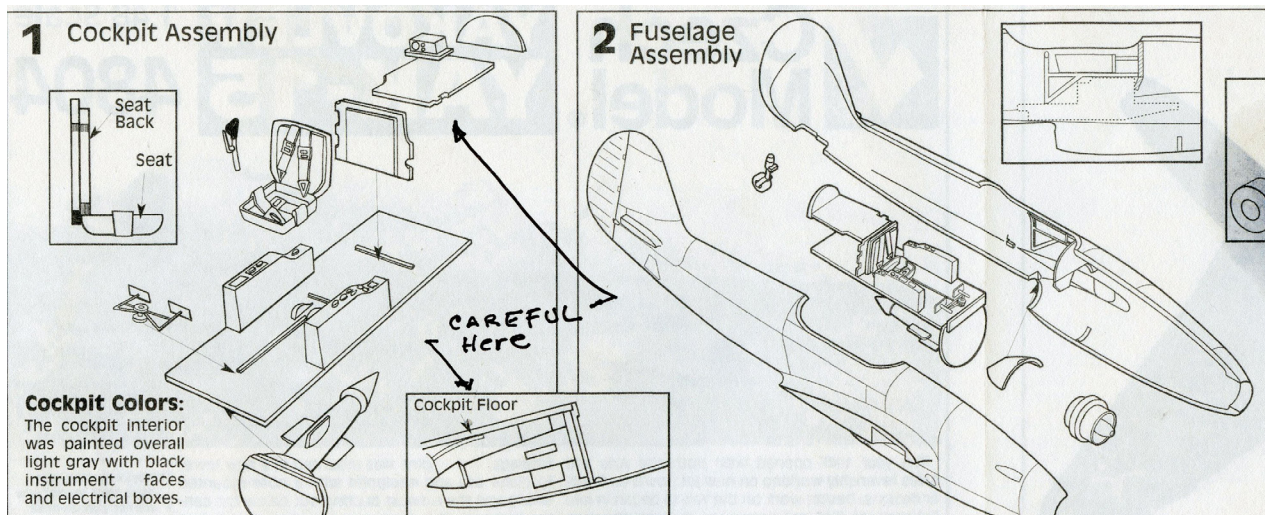


Diagram showing the exhaust assembly.

Decals are for 3 operational aircraft



Main landing gear wheel well is not too bad.



Neither is the tail wheel but the shield to protect it from the exhaust did not do the job and the tail wheel was replaced with a metal one.



Right Front

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In The Box Kit Review *by Steve Muth*

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Pictures of my finished model.

For D-Day: Ugly-duckling tech helped victory *by Tom Temin*

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From Federal News Network

As the World War II veterans age and pass into their eternal rewards, the physical connection to the flesh-and-blood of that period goes with them. That's one reason so many people organize on D-Day to make sure the frail veterans make it to Omaha Beach, or maybe the memorial right on the mall in D.C.

D-Day was the beginning of the end of a long period nearly impossible to visualize for those who didn't face duty over there or gasoline rationing stamps and frightening radio reports over here. Fortunately, photography and cinematography of the early 1940s was sufficiently advanced that we have a tremendous audio-visual record. But like the Civil War veterans — the very last of whom died in 1956 — the people eventually become two-dimensional images.

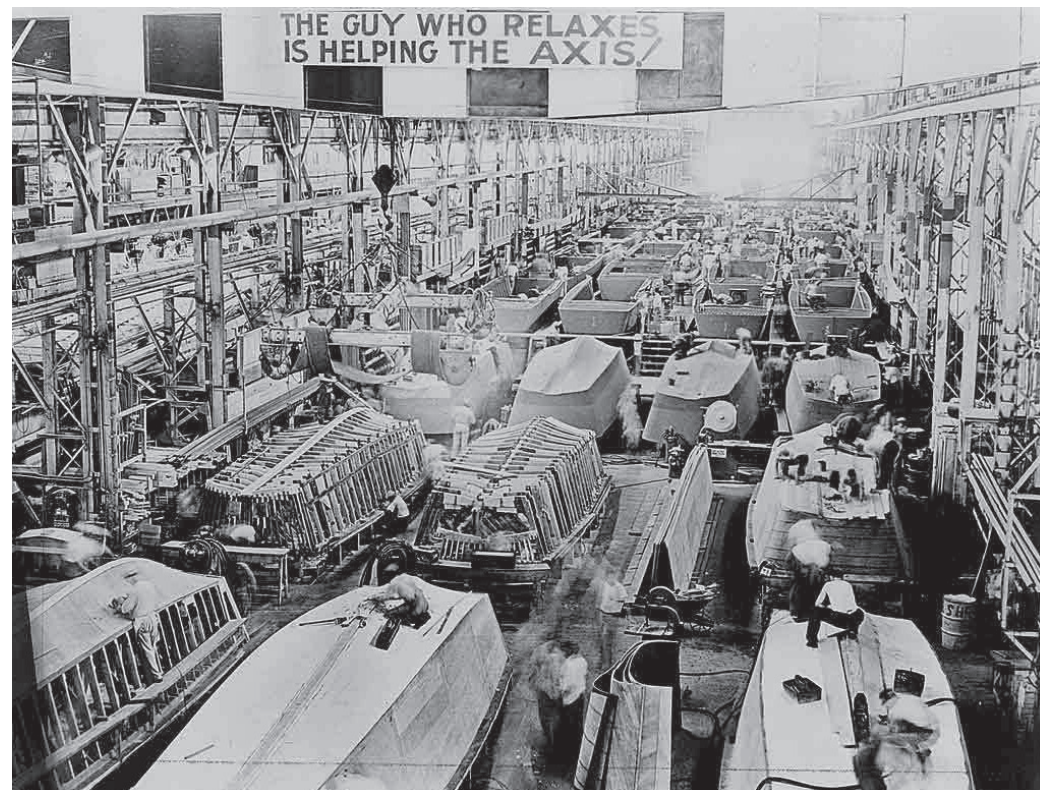
As the nation recalls D-Day on a significant anniversary, we can also recall that World War II sparked technological progress. It sparked things ranging from synthetic rubber to radio frequency hopping, and radar (which spawned the microwave oven) to atomic bombs.

I know it sounds odd, but I like watching Army Air Corps training films, preserved on YouTube, on topics such as how to start up and fly the B-17, an advanced type of aircraft for its time. Of course, these are methodical, bloodless presentations that don't capture the noise, cold, chaos and violence of the actual B-17 experience.

I did have a 20-minute flight on a B-17 a few years ago. Although it was warm and our altitude low, I tried to conjure up a rudimentary picture what life-and-death might have felt like on such a contraption.

Americans like to preserve tangible artifacts of our past. Witness the always-packed conditions at the Smithsonian's fabulous Air & Space and American History museums.

Nearly a million people have watched videos concerning the Union Pacific Railroad last month. It depicts the coming-to-life of a gigantic steam locomotive, dormant since 1959 but now restored. One can imagine how it must have contributed to the home front wartime in the '40s, hauling stuff around to feed the nation's hyper productive factories. How could a nation with the human and materiel resources to produce a million-pound machine like that not whip Nazi Germany and Imperial Japan?



Our collective barn has many pieces of the past.

Another is the Higgins boat. When you watch films of flat-fronted boats lowering their panels and disgorging soldiers into the turbulent and bullet-riddled surf, that boat is probably a Higgins boat. Andrew Jackson Higgins received two patents for the craft dubbed by General Dwight Eisenhower as the boat that won the war. One patent was for the hull design, the other for the drop-front design.

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For D-Day: Ugly-duckling tech helped victory *by Tom Temin*

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Tour the Higgins Boat at USPTO Headquarters

A restored Higgins boat is on the lawn in front of the U.S. Patent and Trademark Office (USPTO) from June 5th until July 27th, 2019 from 11:30 AM ET - 1:30 PM ET at the USPTO, 600 Dulany Street, Alexandria, VA 22314 specifically to commemorate D-Day and Higgins's contributions to the war effort. Higgins was recently inducted into the National Inventors Hall of Fame. The Hall is a tangible place right next to the USPTO. It's worth a visit to Alexandria, Virginia.

Instrumental as it was, the Higgins boat lacks the stunning visual punch of, say, the Enola Gay on display at the Udvar-Hazy annex to the Air & Space Museum. Or the power to make you shudder like the Little Boy atomic bomb casing at the Air Force Museum in Dayton, Ohio. You think: that stubby thing changed so much in human history?

By contrast, the Higgins boat looks ungainly, like it could barely float. It resembles nothing so much as a large Dumpster with a propeller underneath. Yet standing in it — like you can at the USPTO display — you can imagine what it

might've felt like crouched in there on D-Day, had you bobbed in the rough, near-shore waters. You think, how would my heart and stomach have felt knowing that when the ramp dropped down, I'd be open to the relentless rain of hot steel pouring down from enemy emplacements?

The technology of war isn't always pretty. But the artifacts we preserve must eventually stand in for the people who used it. 



Robert Friend, Tuskegee fighter pilot who led Air Force study on UFOs, dies at 99



From: Washington Post Obituary writer, Harrison Smith, June 23, 2019.

Robert Friend, who served with the Tuskegee Airmen during World War II, in 2016. (Kevin Winter/Getty Images)

Robert Friend, a decorated fighter pilot who flew 142 combat missions with the famed Tuskegee Airmen during World War II, then became an expert on missile systems and directed Project Blue Book, the classified Air Force investigation into unidentified flying objects, died June 21 at a hospital in Long Beach, Calif. He was 99.

The cause was sepsis, said his daughter Karen Crumlich.

Col. Friend was one of the last surviving Tuskegee Airmen, who took to the skies in World War II as the first African American military aviators. The roughly 1,000 black pilots who were trained in the program flew 15,000 combat sorties, destroyed 260 enemy aircraft and received 150 decorations of the Flying Cross and Legion of Merit, fighting the Nazi Luftwaffe while striking a blow against racism back home.

The unit's success was widely credited with paving the way for the integration of the military after World War II, and in 2007 Col. Friend and his comrades were awarded the Congressional Gold Medal, recognized for their "unique military record that inspired revolutionary reform in the Armed Forces."

Only 11 Tuskegee Airmen who flew combat missions in the Mediterranean survive, in addition to an unknown number of maintenance and support staff — women as well as men, including Native Americans, Latinos and other people of color — according to the veterans organization Tuskegee Airmen Inc.

The son of an Ecuadoran immigrant who served in the Army during World War I, Col. Friend flew a P-47 before taking the controls of a P-51 Mustang, a single-seat fighter that he nicknamed Bunny, for his girlfriend and future wife, and decorated with the distinctive red rudder, nose and

wing tips that identified many of the Tuskegee Airmen's planes.

Frequently assigned to protect "Flying Fortress" bombers, Col. Friend served as a wingman for Tuskegee commander Benjamin O. Davis — who later became the first black general in the Air Force — and received the Distinguished Flying Cross for his actions on Oct. 6, 1944, when he strafed airfields in German-occupied Greece.

In a 28-year military career, he went on to serve as an operations officer in the Korean and Vietnam wars; worked on the Titan, Atlas and Delta rocket programs; and from 1958 to 1963 oversaw Project Blue Book, which collected and analyzed more than 12,000 reports of flying saucers and other mysterious airborne objects.

Col. Friend later said that he believed "the probability of there being life elsewhere in this big cosmos is just absolutely out of this world," telling HuffPost in 2012, "I think the probability is there." During his tenure, he said, he twice recommended that a federal agency outside of the military take on the study of UFOs.

Begun in 1952, Project Blue Book was shut down in 1969 and later declassified by the Air Force, which said that the program failed to uncover "any technological developments or principles beyond the range of present-day scientific knowledge," or to find any evidence of "extraterrestrial vehicles."

Clouds, birds, jet planes and "swamp gas" were credited with spurring many of the unusual sight-

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Tuskegee fighter pilot *Submitted by Jim Boulukos*

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ings, although 701 incidents remain unexplained. The program gained renewed attention in 2017, after the New York Times disclosed the existence of a secret new UFO program — the Advanced Aerospace Threat Identification Program — and inspired a popular History television series, “Project Blue Book,” which premiered in January.

Although Col. Friend occasionally discussed Project Blue Book in interviews, he was far better known for his record as a Tuskegee Airman, notably for a two-week stretch when he twice averted disaster.

Striking an oil barge in Germany on Dec. 14, 1944, he unleashed a barrage of 50-caliber bullets that triggered an enormous, mushroom-shaped explosion, nearly taking down his aircraft. “The flame completely engulfed the diving ship,” the Pittsburgh Courier reported at the time. “Friend said it was sort of like being in hell. He managed to pull his ship out at the last moment.”

Days later, he faced bad weather and mechanical difficulties while flying over Italy. Disoriented in the darkness, praying to avoid crashing into a mountain or ejecting over the water, he took his chances and bailed out — and recalled in a 2006 lecture that he found himself parachuting toward a mountain.

“I hit the side of the mountain, slid down to the ground and saw a woman running to me with a knife in her hand,” he said, according to a Washington Post report. An alarmed Col. Friend soon found that she was no Nazi sympathizer. In an act of wartime desperation, he said, she simply “wanted the silk from my parachute.”

The oldest of four children, Robert Jones Friend was born in Columbia, S.C., on Feb. 29, 1920, and raised in New York City, where he developed an interest in aviation while watching Zeppelin airships and building model planes.

He studied at Lincoln University, a historically black school in Oxford, Pa., and received a private pilot’s license before applying in 1942 to enter the newly formed African American aviation program, part of the Army Air Forces and based at the Tuskegee Institute in Alabama.

Col. Friend served with the 332nd Fighter Group in Europe, receiving honors including the Bronze Star Medal and the Air Medal. He later studied astrophysics at the Air Force Institute of Technology and business at UCLA.

After retiring from the Air Force in 1971, he worked as a consultant on the development of missile systems and space-station components, and competed in national bridge tournaments near his home in Irvine, Calif.


His marriages to Doris “Bunny” Hall and Kathryn Ann Holland ended in divorce, and his wife of more than 50 years, the former Anna Rice, died in 2010. Col. Friend is also predeceased by a son, Darryl Friend, from his second marriage.

Survivors include two children from his first marriage, Thelma Hoffman and Robert Friend Jr.; three children from his second, Michael Friend, Debra Carter and Dana Friend; a daughter from his third marriage, Karen Crumlich; an adopted daughter, Clara Ann Browning, from Rice’s previous marriage; 18 grandchildren; 32 great-grand-

children; and 14 great-great-grandchildren.

Into his 90s, Col. Friend appeared at 20 to 30 speaking engagements each year, answering questions about the Tuskegee Airmen at schools, community centers and the Palm Springs Air Museum in California, where he sometimes greeted visitors while sitting in front of a restored P-51 decorated to look like his old plane, Bunny.

He had encountered racism during the war, he told the Palm Springs Desert Sun, including moments when he felt less than welcome by white comrades who refused to bunk with him in Sicily. But he said he viewed himself less as a racial path breaker than as a pilot, telling the newspaper: “I never felt that I was anything but an American doing a job.”

My own comments; I wished that I had the chance to hear Mr. Friend speak about his war time service and the “Project Blue Book” UFO program. RIP. 



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Show Calendar Listing for 2019

See Bob DeMaio for details

Date/Day	Event & Location	Website
Aug 7-10 Wed-Sat	IPMS National Convention 2019 Chattanooga Convention Center 1150 Carter St. Chattanooga, TN, 37402	www.ipmsusa.org
Sept 15 Sun	Patcon 2018 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org
Sept. 20-21 Fri-Sat	Armorcon Crown Plaza Danbury, CT 06810	http://calendar.ipmsusa3.org/event/armorcon-1
Oct 26 Sat	HVHMG 28 Elks Club Hall 29 Overocker Road Poughkeepsie, NY 12603	www.hvhmg.com
Nov 10 Sun	Baycon 2017 Elks Hall 326 Farnum Pike Smithfield, RI 02917	www.ipmsbaycolony.com
Nov 15-16 Fri-Sat	Long Island Figure Show Freeport Recreation Center 130 East Merrick Rd. Freeport, NY 11520	http://www.longislandmodelsoldiers.com

SUPPORT YOUR LOCAL HOBBY SHOP

The following Hobby Shops have supported us and are supporting us by paying for ad space here and on our web. Some have also donated raffle prizes for our meetings and our annual RepLICon. We owe it to them to patronize their store even if we could buy the item for a slightly lower price mail order or on the web. 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.alsandtoyandsoldier.com

Alan & Sandy, Shop closed. On line orders only at this time.

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.

Men-At-Arms Hobbies

James Katona, 134 Middle Country Rd. (Rt. 25), Middle Island, NY (631) 924-0583– Excellent selection of lead miniatures-Historical and Fantasy. Plastic Models, War games & Modeling supplies. Books and Magazines.

The Marx-Man

John Stengel, (718) 418-9439 – We carry an array of toy soldiers in plastic and metal, from HO to 54 mm/60 mm. Die cast vehicles and Dragon action figures.

Trainville Hobby Depot

Weekend shows only: website: www.trainville.com and e-mail: info@trainville.com



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Type of membership

☐ Adult 1 year \$30.00 ☐ Adult 2 years \$58.00 ☐ Adult 3 years \$86.00

☐ Junior (under 18 yrs) \$17.00

☐ Family, 1 yr \$35 (Adult + \$5, Ones set Journal) How Many Cards?

☐ Canada & Mexico: \$35 ☐ Other/Foreign: \$38 (Surface)

Checks must be drawn on a US Bank or International Money Order

PAYMENT OPTIONS:

☐ Check

☐ Money Order

☐ Credit Card

Credit Card:



☐ Master Card



☐ Visa



☐ Discover

Card Number:

Exp. Date:

Chapter Affiliation (if any):

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

Name:

Number:



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