IPMS Seattle News

Seattle Chapter IPMS USA

May 2023

Model Show Season Is Upon Us!

First off – man, what a show we just had, huh? Three years of pent-up expectations were met or exceeded, all down the line. With only two-thirds of our pre-pandemic club membership, and with literally zero funds left in the bank, we were still able to pull everything off in grand style. Show chairman Rick Taylor will be providing his take on the show and some of the winners later in this newsletter, and we will be following up next month with the complete results once everything is tallied. In the meantime, we should all take a breath and congratulate ourselves on a job well done.

So let's talk about model shows a little. One thing I look forward to after the 'silly' season ends is the beginning of the modeling show season. I generally try to attend as many shows as I can; some of them local, some not so much. Now that our two big local events are over with (NWSM February Display and IPMS Spring Show) there are a few more in the vicinity; two down south in Oregon, and one up in Vancouver BC. That leaves the big, national shows that, if I have enough mad money, I am lucky enough to attend each year.

The IPMS National Convention is held over four days, every year, usually around July or August, and is a must-attend event for every modeler at least once in their lifetime. Thousands of attendees, thousands of amazing models, hundreds of industry vendors, and a slew of modeling seminars all wrapped up in a huge, modern hotel venue, complete with meals and drinks and modeling camaraderie. There's even a banquet at the end, like a big cherry on top. More about this year's Nationals in San Marcos, TX, in a couple months, as we get closer to the event.

There are other, smaller shows peppered here and there, that, depending on your particular modeling jones, are just as cool. In my case, that would be the annual Armored Modeling and Preservation Society (AMPS) International Convention – which is essentially the same as the IPMS Nationals, except just for military vehicles. Everything there is geared towards the 'treadheads' of our modeling community. Except for a banquet, the rest is just like going to the IPMS Nationals – a huge number of models, a bunch of military-oriented vendors and seminars, all enclosed in a nice, clean venue with an attached hotel, over several days.

This year AMPS was held in Harrisburg, PA, which is a long way to go for just tank models, but I consider this a pilgrimage that must be done every few years. When I see some of the pictures in *Fine Scale Modeler* from AMPS shows that I missed, I kick myself for not attending.

So this year, barely a week after our Spring Show, fellow club member Rick Taylor and his ever-supportive wife, Tina, and I made the trip – and we weren't disappointed. I have returned with a variety of new modeling products (see image), that I am looking forward to reviewing in coming newsletters. But what I thought I'd talk about this month is how the show is judged and registered, which is completely different than IPMS events, and how some of those ideas can help us with our own show.

AMPS is a competitive show, but, unlike IPMS, each model is judged against a list of technical criteria, and not against other models in its category. This makes for a completely different experience because models are not disqualified over some minor flaw that might be missing from its neighbors. Both positive and negative scoring is recorded independently by four judges for each model, working from a list of attributes such as Construction, Finish/Weathering, and Difficulty. Each of these is broken down into smaller parts, and percentage scores are tallied, with the lowest judges overall score thrown out. It is theoretically possible to have categories where no one gets an award, or conversely, everyone earns a Gold (the highest). With four independent judges working down a list of attributes, the results are just about as impartial as they can be which is much fairer, in my opinion, than what IPMS does. As a modeler, presented with the recorded

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results, I can see EXACTLY why my model earned the score it did because the paperwork not only has the raw scores, but also comments made by each judge along the way, which is huge.

As a bonus, judging starts at the very beginning of the show, when the models are first received, so the results have already been recorded by the time you see the models in the display room. At the end of the three days, everything is finished without having to pause for judging. Awards are handed out at the end of the show.

Another difference between the AMPS show and our IPMS event is the registration process. Everything with AMPS can be done online before the show starts. When you fill out the registration forms online, you get your Registration Number printed on the form(s). This accomplishes several things. First and foremost, you are all ready when you arrive at the show. You have your forms, and you have paid, so you just walk in and hand your models over to the judging area, where each model is placed on a tray and moved in an assembly-line process through judging. The big advantage of registering this way is that the show hosts know how many entries per category there will be beforehand, driving table layouts and space issues, etc. etc. No more moving categories around when they fill up. I can see the benefits of this type of approach as I mull over all the challenges we went through with our most recent Spring Show.

I highly recommend attending as many modeling shows as you can each season – I guarantee you will be exposed to a lot of great models, inspiring ideas, and interesting products to try. And you might make a bunch of new friends in the process!

Thanks, and Model On!

Eric

2023 IPMS Seattle Spring Show Report

by Rick Taylor

Wow! What a fantastic show we had this year! I'm thrilled to share with you the highlights of the recent successful IPMS Seattle Spring Show 2023, which was a huge hit among model enthusiasts. The show was a huge success thanks to the amazing efforts of our organizers, volunteers, vendors and participants. We had a record-breaking number of entries in the model contest, with 1,267 entries from 220 modelers. When you count collections, we had 1,325 models that were displayed. The quality and variety of the models was outstanding, and the judges had a tough time picking the winners.

We want to thank all the people who made this show possible. Over 120 volunteers worked to make the show a success. I especially want to thank our leads who worked tirelessly before, during and after the show to make sure everything ran smoothly. Here are their names and roles:

- Spencer Tom, who handled the vendors and the infrastructure

- Mike Millette, who was the head judge and coordinated the judging process

- John Chilenski, who was the co-head judge and assisted with the judging

- John DeRosia, who managed the registration and ensured everyone got their entry forms and tags

- Steve Dixon, who organized the Make-N-Take activity for kids and adults

- Daniel Carey, who ran the raffle and gave away some awesome prizes

- Eric Christianson, who hosted the show and kept everyone entertained and informed

- Robert Allen, who designed and distributed the awards

- John Kaylor, who maintained the web site and posted updates and photos

- Sam Croft and Ray Scoff, who sold club models and raised funds for future shows

- Fuzhou Hu, Treasurer who provided change and cash boxes and deposited the proceeds

We also want to thank our vendors who brought a great selection of kits, books, tools, and accessories for us to browse and buy. The vendors reported excellent sales and we all have larger stashes as a result.

Angel City Deli kept us going with coffee and pastries in the morning and a number of options for lunch. The ribs were great!

And of course, we want to congratulate all the award winners who impressed us with their skills and creativity. Here are the best of categories and special awards winners:

Best of Categories:

- Best Junior: Nicklos Banyai-Riepl for his Airfix Vampire T.11 (Reg #1523)

- Best Aircraft: Chris Morris for his P-40N (Reg #2316)

- Best Military Vehicle / Weapon: Greg Mockos for his Panther Disassembled (Reg #2294)

- Best Figure: Eric Sijgers for his Terijin (Daemon) (Reg #1809)

- Best Ship: Keith Glueck for his *Nina* (Reg #1341)

- Best Automotive: Eric Sijgers for his 59 Chevy El Camino (Reg #1802)

- Best Space Factual / Experimental / Sci-fi Vehicles: Bauble Youna for his *Star Wars* Blockade Runner (Reg #1618)

- Best Diorama/Vignette: Bill Huffman for his Wolfenstein (Reg #1399)

- Best Gundam: Albert Kim for his Nu Gundam Ver. Ka (Reg #1762)

Special Awards:

- Best Artillery in Memory of Dale Moes: Bill Chilstrom for his Trebuchet (Reg #1296)

Sponsored by George Stray, Shawn Gehling and Roy Schlicht

- Best Military Vignette in Memory of Mark Ford: David Hansen for his Renault FP Transporter with Renault Tank (Reg #2188)

Sponsored by George Stray, Shawn Gehling and Roy Schlicht

- Best B-17 in Memory of Terry Moore: Tim Nelson for his B-17E "Birmingham Blitzkrieg" (Reg #1045)

Sponsored by Bob LaBouy

- Modelfy / Jeep Build: Eric Christianson for his Jeep Flakwagon (Reg #1014)

- Judges Best In Show: Tim Nelson for his Blackburn Kangaroo

The full list of all category winners is being transcribed and should be in next month's newsletter, and available on the website by the next meeting.

I hope you enjoyed the show as much as I did, and look forward to seeing you again next year. Until then, keep building and have fun!

Photo by Tim Nelson

Long Time Coming...And Recovering

by Scott H. Kruize

I went to the Contest & Show, marveling that it occurred on the fourth anniversary of the last time we did it. So many attendees, so many exhibitors, so many spectators...so many tables, so many models, so many vendors, so much activity!

The formal statistics for all this have been compiled by our officers and appear elsewhere in this newsletter. This is only an impression by one guy.

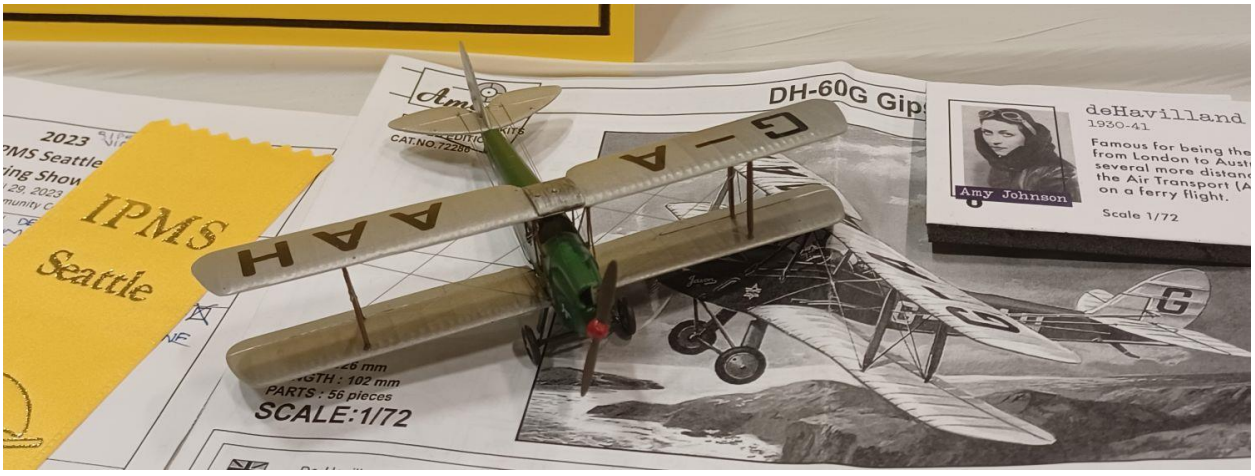
I was busy all day, arriving before 9 AM, putting in an hour-and-a-half of the busiest time at the Registration desk. I donated to the Raffle, put out some of my own stuff on the display tables, had to help move some of those around to adjust areas that were more or less congregated than first planned.

I had to judge several categories, as I have always in times past, then got some pictures, and gave a bit of a tour to the family of the lady that I see Friday mornings at the SeaTac Community Center, where I do indoor flying with several other guys. Per my recommendation, her daughter put out a model she assembled, a pirate sailing ship from the anime series *One Piece*. She had to be persuaded to participate, because she's turned painfully shy in early adolescence, but it was worth doing. She won 1st Place in her Junior category!

I didn't get anything for my Collection of five 1960s Monogram® WW2 Navy Warplanes...the Helldiver of which was finished the day before. But I got a 'Highly Commended' for the RAF/FAA Supermarine Walrus, built once I got inspired by the puzzle artwork 'Safe Haven', where our B-24s made it home, at twilight, back from Nazi Germany to Merry Olde England...with a Walrus below in the harbor... armed and ready to go rescue aircrew shot down into the Channel. And I got an 'Out of the Box' for my Gipsy Moth, built for a MoF display awhile back. I'm encouraged by the adage 'There are no bad ribbons!'

I had to treat developing 'brain overload' in mid-afternoon by sitting out in the grass for a little while, then got back to taking more pictures and helping Tracy lay out ribbons.

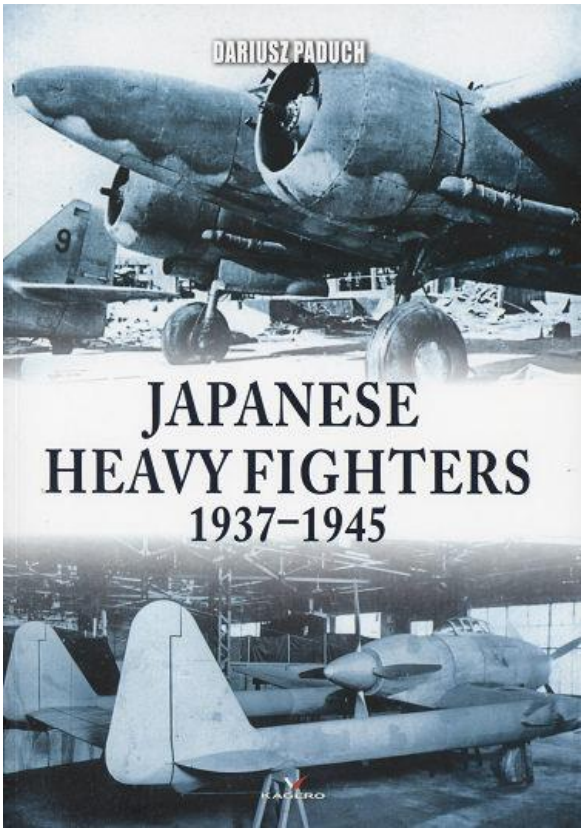
Here's a statistic not included with the formal ones: the number of days it took me to get back to normal, from my post-Contest & Show fog...during which I frequently had to interrupt Happy Homeowner tasks to spend 'couch time' vegging and recovering. Ready for it? Three days!



Japanese Heavy Fighters 1939-1945, by Dariusz Paduch

reviewed by Jacob Russell

I'm a longtime fan of World War II Japanese aircraft. The A6M Zeke and Ki-84 Hayate are two planes that many modelers are familiar with. But how about the Rikugun Ki-93 or the Aichi S1A Denko? I hadn't heard of either of these planes prior to receiving Darius Paduch's great new book on the development of Japanese Heavy Fighters from 1937 through 1945. Paduch divided the book into three sections - Heavy fighters of the Imperial Japanese Army Air Service, Heavy fighters of the Imperial Japanese Navy Air Service, and Japanese aircraft weapons.



The Japanese kept abreast of global airplane development. They built foreign planes under license and gradually built aircraft of their own design. The military foresaw the possibility of warfare fought over the Pacific, requiring planes possessing the twin attributes of heavy armament and a long combat range. Some designers felt that twin engine fighters were a solution and aircraft such as the Kawasaki Ki-45 Toryu (Nick) and Nakajima J1N Gekko (Irving) resulted from this thinking. Both designs were developed into viable planes which saw active service with Army and Navy, respectively.

The Japanese aircraft industry produced many fascinating designs. Among them are cool aircraft such as the high-altitude fighters Tachikawa Ki-94 with pressurized cockpit, the turbocharged Nakajima Ki-87, and the radical rear engined Kyushu J7W Shinden.

In addition to indigenous designs the Japanese also built several German planes under license, such as the jet engined Nakajima Ki-201 Karyu (based on the Messerschmitt Me 262) and the rocket powered Mitsubishi J8M1 Shusui (based on the Me 163).

What a wonderful book full of fascinating planes. Many of them never advanced beyond the prototype stage, let alone were pressed into service. If you're a fan of the unusual and exotic then this book is for you. I recommend it and I would like to thank Kagero for the review sample.

Academy 1/48th Scale Mitsubishi A6M2b Zero Model 21

by Michael Novosad

Brief History (from Wikipedia): The Mitsubishi A6M Zero was a long-range carrier-based fighter aircraft manufactured by Mitsubishi Aircraft Company, a part of Mitsubishi Heavy Industries, and was operated by the Imperial Japanese Navy from 1940 to 1945. The A6M was designated as the Mitsubishi Navy Type 0 carrier fighter, or the Mitsubishi A6M Rei-sen. The A6M was usually referred to by its pilots as the Reisen, "0" being the last digit of the imperial year 2600 (1940) when it entered service with the Imperial Navy. The official Allied reporting name was "Zeke", although the name "Zero" (from Type 0) was used colloquially as well.

The Zero is considered to have been the most capable carrier-based fighter in the world when it was introduced early in World War II, combining excellent maneuverability and very long range. The Imperial Japanese Navy Air Service (IJNAS) also frequently used it as a land-based fighter.

In early combat operations, the Zero gained a reputation as a dogfighter, achieving an outstanding kill ratio of 12 to 1, but by mid-1942 a combination of new tactics and the introduction of better equipment enabled Allied pilots to engage the Zero on generally equal terms. By 1943, the Zero was less effective against newer Allied fighters due to design limitations. It lacked hydraulic boosting for its ailerons and rudder, rendering it extremely difficult to maneuver at high speeds. By 1944, with Allied fighters approaching the A6M levels of maneuverability and consistently exceeding its firepower, armor, and speed, the A6M had largely become outdated as a fighter aircraft. However, as design delays and production difficulties hampered the introduction of newer Japanese aircraft models, the Zero continued to serve in a front-line role until the end of the war in the Pacific. During the final phases, it was also adapted for use in kamikaze operations. Japan produced more Zeros than any other model of combat aircraft during the war.

There are five light grey plastic trees for the kit parts. The parts are generally bagged two trees per bag. Parts not to be used are noted in the lower right hand corner - looks like another Academy Zero may be in the works (?).

There is a single clear parts tree with four parts, offering the builder the option to model the aircraft with the canopy open or closed.

A small sheet of decals is included with marking for several aircraft.

A small sheet of precut masks is also included for the canopy and wheels.

The instructions are provided in two 8-page foldout manuals with 18 steps to the build. First page has a paint index for many of the more current and popular paint brands. Each construction step is shown in an exploded CAD drawing with parts and paint colors noted when appropriate. Four pages of Manual 2 include full color plans and profiles for the various markings for the aircraft that can be modeled from this kit. The last page of Manual 2 shows the parts tree layouts.

One very nice feature is each sprue has its alpha identifier molded into a tab in the corner of each sprue. Not just a small raised letter but a large open form making identification of each sprue an easy task. Very thoughtful.

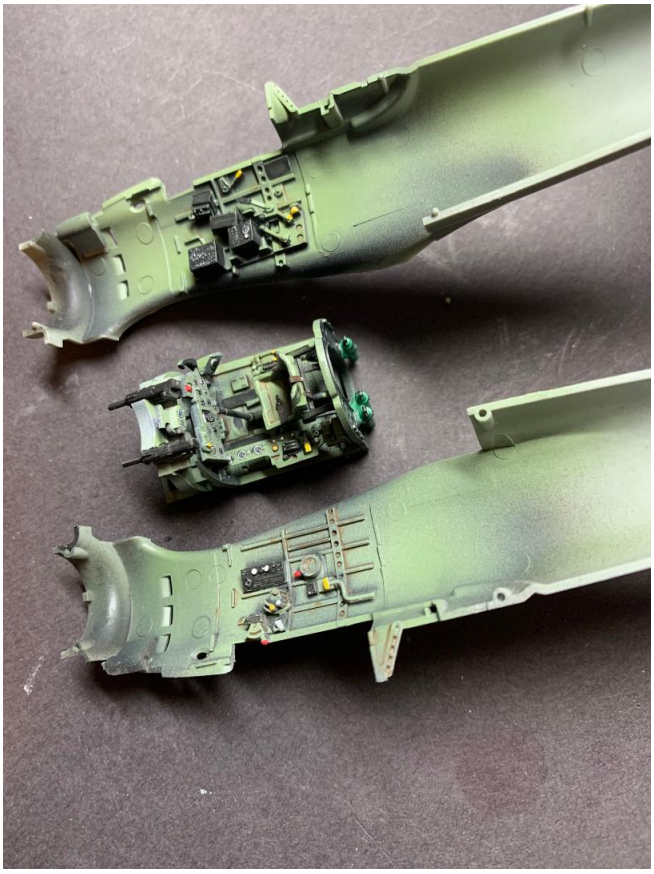
Before starting the assembly and painting it really pays to review both manuals and study each step carefully to determine the painting and assembly sequence. I painted many of the parts separately beforehand.

Cockpit: There are eight sub-assemblies that make up the cockpit, not including the parts fitted to the fuselage sides. Each sub-assembly is shown with an exploded view of the parts with directional arrows to the attachment location. Here, a careful study of the plans is important to place the parts as there is a lot going on in a rather small space. In a few instances the orientation and fit of parts requires a test fit to get things right. The smaller parts are challenging to handle and place, but in the end everything worked out.

Once the cockpit tub and sidewalls were assembled I airbrushed Tamiya XF-1 flat black onto all surfaces, followed by XF-2 flat white applied vertically on the parts. This was followed by Tamiya XF-71. Details were painted with Vallejo Model Air colors.

I had a set of Eduard IJN seat belts that I used for this build.

Fuselage: When it came time to fit the various parts to the right side fuselage only one part (A6) gave me a difficult time to fit properly. Its counterpart (A5) on the left fuselage side fit without any problem. The remaining small parts each required some effort to remove the attachment point spur. Being small in size it was difficult to hold the parts, but patience prevailed.



The instrument panel was fitted to the cockpit tub. The instructions include a line drawing side view of the cockpit tub and this was very help in getting the correct fit. The cockpit sub-assembly was set in place and the fuselage sides glued together.

Manual 2, step 17 shows parts B13 and B14 (the tail portion of the fuselage) being glued together and fitted to the assembled fuselage. I saw this as a possible opportunity to result in a step between the assembled fuselage and tail section. I glued part B13 to the right fuselage half and part B14 to the left side. The fuselage seams were tight and flush but I did find a bit of a step at the top and bottom sides of the horizontal stabilizer's fuselage fairings. A touch of Tamiya white putty and some minor sanding corrected that fit.

The fit of the horizontal stabilizers to the fuselage was almost perfect. A hairline gap was apparent but can be easily filled with an acrylic putty.

Step 7 has parts A12 (top of fuselage front) and A20 (guns) fitted together and set onto the top of the assembled fuselage. I could not get this small sub-assembly to fit either by dropping in place or by sliding front-to-back or back-to-front. Part A20 was in conflict with the fuselage halves. I removed that part and the part A12 fit in place, snug but it fit. I would replace the gun barrels with brass tubing later.

Engine/Exhausts/Cowling/Propeller: The engine assembly starts with the two banks of cylinders that will sandwich a poly bushing to secure the propeller shaft. Once the parts were cut from the sprue and cleaned up I airbrushed Tamiya flat black onto the surfaces, then dry-brushed Rub-n-Buff silver onto the cylinder heads.

The propeller is made up from four parts. The spinner back was left off for the time being and was air-brushed along with the assembled propeller with Alclad Aluminum over a glossy black base. I had earlier painted the back side of each propeller blade with Tamiya XF-64 Red Brown. The propeller and spinner were assembled next.

The exhausts are two separate parts that are glued to the rear side of part A13, the engine compartment rear bulkhead. First, I painted the exhausts flat black, and when that was dry I dry-brushed burnt sienna oil paint to represent discolored surfaces.

The cowling assembly is comprised of five parts, with the option to have the cooling gills open or closed. I used the open gills parts. The exterior surfaces of the cowlings were painted with a 10:2 ratio of Tamiya Flat Black XF-1 and Dark Blue XF-8. The interior of the cowling and open cooling gill were first painted with Alclad black primer, followed by Alclad Aluminum, and lastly by a 1:1 mix of Tamiya clear blue and clear green.

Wings: The wing construction begins on pages 6 and 7 of manual 1. Page 6 shows the landing gear wells for the flying configuration while page 7 shows the landing configuration: this could cause some confusion, but with a thorough review of the instructions before starting the assembly would avoid any conflicts. Once the gear wells were fitted in place the top wing sections were glued in place.

Step 14 shows the installation of a poly bushing placed in a position on the interior surface of the bottom wing part which is then capped off with a plastic disc to hold the poly bushing in place. The drop tank in held in place with this assembly allowing the tank to be removed for display if so desired. The appearance of the filler cap on the top front of the tank was improved with the addition of a small plastic disc glued in place.

I finished the wings with the tips folded. I did not use the kit pitot tube, but rather used a short length of small diameter brass tube with a metal rod in the center. The wing flaps can also be posed up or down.

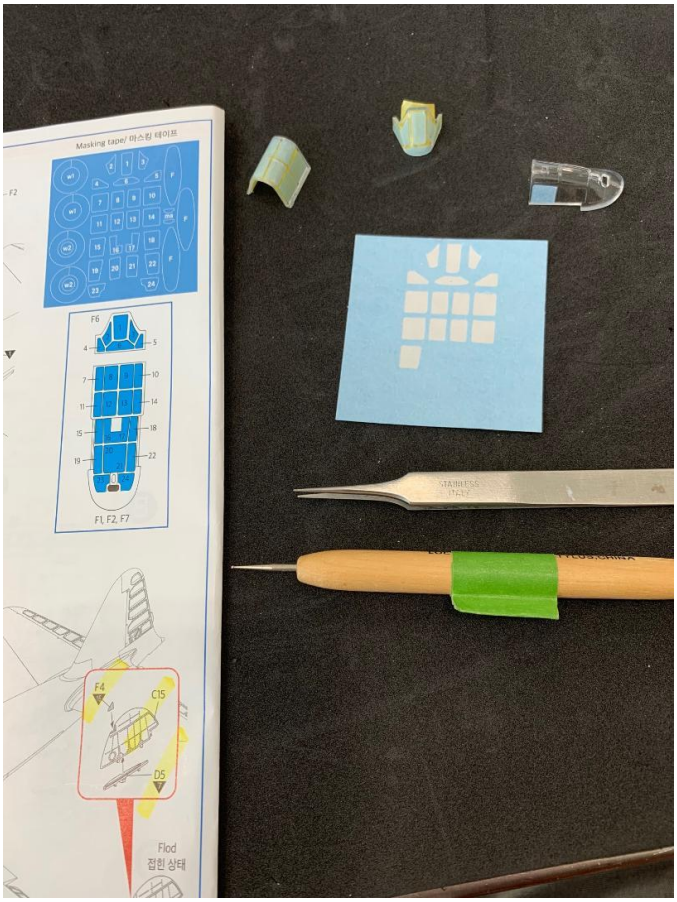
The belly tank was assembled and painted. After the model and belly tank were painted and decaled the tank was fitted in place as noted above.

When fitting the wing assembly to the fuselage I found an interior obstruction that would not allow the wings to fit properly, resulting in a gap at the front and noticeable steps at both wing roots. The front of the cockpit assembly appeared to be in conflict with the tops of the wheel wells. With careful and selective trimming of the cockpit front rails and cross member, plus sanding and scraping of the tops of the wheel wells, I was able to get everything to fit. The material removed from the cockpit sub-assembly was not apparent when viewed from the top.

Landing Gear/Wheels: The Zero's landing gear is quite simple and the kit provides a single part for each main gear, while each wheel is comprised of two halves with flattened bottoms. Cleanup of the wheels' mating surfaces is a must for a good fit to avoid a gap in the circumference.

The main gear doors did have two ejector pin marks in each lower portion. I filled the depressions, but later saw that the wheels would cover most of the marks. The interior surfaces of the wheel wells and gear doors were painted in the same fashion as the engine cowling interior noted above.

The main landing gear, tail wheel, main gear wheels and arrestor hook were first painted Tamiya flat black, then lightly dry-brushed with Rub-N-Buff silver.



Canopy and Windsceen: The kit offers options for an open or closed configuration. Although the clear parts were nicely molded and clear, I still dipped the parts in Future and allowed them to cure for a few days.

Masks: The kit includes a set of masks for the wheels, the canopy, and the back side of the propeller blades. The instructions include a map of the parts with numbers and a complementary canopy showing the numbered masks in place. Easy peasy. The canopy masks are for the exterior side only. I spent almost an hour applying the masks to the clear parts. The most challenging part was finding each mask on the sheet. There was no clear definition as to the edges of the masks. I used a sharp No 11 blade's tip to lift each mask once located, then placed the mask in the correct location with needle-nose tweezers. The mask was then burnished in place. One or two of the masks were too small for the clear part and I used Tamiya Kabuki tape as a supplement. I also masked off the interior of the clear parts to avoid possible paint overspray.

Painting and Weathering: As noted above several of the sub-assemblies were previously painted as part of that assembly.

Once the model was assembled, I washed the exterior with warm water and a drop of Dawn detergent, and allowed the model to dry overnight. The model was then washed again with an alcohol wipe.

I first masked off the cockpit and wheel wells. I used Tamiya FX-1 Flat Black thinner with Mr. Color Self-Leveling thinner as a primer for the exterior surfaces.

Decals and Application: The small decal sheet has marking for five aircraft. I chose the markings for the A6M2b Model 21 for *IJN Hiryu*, 2nd Carrier Division. The instructions have plans and profiles locating the common markings and two-sided profiles for the individual aircraft. All aircraft are IJN grey.

The painted model was given several light coats of Future to seal the finish paint and provide a gloss coat for the decal's application. The decals were cut out individually and dipped in water. Within a minute they were ready to position on the model. I used MicroSet to locate each decal and MicroSol to snuggle them down. The kit decals performed nicely, conforming well to the recessed details, even the micro-rivets.

Bringing it all Together: The main landing gear with the wheels and gear doors were installed next. The drop tank was installed without glue, and the clear parts were fixed in place. The folded wing tips were next. The engine cowling and engine assembly were fitted last and I was finished.

This is a really nice kit. There are a lot of parts to deal with for this build which made it interesting and enjoyable. I found the instructions fairly easy to follow and quite detailed and informative. I was quite pleased with the end result. Academy has come a long way in quality and detail with their products.

Aside from the two fit issues (which may have been my own doing) the fit was quite nice. I was able to resolve both fit issues without the use of much filler and no visible exterior issues.

This is my first build of a newer Academy product, and I was quite impressed with the quality and detail of the plastic parts. The multi-manual instructions were busy, but clear for the work involved. The assembly went together quite quickly and I was ready to start painting in about five days.

I highly recommend this kit.

I wish to thank MRC and IPMS USA for the opportunity to build and review this kit. This is a gem and the price ($39) is right.

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Any Word, or text document, for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor Robert Allen's address at **baclightning@yahoo.com**. Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please call me at 425-885-3671 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

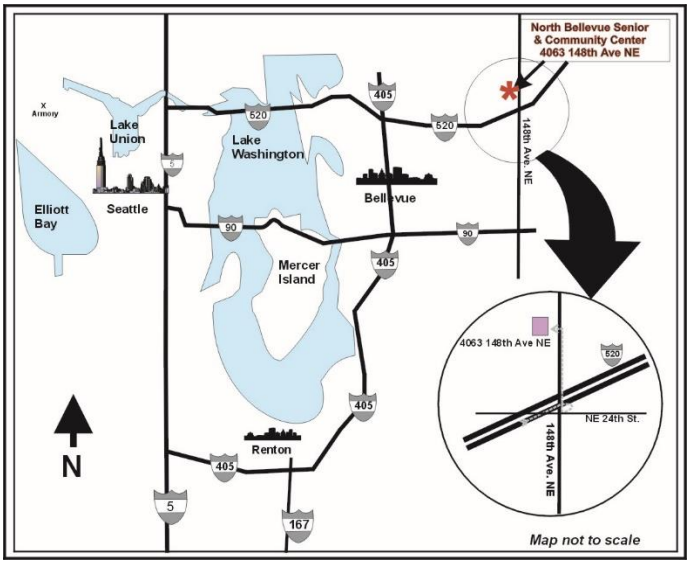
Upcoming Meeting Dates

The IPMS Seattle 2023 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center from 10:30 AM to 1:30 PM, except as indicated. To avoid conflicts with other groups using our meeting facility, we must NOT be in the building before our scheduled start times, and MUST be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

May 13 **June 10** **July 8** **August 12**

Next Meeting: May 13 – 10:30 AM to 1:30 PM

North Bellevue Community/Senior Center, 4063 -148th Ave NE, Bellevue. Directions to NBCSC: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.



IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
If Renewing First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

Payment Method: ☐ Check ☐ Money Order

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

Name: _____ IPMS No.: _____

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