



Proud member of IPMS USA <http://ipmsusa.org>

www.lisms-ipms.org

RED, WHITE & SPRUE

Volume 27 Number 6

★ LISMS Newsletter ★

June 2020





Next meeting date:

Canceled till further notice

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

1st Vice President: Fred Seitz

631 581-1990

seitzfjs3@gmail.com

Secretary: Doug Tantillo

516-541-7576

dtantill@optonline.net

Director: Owen Frances

ofrances54@gmail.com

Director: Anthony Fardella

ajf699857@gmail.com

Graphic Design &

Editor: Al Zygier

917-832-7054

azygier@icloud.com

1/48 Scale C5M2

Model & Photo

by Bill Koppos

In The Pilot Seat



A word about this Covid19 Virus. Half or more people in stores still not maintaining 6 foot distances, my mailman, other delivery services, and workers I had to hire to work my grounds 3 days ago have not worn a mask or gloves. After 3 months of not having a pizza we decided to buy one and pick it up. My wife went in the door and saw the young guy behind the counter without a mask handing the food and packaging. I am considered a high risk person to contract the virus so it is important I protect myself from these people. These

same people stand a huge risk of contracting the virus and spreading it before they know they have it. Governor Cuomo is threatening closing down businesses again and it looks as though it will happen. Twenty five thousand violations were given out not counting the infractions I have seen. Mosquitocon, Noreastcon and AMPS may not happen because people will not adhere to long term rules. Our meetings won't take place and you will miss our friendly member's smiling faces until these people do their part to rid this Covid19 virus.

Besides all the kit building happening during this time, members are taking some time on the computer typing up articles. Please continue as we would rather have some articles waiting to be in follow up newsletters than none at all. Yes it takes some time to put together some paragraphs on the subject but you will have the satisfaction of knowing you have been published in our glorious newsletter. You will also know that our newsletter publisher will remain a very happy man keeping him busy. Let me remind you that if you are building a kit and you use any third party accessory, mention it and may want to elaborate on how well it worked out, like replaced the cockpit of an aircraft with an Aires kit, or seatbelts by who, or flocking in a car model. It will add knowledge to other members who are not familiar with the products to enhance their building.

I have an article that is completed but not re-read so it will not be in this newsletter. It will be sent to Al for the July newsletter at the appropriate time. I will have to send out the guidelines of doing the articles and picture taking. Just know now that sending me any info on your phone or pads in "TEXT MESSAGING" is not helpful. You have to use your email. Pictures must be not be at a low resolution, and not too high either. I will obtain more detail info on what Al needs and get back to all. Meanwhile, build those kits and STAY SAFE!

Keep our hobby alive and well,

Bob



Edward's Yak-3



I bought this kit for \$5.00 from a seller thru Matt's finding. It came in the older black box and artist illustration cover which is the equivalent of their "Weekend Edition" box issue today. At first I thought I was looking at a 1/72 scale kit and actually

looked at the box again to see if it were truly a 1/48th scale. The last small aircraft I built in this scale was a P-39 a long time ago and still in my cabinet. This Yak-3 was the first Eduard kit build I've done and if the other Eduard kits go together this good, I'm sold on their product. This is as close to a shake-n-bake kit you will find.

When they labeled this kit a "Weekend Edition" they really meant it, but in a true modeler's world of perfection and paint dry times, it took a few extra days. Still, I finished it in under a week in the quiet evenings after placing my "Do Not Disturb" sign on the basement door. This kit is just about flash free and hardly had to file anything. I find all the Foreign manufacturer kits to have

softer plastic that doesn't require as much pressure when filing, whereas Monogram, Revell, Hasegawa, Tamiya, and Aurora were harder and more brittle plastic.

The instructions were very clear for a small kit, they contained two views of the main landing gear to get the door actuator in the correct position, and the seat parts as well. My previous large builds of Dragon kits needed

instruction improvements leaving parts off the directions. Don't look for a lot of scribed panel lines because there isn't much.

The engine hood fits from the nose to the windscreen frame and is a perfect fit. I didn't find a need to use filler anywhere around it. Carefully applied Liq-



uid glue in the seam did the job. I left out the Engine exhaust pipes to paint and added them on in the finishing stretch.

It was strange to assemble the cockpit on top of the wing assembly, and later lift into place in the fuselage assembled earlier. I wasn't comfortable assuming all would fit well so I used tube glue to assemble the cockpit parts, except the instrument panel, combined the two assemblies without glue, adjusted the cockpit pieces and let the cement harden in place. When the glue hardened completely I worked on the wing roots that fit great and cemented in place with liquid glue. I don't remember having wing roots fit

Cont. on p 4



Kit Review *by Robert DeMaio*

Cont. from p 3



so well. I added in the instrument panel after painting it and dry brushing the raised instruments.

The seat was lacking seatbelts so I went to the masking tape roll to add them. I used the one piece canopy and prepared the plane for painting. Light blue underside, medium and dark grays for the topside colors were applied, and gloss coated when paint dried. The kit comes with two using the same camou-

flage.

The kit comes with an Express Mask sheet to cover the glass and pieces for the prop nose if you are adding the star to it. I wanted to do the Yak-3 flown by Lt. Col. Boris Yerebin, commander of the 6th Guard Fighter Aviation Division who flew this plane from June 1944 to the war's end. He downed 6 of 23 enemy aircraft in it. The instructions call for painting the nose color, apply the masking pieces between prop blades, paint the nose red, remove the masks, and apply a zig-zag white stripe decal to edge the red star shape painted. Right, one decal, one shot at this. After applying a couple of star decals

to the wing underside, found them to be thin and once slid onto the surface, were difficult to position. Try the star indeed and the white zig-zag broke apart on me in the corners while trying to position it around the nose cone. I think the instructions left out the part to apply



the decal under water in your sink. I dug into my Russian Star decals folder and pulled out a star with a white surround. I applied a little Solvaset to the cone, slid on the decal, positioned each star point as it took shape around the cone, added more Solvaset, checked the star positions as it melted, little more Sol-

vaset, looking good and didn't look at it for 15 minutes. The results were perfect. BTW, you can't use Solvaset on top of Future Floor Wax. I added the rest of the kit decals to the model once I knew the nose star was permanent. The clear decal with all the Russian lettering on either side of the cockpit came out invisible to the eye.

Just apply all the decals in position as close as possible with caution. Whoever makes these decals for Eduard, should be taken out for a drink.

Flatcoat was applied to the whole model and Warpigs granular colors were applied for weathering a few smudges and streaks. Add this to your Russian 1/48th scale shelf collection



Yak-3 Photo Essay *by Steve Muth*

Aimed at modelers and aviation enthusiasts, this photo essay focuses on the details and internal colors of three aircraft. Walk around photos and, where available, internal details are the main thrust of the images with an emphasis on cockpits and landing gear. All Photos by the author unless otherwise noted.

The Yak-3 is a small aircraft, with a wingspan just over 30 feet. Developed from the Yak-1, it did not enter the war until the summer of 1944. It was used mostly as a tactical fighter. Suffering from short range and some structural problems it was never the less highly thought of by both its pilots and ground crew and respected by its Luftwaffe adversaries. In 1944 the Normandie Nieman Fighter Group re-equipped with the Yak-3.

Three Yak-3s are featured in this photo essay. There are numerous "Yak-3"s around the world. Some are reproductions based on yak-11 trainer airframes re-engined with Allison or some radials and some are new built manufactured in the '90s by Yakovlev (with original tools and dies) with Allison V-1710 engines. There are only three original true Yak-3s. One is in the Musee de L'Air at La Bourget in France, one is in a Museum in Belgrad, Serbia and one is in a museum in Russia. Some others are reproductions using Yak-11 airframes. Some sources say the new build aircraft are designated Yak-3M and the reproduction Yak-11 based aircraft are designated Yak-3U. We will use these designations here.

Of the three Yak-3s featured here, two are newly built Yak-3Ms built in Russia, by Yakovlev, with the original tools and dies but utilizing Allison V-1710 engines and one is an original genuine Yak-3.

The Yak-3 at the Musee de L'Air at La Bourget in France (MDA) is a genuine Yak-3 and is apparently one of only three survivors. The Musee de L'Air specimen is the last remaining Normandie Nieman Yak-3 flown by French pilots during WWII in the then USSR and the only real Yak-3 in the west.

40 Yak-3s of the Normandie Nieman Fighter Group were flown to France at the end of World War II. They gradually were cannibalized to keep some flying but eventually only one remained to be preserved as a museum piece. This is that one. It was photographed there in June of 1977 and November of 1987.

The Yak-3M at the Imperial War Museum at Duxford (DUX) was photographed in November 1997 and at the time the author was told it had been newly built, had just arrived from Russia and had not been painted yet. The author believes it is not Yak-11 based and is therefore probably a Yak-3M built by Yakovlev.



The third aircraft featured here is a *Yak-3M at the Museum of Flying in Santa Monica, CA*. According to the FAA Registry, dated 10/9/13, it was manufactured by Yakovlev as a Yak-3M, S/N 0470101 in 1994. It is currently registered as N854DP as a racing and exhibition aircraft. The airworthiness date is listed as 10/24/2004 and its Certification date is 01/05/2011. It is listed as being owned by the Cavanaugh Collection in Addison, Texas. Its engine is an Allison V-1710SER.



Cont. on p 6

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 5



Yak-3 M MOF Portrait of the right side.



Yak-3 M MOF Portrait of the left side.



Yak-3 M MOF Front view. Black propeller blades and hole in tip of the spinner.



Yak-3 M MOF Right mid fuselage writing. Script is on right side of fuselage only.

Cont. on p 7

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 6



Yak-3 M MOF Left front view.



Yak-3M MOF Rear view – note panel lines are not visible.



Yak-3M MOF Top of fuselage nose.



Yak-3M MOF Fuselage nose right side illustrating panel lines around removable panels

Cont. on p 8

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 7



Yak-3M MOF Right exhaust.



Yak-3M MOF Right side mid fuselage stenciling.



Yak-3M MOF Belly scoop right side stenciling.



Yak-3M MOF Belly radiator inlet. Note support rod in the center.

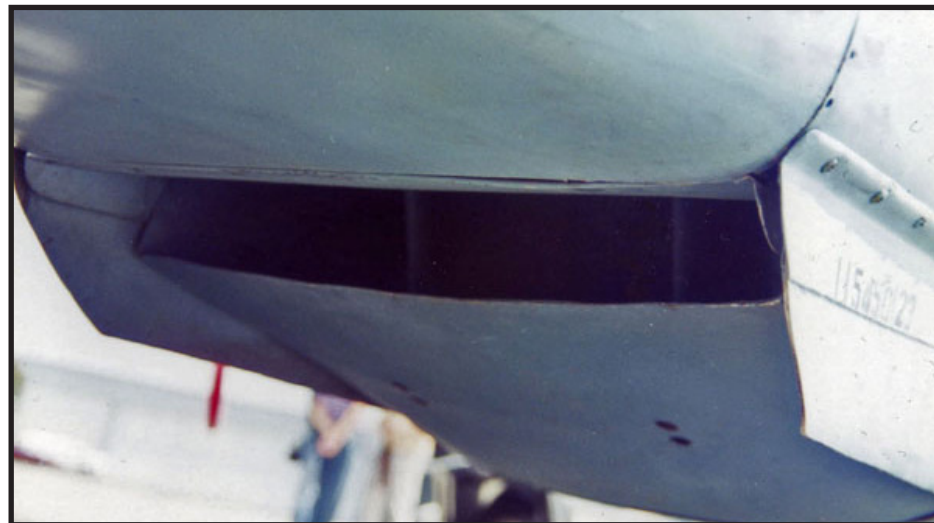
Cont. on p 9

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 8



Yak-3M MOF Belly radiator left side view.



Yak-3M MOF Belly radiator outlet rear view.



Yak-3M MOF Belly radiator right side.



Yak-3 MDA Lower mid fuselage oil cooler outlets.

Cont. on p 10

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 9



Yak-3 MDA Oil cooler outlets and coolant scoop inlet.



Yak -3M DUX Left exhaust is the same as the MOF example.



Yak-3M DUX Note the small blister bump in center of the photo.



Yak-3 MDA Left lower nose. Note the exhaust pipe spacing is very similar to the Allison engined variants but appears to be slightly higher.

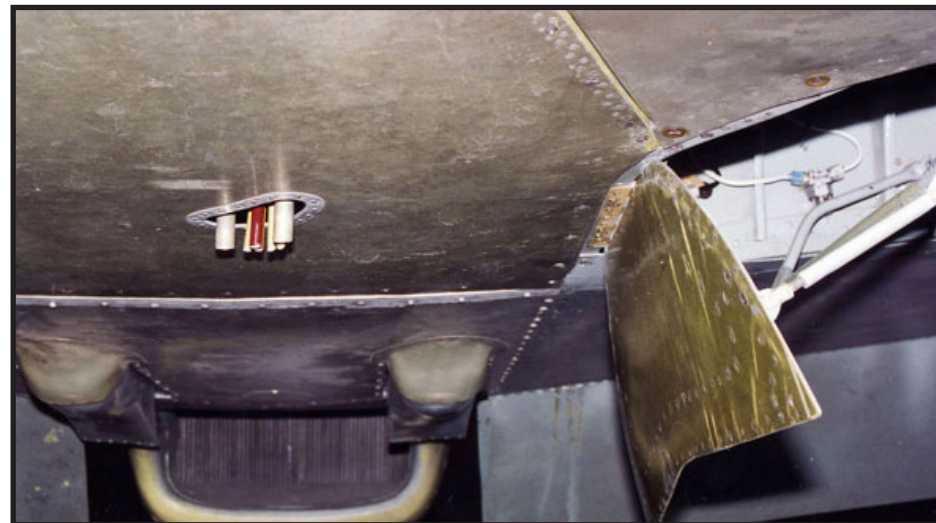
Cont. on p 11

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 10



Yak-3 MDA Interesting shot that shows the tail wheel, tail-light, rudder actuator, and elevator trim tab actuator



Yak-3M DUX Center wing bottom illustrating various colored drain lines.



Yak-3 MDA Right lower aft fuselage. Note the lift hole.



Yak-3 MDA Left upper shop illustrating the camouflage pattern on the wings.

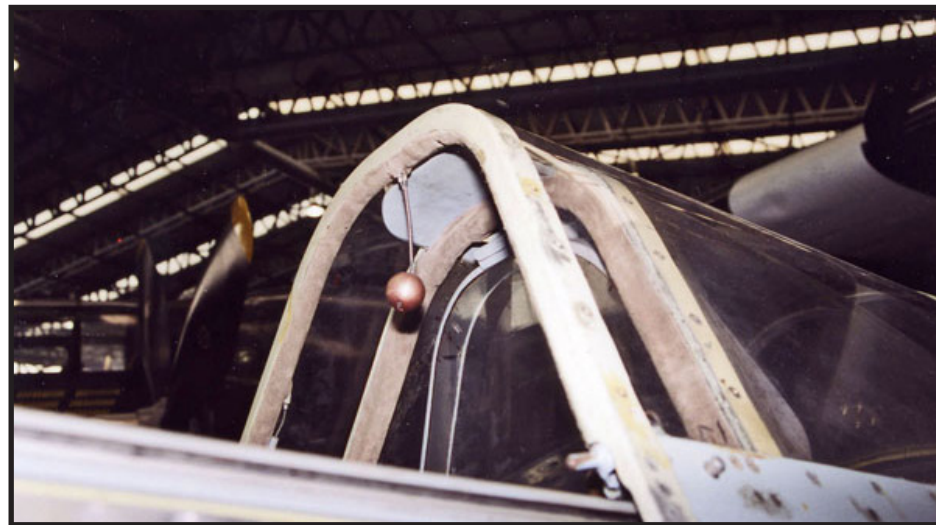
Cont. on p 12

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 11



Yak-3 MDA Left front view.



Yak-3M DUX Canopy frame and wooden grab ball plus canopy rail details.



Yak-3M DUX Canopy antenna termination.

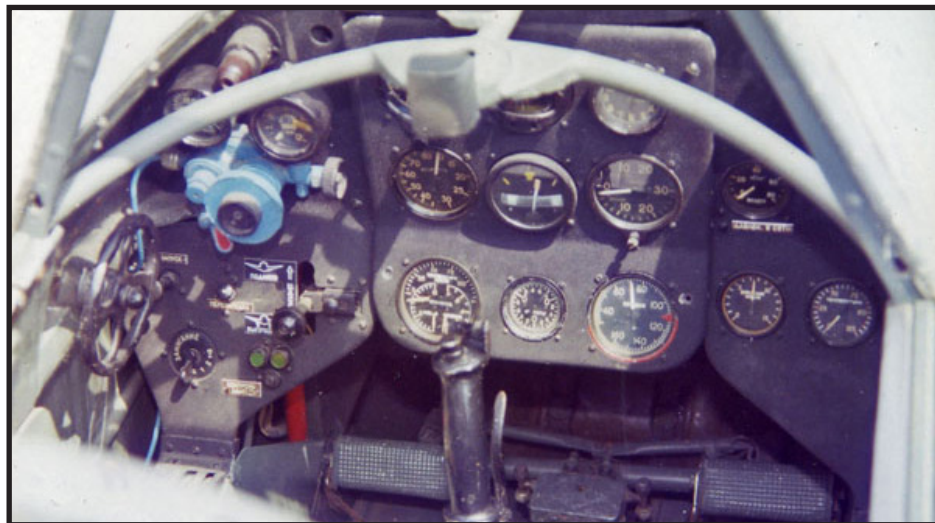


Yak-3M MOF Cockpit canopy and interior looking in from the right side. Note the color of the seat, sheet metal, and control column.

Cont. on p 13

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 12



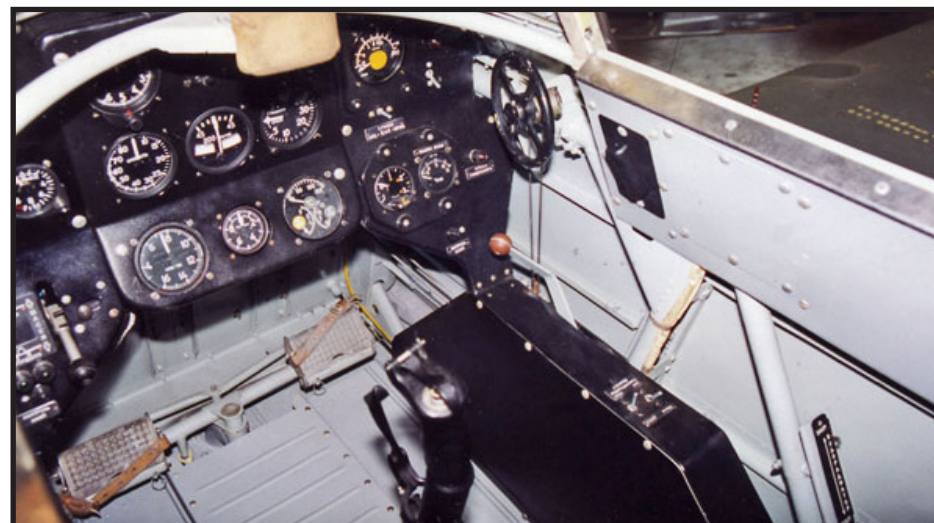
Yak-3M MOF Cockpit instrument panel.



Yak-3M DUX Cockpit right side. The Duxford machine is black and light gray with a brown seat back cushion. The seat itself appears to be a different color.



Yak-3M MOF The cockpit of the MOF machine is substantially different from the Duxford machine.

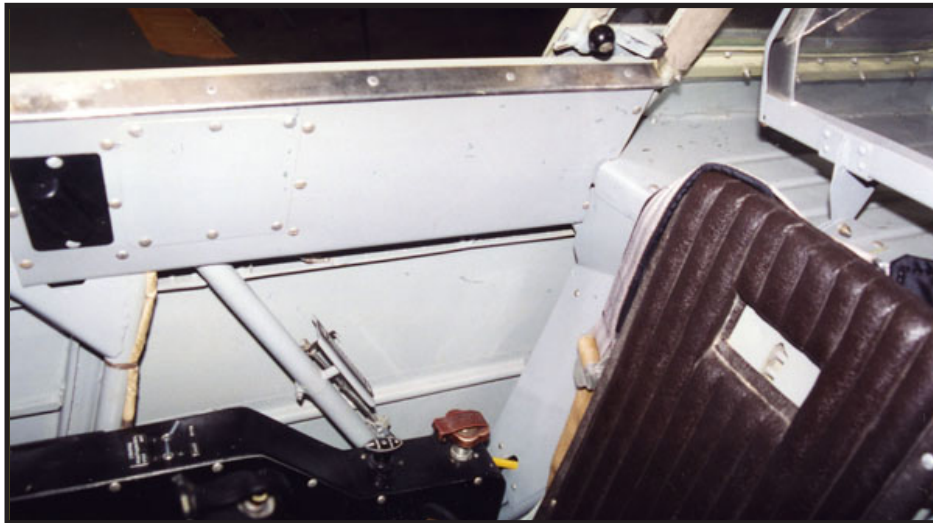


Yak-3M DUX Cockpit right forward.

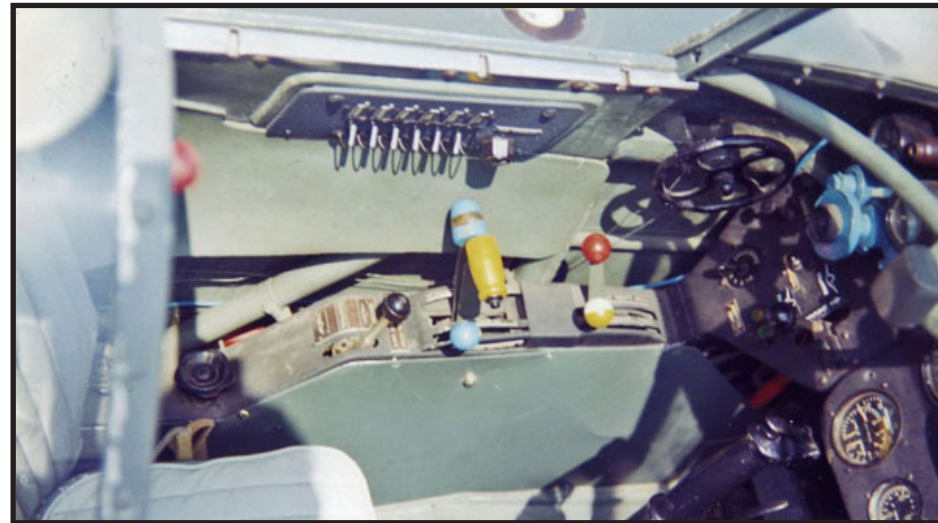
Cont. on p 14

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 13



Yak-3M DUX Cockpit right rear.



Yak-3M MOF Cockpit left side.



Yak-3M MOF Cockpit left forward and down.

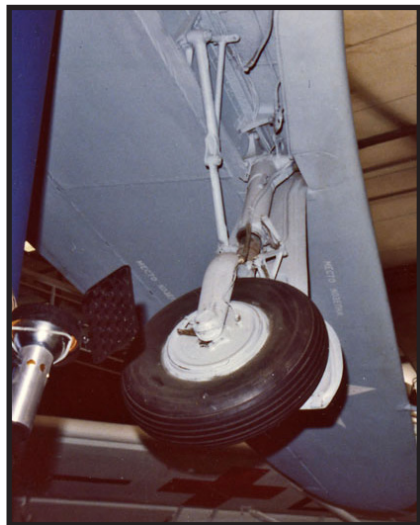


Yak-3M DUX Cockpit looking aft.

Cont. on p 15

Yak-3 Photo Essay *by Steve Muth*

Cont. from p 14



Yak-3 MDA Right main landing gear outboard.

Yak-3M DUX Left main landing gear well inboard.



Yak-3 MDA Left main landing gear well inboard.



Yak-3 MDA Left main landing gear well inboard.

Yak-3 MDA Right main landing gear outboard.



Continued next issue.

1/48 IJN C5M2

FineMolds

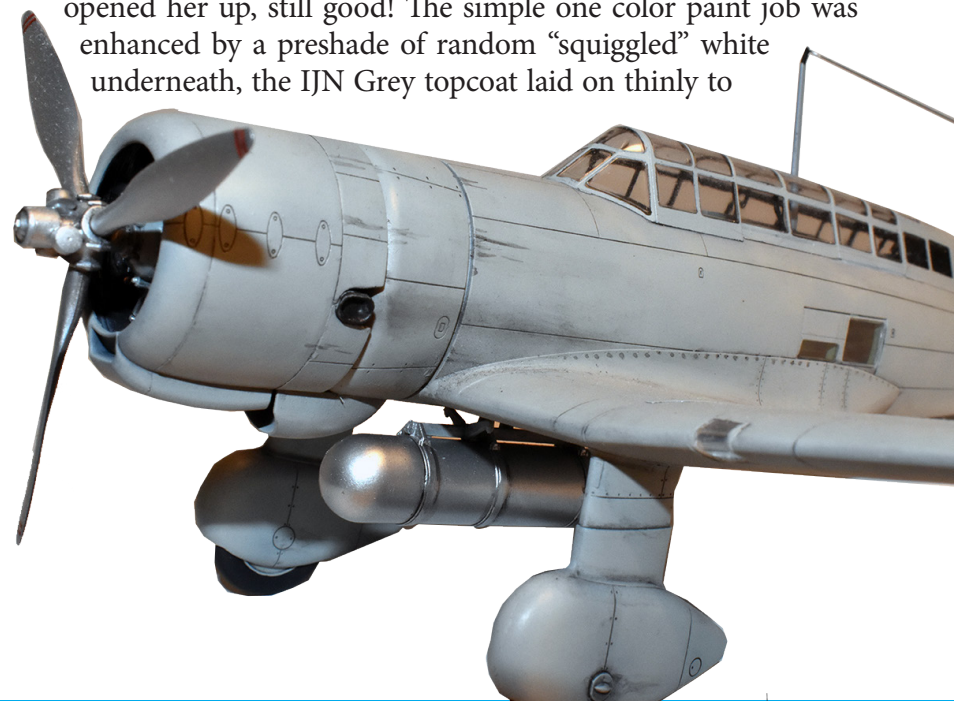


Tis a Golden Age of modeling we old geezers are living in. We or at least I have waited a long while for a 1/48 scale C5M. This was a Mitsubishi designed 30's style fast mailplane, that got purchased by the Imperial Japanese Army Air Force as the Ki-15. This was made in two versions, the difference being powerplants. The Imperial Japanese Navy (IJN) liked what they saw, and bought 30 of them, giving them the designation C5M2. These had the same Sakae engine as the A6M2 Zero-sen. The low wing, all metal, fixed landing gear C5M2 had a good speed for the late 30's but by 1942, fighters were outpacing it. But for the first 6 months of the Pacific War, the C5M2 (The allies later code-named it "Babs") was the harbinger of doom for many unfortunate Allied bases and airfields. If you saw one of these overhead, better hit the trenches 'cause hell was coming to breakfast. By mid-1942, they were getting replaced by faster recon ships, and went back to their original

duty. From the box art, at least one was used to tote small bombs and try to drop them on Allied bombers. This option is provided in the kit.

The Fine Mold's kit is a very nice one, simple clean moldings with recessed panel lines and good fit. A nice touch are the slotted wheels that allow them to be painted and installed after the wheel "pants" are glued together. The interior is very well appointed, with nice ribbed sidewalls and radio details. No seat harness is included, I made a quick ones out of tape. Trouble is, the cockpit openings are very small and almost none of this will be visible, especially since only a fully closed canopy is provided. I guess one could cut open the canopy, but I did not, I went with preserving the clean lines of the airplane, and being lazy. When I ordered this model, my kid got for me a canopy mask set from Dead Design. I highly recommend this accessory, as it fit perfectly, stuck well, and peeled off with no goop or fuss. The model went together very quickly after the fuselage was closed up, minimum filling or sanding being required. I had a very old jar of Model Master IJN Grey in the drawer,

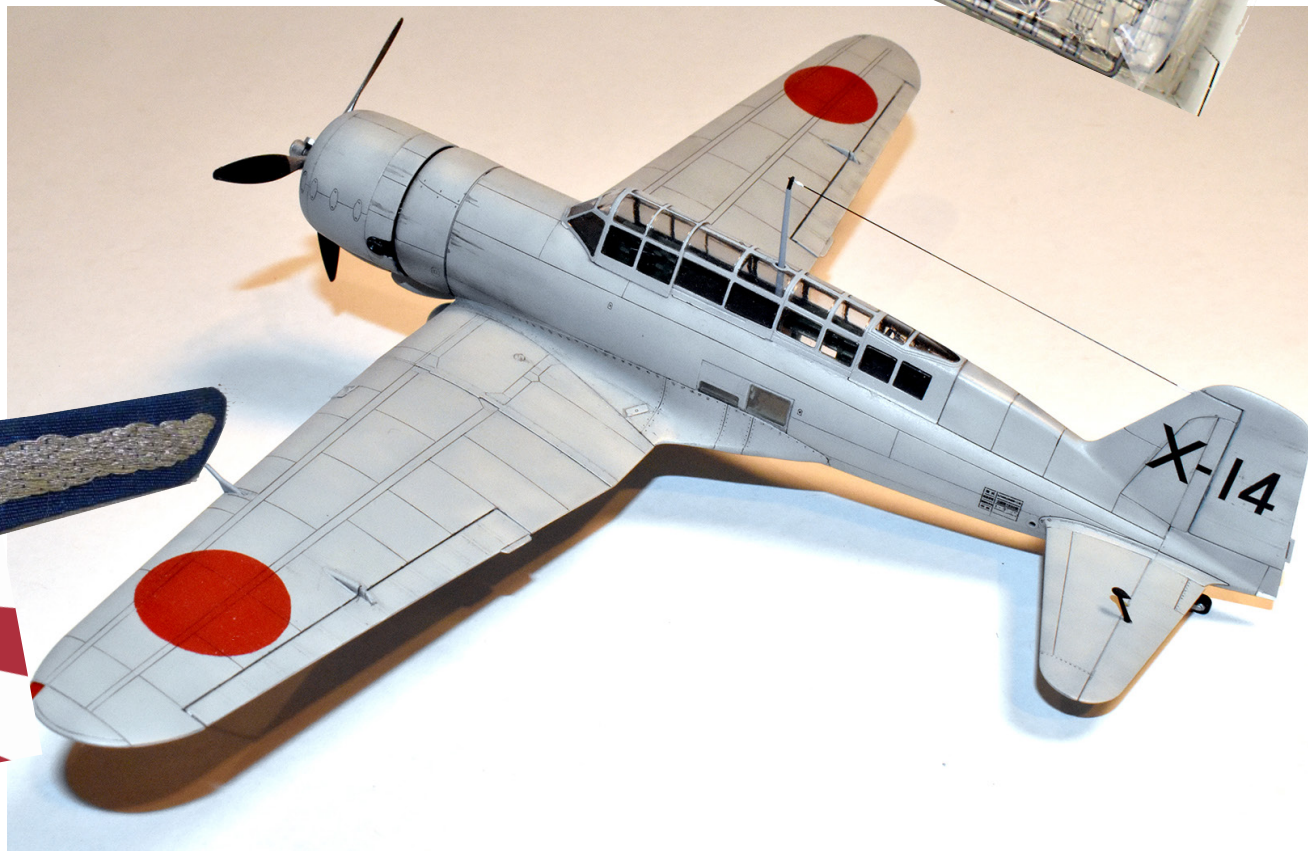
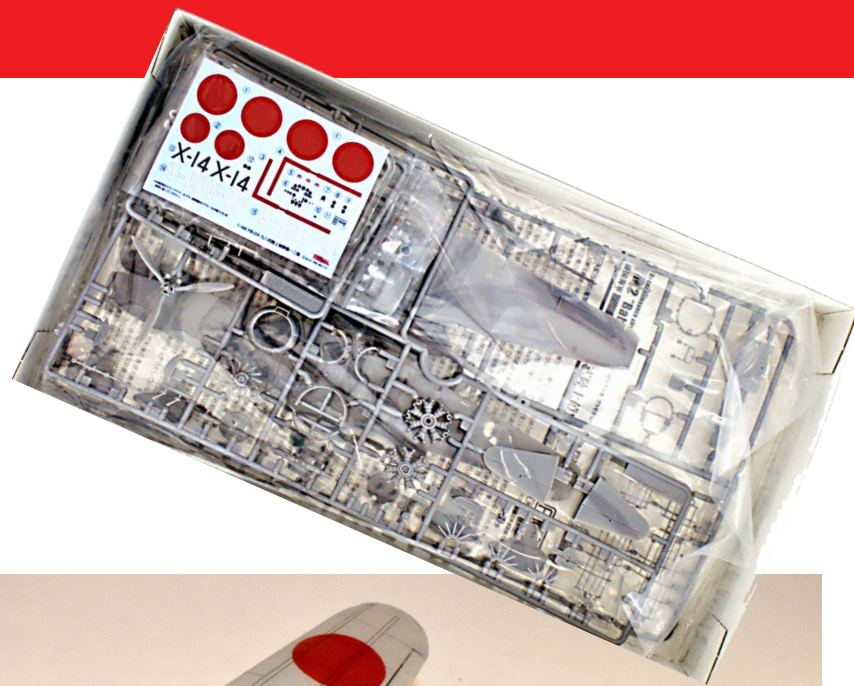
opened her up, still good! The simple one color paint job was enhanced by a preshade of random "squiggled" white underneath, the IJN Grey topcoat laid on thinly to



Kit Build/Review *by Bill Koppo's*

let some of the bottom layer show thru. This gives some tonal variation to a monotone finish. Then a clearcoat, and the attempt to decal the beast began. If you try to use the kit decals beware, they are delicate and solvent solutions want to eat them up and leave stains. I ended up masking and spraying on my Hinomarus using only the tail numbers, being very careful with the Solvaset. Maybe Microset/Microsol will work, but I have none of that. Another clear coat on top, a panel line enhancement (sludging) some small exhaust staining, and she's done. I always liked the looks of this one, very 1930's and sleek in design. Fine Molds actually makes 4 versions of this kit, The original fast mail plane, 2 JAAF Ki15 versions and this one. All are cool looking birds IMHO.

Now that we live in Corona land, and only working part time I actually have time and energy for modeling. A nice preview of my upcoming retirement. (IF I survive the pandemic Ha.) Happy Modeling.



Amusing Hobby 30.5cm Morser Bär:

1/35 German Heavy Self-Propelled Mortar



Don't we all love those big guns!! I certainly find them a very interesting subject from the WWII era. Amusing Hobby has produced a bunch of kits that focus on concept tanks of the Allied and Axis powers that never made it to the battlefield. Kit model 35A014 is one of these tanks that was cancelled due to its size, weight, and cost. It is based upon a tiger chassis mated to a fixed upper hull with a 305mm gun. This was meant to be a long distance siege weapon to lay waste to cities and armies of the Allied forces. It only made it to the blueprint phase before being cancelled.

The overall kit was not difficult to assemble but did have some minor drawbacks. When finished it makes an impressive size model: 9" length X 4.5" height x 4.5" width, not including the barrel. Assembly starts with the chas-

sis and twenty road wheels. These wheels need some widening in the inside to allow a better fit when in contact with the tracks. Make sure the suspension and wheels are in exact horizontal and vertical alignment or there will be fit issues later. Upper hull and engine deck assembly is straight forward with some PE parts Included.

The track assembly is time consuming with 110 individual links per side plus 55 top track bars. A small plastic jig is supplied but must be covered with foil to avoid being glued to the tracks. This was the most tedious section of the build. Once you understand the link positions it moves along. There were some gaps between the upper hull and chassis that will need some filler but they are barely seen.

There isn't a lot of detail to the upper hull so I added extra track and road wheels to serve as additional crew protection. There are no crew figures supplied. I added some backpacks, and tent rolls for a bit more realism.



The kit contains 2 305mm shells which can be placed in an appropriate position.

Supplied are basic markings and paint schemes for two late war 3 color German camo patterns. I left the road wheels and lower chassis in red oxide primer and used a basic

Cont. on p 19

Kit Review *Build and Review by Anthony J. Fardella*

Cont. from p 18

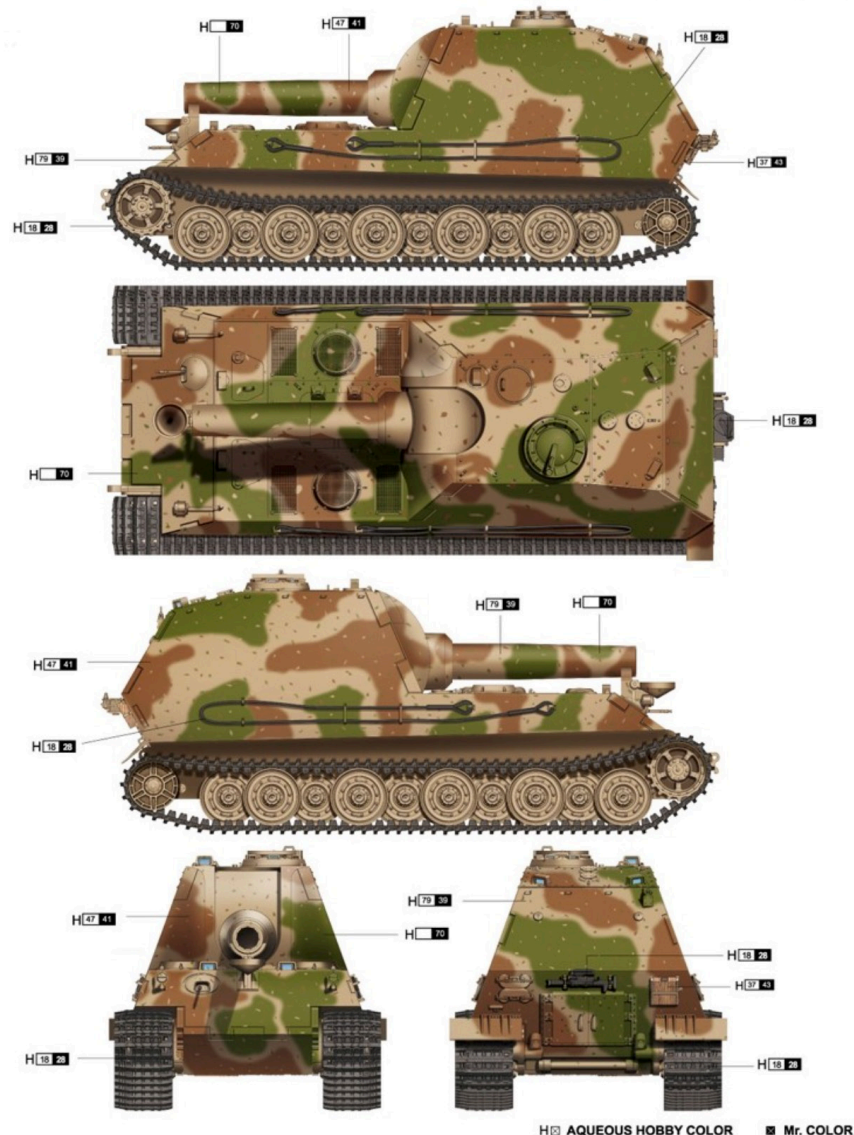
Camo pattern on the upper hull. Except for the crew accessories the build was OTB. I weathered the tank to duplicate a dirty worn out tired survivor of the late war period 1946. Oil paint based washes and pastels were used after the initial painting using Mission Model acrylic paints. "Silly Putty" worked well for masking the 3 tone paint scheme.

This model kit can be used as a blank canvas to create a large and impressive expression of what could have been produced by Krupp if the war had progressed. The overall fit, finish and detail isn't like a new Tamiya kit, but is certainly worth the time and effort to build one of these interesting tanks in the Amusing Hobby line up.



涂装同标贴指示 Painting & Marking guide

PAINT REFERENCE COLOUR					
Color	Mr.Hobby	Vallejo	Model Master	Tamiya	Humbrol
Dark Green	H70	—	—	—	—
Light Green	H47	984	—	XF64	160
Brown	H78	824	—	XF58	93
Tan	H79	864	1402	—	—
Black	H43	983	1701	—	100



09535 1/35 Grille30—30.5cm(Grw) L/16 Morser 'BAR'(BEAR)

Wingnut Wings Closure & June Update

Wingnut Wings Closure & June Update

From the Hyper Scale Forum in the "What's New" section dated April 17, 2020 by Dave Wilson

Sad news from New Zealand today indicates Wingnut Wings has been closed down permanently and its assets are to be sold off.

Details are yet to be publicly disclosed but it's understood staff have been informed they no longer have jobs at Wingnuts, and all assets- the molds etc.- are to be disposed of.

Wingnuts, which was begun by Sir Peter Jackson in 2009, has like many NZ businesses been locked down recently due to the coronavirus shutdowns there. The business issues affecting the decision to close the business permanently are not yet known but are not thought to be entirely due to the Covid 19 issue.

The Forum contacted Wingnuts' General Manager, Richard Alexander yesterday (April 15, 2020) and sought comment. He responded that an official statement would be forthcoming.

When we approached him today (Thursday) on this matter, the email diverted to a message referring all future Wingnut Wings matters to Clare Olssen and Kate Leppard. Clare Olssen is Chief Executive Officer of WingNut Films and Kate Leppard is the company's Chief Financial Officer.

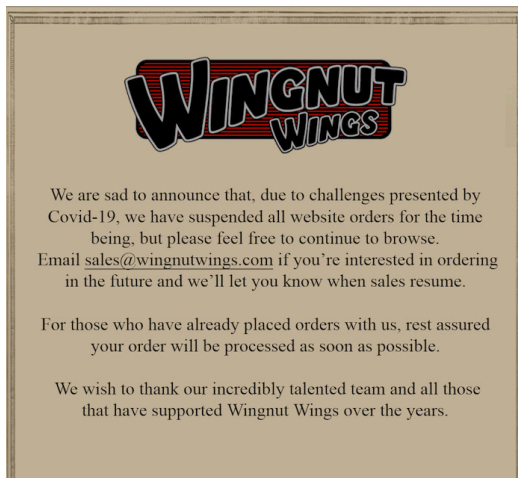
We sought official comment from Clare Olssen and Kate Leppard. We asked about the status of the Wingnut Wings business, the employment status of staff and the situation regarding pending mail orders in their system. There has been no response from the designated contacts for Wingnut Wings. Significantly Richard's name now no longer appears on replies from his official email address.

Update: late Thursday Richard Alexander confirmed to the Forum that he is no longer at Wingnut Wings. Asked about the situation there he said, "I am not able to comment at this time".

Further confirmation came from Bryan Wall, one of the Wingnuts designers, who posted on the Wingnut Wings Fans' page on Facebook: "Guys we are closed for good I am sorry to say, the whole team was made redundant on Wednesday".

By Friday morning (April 17, 2020) the Wingnuts website, which had still been accepting online orders, has now been changed and all online orders have been suspended. The website message alludes to Covid-19 issues and still does not address the closure of the business but does assure customers that current pending orders will be processed "as soon as possible".

It's understood there are also major job cuts at the Vintage Aviator (TVAL) too with all aircraft production stopped, most staff made redundant and the company retrenched to a maintenance team for the existing aircraft collection.



Sir Peter Jackson has made no comment on the closure decisions.

More details will be posted when they are known.

Dave Wilson

Gold Coast, Australia

As of June 12, 2020

- 1) We know that WNW is closed for good, no new orders are being taken and any orders made before the COVID 19 closure of WNW are currently being shipped via FedEx.
- 2) Dave Johnson (former WNW Employee) shared an open e-mail on the WNW fans Facebook site (Not Attached) in early June that he sent to Clare Olssen, Chief Executive Officer of WingNut Films and Kate Leppard, Chief Financial Officer regarding the silence from them and what is the status of the company since it closed. Below is Clare and Kate's very short reply to Dave's initial e-mail.

Cont. on p 21

Wingnut Wings Closure & June Update

Cont. from p 20

Hi Dave

Thank you for your e-mail and for sharing your concerns

There are indeed a number of people interested in WingNut Wings and in purchasing model kits. Rest assured we are dealing with these.

Appreciate your concerns through Dave. please feel free to forward any e-mails regarding the company on to us.

Clare and Kate

My own comments to this news – It's sad day when any business closes its doors and its employees become unemployed.

Wingnut Wings set the bar with a very high level of enjoyment for model builders by creating a series of World War One 1/32 scale aircraft kits that modelers around the world have enjoyed. Several books, a Facebook site for Wingnut Wings fans along a ton of magazine articles published over the years on building various Wingnut Wings kits. Several cottage companies have been created to support and enhance the Wingnut Wings model kits over the years. Personally, I own several of their kits and started two of them and must say they are very well engineered along with being on the quality level of any new Tamiya kit releases. The WNW instruction manuals are considered the best in the hobby.

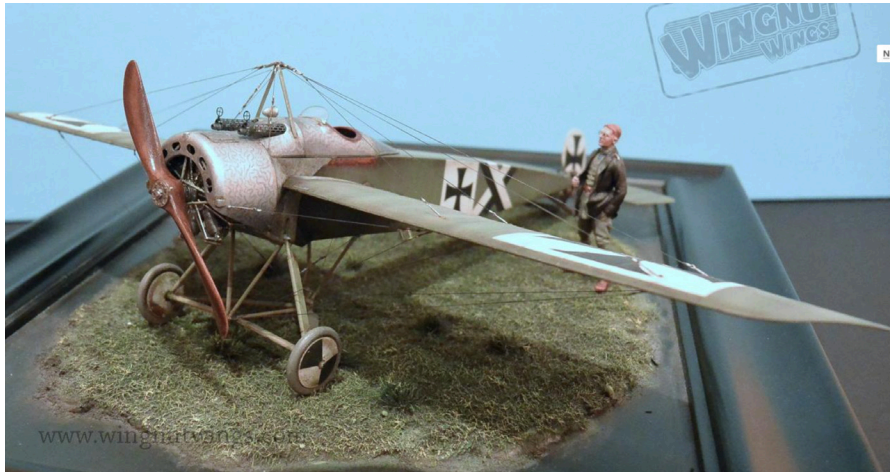
For the 11 years that Wingnut Wings were in business, they opened the doors to many modelers with their marvelous World War One product line. They were starting to branch

out to enter the World War Two time period with the planned release of two different versions of a 1/32 scale Lancaster Bomber. But still staying to their roots with a World War One Fokker triplane release planned for this year.

Wingnut Wings attended the 2019 IPMS Nationals as a vendor for the first time and were well received to the point that they sold out of the vast majority of their kit inventory. Both Joe Haberkorn and I spoke to Richard Alexander and Jason McAdams at the Wingnut Wings booth and at the hotel bar after the show ended for the day. They are true modelers that have a love for what they do. I feel for them along with all the other employees of Wingnut Wings. We can only hope that somebody buys the company and rehires the current staff to continue what Sir Peter Jackson started.

Upon reading of their closing I've purchased one more kit via Sprue Brothers and noticed that the kits are all disappearing off the web shelves and E-bay. The word was out all over the internet about them. By the time you read this, its most likely that most if not all the Wingnut Wings kits available on-line could be gone.

Jim Boulukos



Show Calendar Listing for 2020

See Bob DeMaio for details

Date/Day	Event & Location	Website
Jul-29-Aug 1 Wed-Sat	IPMS National Convention San Marcos, Texas	http://www.ipmsusa.org/
Aug 22 Sat	Mosquitocon <i>Postponed from April</i> 1 Pal Dr, Wayne NJ	http://www.njipm.org/
Sept 12 Sun	Patcon 2020 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org
Sept 24-26 Thu-Sat	APMS National Convention <i>Postponed from May</i> Radisson Hotel Harrisburg 1150 Camp Hill Bypass Camp Hill, Pa. 17011 http://amps-armor.org/SiteShows/ShowMain.aspx	
Sept. 18-19 Fri-Sat	Armorcon Crown Plaza, Danbury, CT 06810 http://calendar.ipmsusa3.org/event/armorcon-1	
Oct 2-3 Fri-Sat	Noreastcon <i>Postponed from May</i> Quality Inn & Suites 8250 Park Rd. Batavia, NY 14020 https://www.facebook.com/Noreastcon49/	

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



IPMS /USA MEMBERSHIP FORM

Not an IPMS member? Need to renew your standing? You can clip out and mail in the form, download a fill-in copy from the [LISMS.org](http://www.ipmsusa2.org/store) web site or visit the IPMS store at <http://www.ipmsusa2.org/store> to submit your application on-line.

IPMS #

Name:

Address:

City/State:

Zip:

E-Mail:

Phone:

Signature (required by P.O.)

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