

# ***IT'S ONLY A NEWSLETTER***

IPMS Marietta Scale Modelers

January 2019

## **WELCOME TO 2019!**

2019 promises to be an exiting and busy year. We've already had a nice time at the Chattanooga show and look to have a great sow with the Atlanta club in March. The upcoming IPMS National Convention in Chattanooga will require an "all-hands" effort from our club .

Martin, Mike, Chuck and I attended a meeting at the Chattanooga show. And from what we are seeing it will be an amazing 4 days in August! I believe we will blow away the vendor record set by Atlanta in 2005, and quite possibly the display record too!

Let get ready to pitch in!

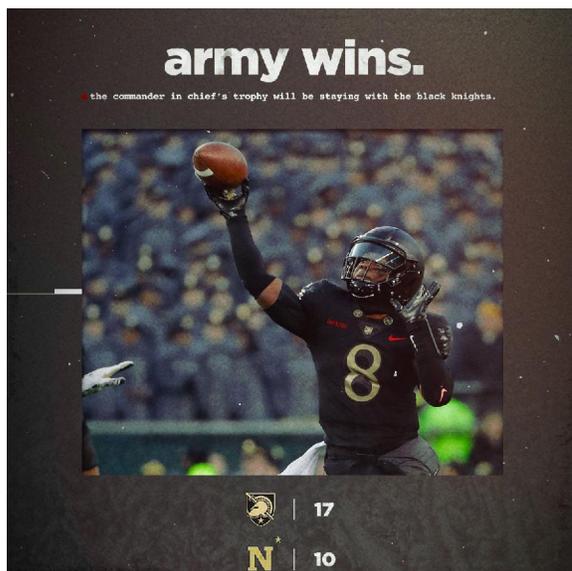
## **QUIZ FOR JANUARY**

1. What were the two most dangerous weapons the Germans had according to General Patton?
2. What U.S. Marine Corps fighter ace was shot down on January 3, 1944 and held as a P.O.W. for the remainder of WW2?
3. On January 22, 1944, Operation Shingle took place. What was it?

*IPMS Marietta Scale  
Modelers*

*Meet every 2nd Saturday of  
the month at Hobbytown  
USA in Kennesaw, GA  
840 Ernest W Barrett Pkwy  
NW, Kennesaw, GA 30144*

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Another Good End to the Christmas Party for your Editor!

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# DECEMBER MEETING NOTES

*Rob Morales*

The December meeting of the IPMS Marietta Scale Modelers is typically our chance to relax and celebrate our fellowship. What better way to do that than with beer, appetizers and a good game of “Dirty Santa”?

We had thirty six members join us at Sidelines Bar and Grill in Kennesaw (some more odd than others!). Beamer arranged for a good selection of appetizers and pitchers of beer to be available and most of us made our way around to greet and chat amongst ourselves. One could tell how good a time was had by the volume of laughter going on.

After a while, we turned our attention to that pile of whapped styrene goodness on the center tables. After distribution of the numbers, “Dirty Santa” began. We actually went deep into the order before the stealing began. As the dust settled, most of us were content with our newly-gained treasures.

The excitement done, some made a mad dash for the door, eager to get home to start on their new masterpieces. Not me, though. There was more beer to be consumed, and on the big screen in living color, the Black Knights of Army pursued their quest to continue their domination over the Midshipmen.

Final score – Army 17 Navy 10 (Sorry Buz!)

## CHRISTMAS PARTY PHOTOS



# ***CHRISTMAS PARTY PHOTOS***

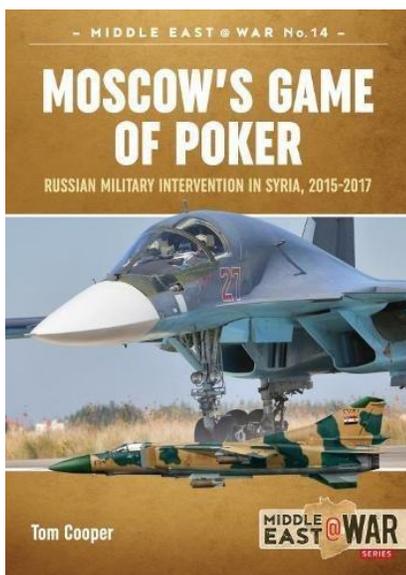
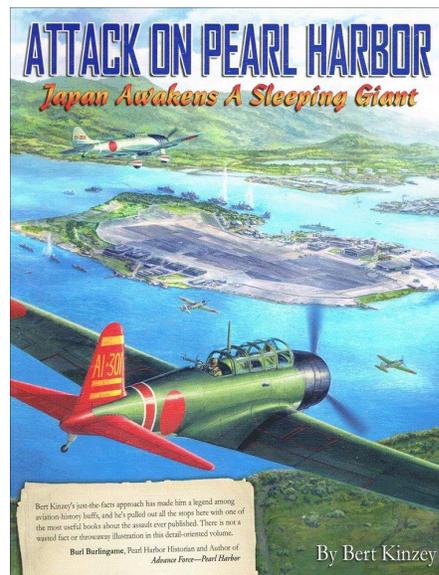


# JIM'S PRINTED MATTERS

*Jim Pernikoff*

Not surprisingly for after Christmas, the pickings are a little bit lean this month, but that leaves more space for my other articles!

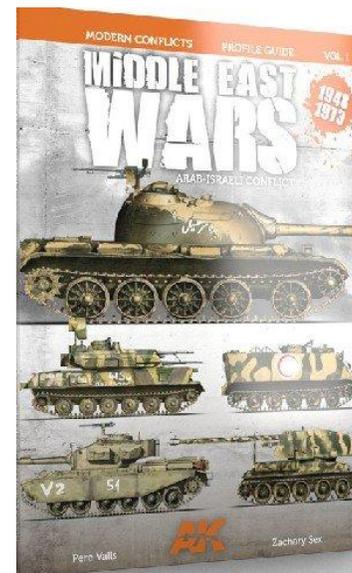
**Attack on Pearl Harbor, Japan Awakens a Sleeping Giant**, from **Detail & Scale**, can be thought of as Bert Kinzey's *third* edition on the topic. In 2001 came the 48-page booklet that came packaged with a Revell kit, and in 2010 came the first edition of this book, an 80-page book sold in the USS Arizona Memorial's gift shop. Now Bert has reissued the book in vastly expanded form, to no less than 180 pages! There is much new data, particularly regarding those ships that have largely been ignored by other books, such as the ones in the East Loch and Middle Loch of the harbor, as well as the Submarine Base. The air attack itself has been subdivided into its various components. Of course, there is stuff here for the plastic modeler readership. Virtually every part of the book has been revised or expanded, so even if you have the earlier edition, you need to seek this one out.



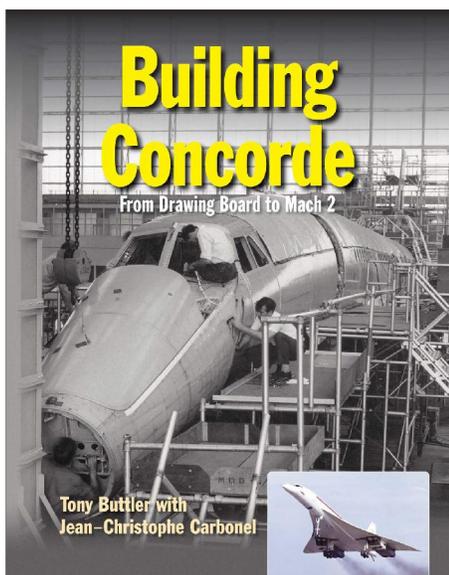
A very topical book is **Moscow's Game of Poker, Russian Military Intervention in Syria, 2015-2017**, which is #15 in the excellent *Middle East@War* series from **Helion**. The political reasons for Russia's involvement (and how Iran has been mixed in with that), the makeup of the Russian forces, and all significant military actions are all described in good detail, accompanied by many photos and tables. While the photos are all in black & white, there are 7 pages of color side-views of Russian aircraft and a page showing the layout of their SAM battalions. The possible future of Moscow's involvement concludes the narrative. There is no index but no fewer than 8 pages of notes, so the book has obviously been well-researched. If you want color schemes of current Russian aircraft that have actually seen combat, this is a good place to look.

On the heels of last month's new series introduction from Guideline, this month I present another fairly new series in a similar vein called *Modern Conflicts – Profile Guide* from **AK-Interactive**. The first issue is on **Middle East Wars 1948-1973**, and unlike Guideline's book, this one is almost exclusively a book of color profiles of vehicles from all combatants, in large

size, two to a page, following an introductory chapter. Vehicles are shown by country, with a separate chapter of British and French vehicles from the Suez campaign of 1956. There is actually very little here from 1948-49; most of the subjects are from the 1956, 1967 and 1973 conflicts. To ensure the vehicles are shown as large as possible, the long guns are broken off where appropriate and shown in separate views, and the captions give additional color details. If you want to build vehicles from these conflicts, there are plenty of choices here for you.

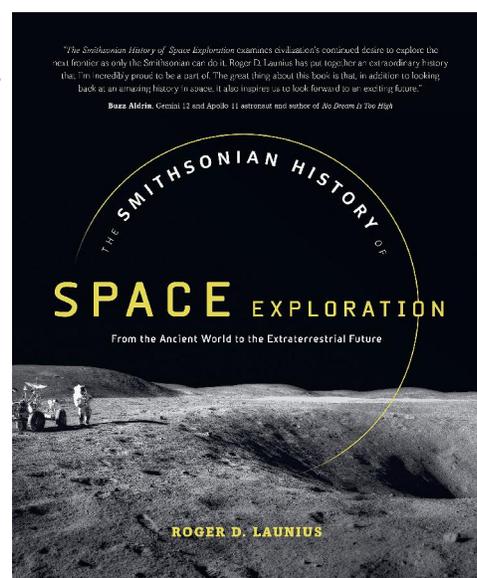


**Building Concorde, From Drawing Board to Mach 2, from Crecy**

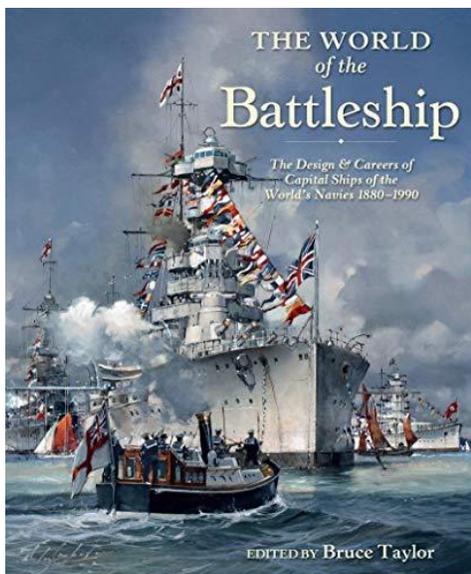


**Publishing**, is a misnamed book; *Designing Concorde* would have been more appropriate, since the bulk of the book details the iterative design process from both the British and French that led to their joint venture. Many of the early designs looked nothing like the final product, but by the time the BAC 223 and the Sud Super Caravelle were on the board, their similarity was striking. Fittingly the book has two authors, with Tony Buttler the prime and J.C. Carbonel describing the French part of the effort. How the two countries got together on this is told in detail, and only toward the end of the book is the actual construction, flight test and entry into service. To make the story complete, there are chapters on the American and Soviet SST programs. You won't find too much here on the Concorde's service history, since that is much better served by other books. There is a bibliography and a fairly basic index. This is a rather different look at one of the most iconic airliners ever built, and a good companion to whatever Concorde books you may already own.

**The Smithsonian History of Space Exploration, From the Ancient World to the Extraterrestrial Future**, is the epitome of what can be called a “coffee-table” book. Big and bold, this describes in a multitude of brief articles man’s involvement in space. People, equipment, missions and ideas are all covered for both manned and unmanned missions, accompanied by photos from the Smithsonian’s vast collection. Future concepts like space elevators and interstellar travel are included as well. The topics are not covered very deeply and you probably won’t learn much that is new, but this is a nice book to sit down and go through with the kids. An extensive bibliography and index are included. I’ve seen this one in stores, so go find a copy and give it a



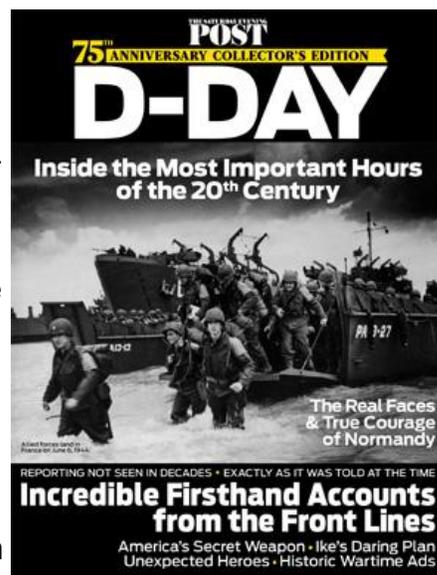
look.



**The World of the Battleship**, *The Design & Careers of Capital Ships From the World's Navies 1880-1990*, from **Naval Institute Press**, is a distinctly different look at a familiar topic. Instead of a normal chronological telling of the story of the life of the genre, this book has biographies (for want of a better term) of 21 battleships, each representing one of the 21 navies that fielded such ships in the mentioned time period. (There is a little cheating going on, since a few of the included ships are actually armored cruisers, a type not usually included in discussions of battlewagons.) The ships were supposedly chosen due to import to the using nation, and each chapter is written by a naval history expert from that country. While the usual suspects are here – included ships include *Hood*, *Missouri*, *Scharnhorst*, *Nagato* and *Lit-*

*torio* – there are many ships here I had never heard of, and you probably won't have, either. Of course, some of the countries aren't ones you may associate with battleships, such as Chile or Finland. Each ship is described in significant detail, from conception to final demise, and much insight is provided on the navies and the men who operated these ships. About the only thing I wish they would have included is a plan and side view drawing of each ship. If you dig battleships, and even if you have other books on the topic, this one is different enough to warrant consideration.

A new year means new anniversaries. Last year the British kept us well-reminded about the centenary of the RAF, but the first shot at one of this year's major anniversaries comes from an American publisher, the **Saturday Evening Post**. Their special-issue magazine, **75<sup>th</sup> Anniversary Collector's Edition: D-Day**, *Inside the Most Important Hours of the 20<sup>th</sup> Century*, has the advantage of timeliness, since nearly all of the included articles are in-period, most taken from issues of the Post in 1943 (*before* the invasion) and 1944, with a few from the 1950s in the form of retrospectives, while the participants were still very much alive. The articles cover all the invasion beaches as well as Pointe du Hoc. Also included are some Norman Rockwell paintings and some galleries of magazine ads of the day, which are always fun to see. There are also essays from then-active-duty servicemen on *What I am Fighting For*. Regardless of whatever publications are yet to come this year about D-Day, this one should remain one of the best, and is highly recommended.



**Mortons Media** of the U.K. has produced two excellent series of bookazines that, in essence, collide with their latest issue. One series has had four issues on Luftwaffe secret aircraft designs, the other has had five issues on colors and markings including the recently reviewed *Luftwaffe Bombers*. The new issue is called **Luftwaffe: Secret Project Profiles**, which is a color and markings book of projects that, for the most part, never left the drawing board, so these are hypothetical. That may seem rather silly, since even if the war had continued, most of these would still have never been built. But “Luftwaffe ‘46” is a popular genre, so a book like this is neither unexpected nor unwelcome. And there are some kits out there of included aircraft. So you simply have to decide whether you want to spend your money on “what-if” colors and markings.



## **KIT REVIEW – SQUADRON’S 1/72 QUICK KITS, PART 1**

About a year ago, I did an in-the-box review of the 1/72 *Quick Kit* from **Squadron** of the F4F-3 Wildcat. I said at the time that when I got back into modeling, which I had planned doing after retirement, it would be the first kit that I build. That is still the plan, but it’s on hold for now until I get surgery to replace the lens in my right eye, which should happen in the next 60 days. (Right now my right eye is nearly useless for reading or other close-up work, like typing this column, and on days when my left eye is tired I can barely read anything.)

But since I am still recovering from the flood I had here in September, setting up a workshop to do airbrushing is still out of the question, so the natural choice is a kit that requires no painting, and that is where these *Quick Kits* come in handy. I had bought the F-86 at the same time as the Wildcat, so I decided to go ahead and buy the other six kits in the series. There is no indication that Squadron is likely to add any more – I wish they would, perhaps a Bf 109, a Zero, a MiG-15? – since they’ve been pushing these quite heavily in recent flyers, though not at discounted prices, so I don’t know what they have in mind.

These kits are all modifications to Hobby Boss *Easy Assembly* kits; the only changes from those are: only one color choice, and the parts are all painted and decaled on the sprue to match that, and any multi-part canopy option has been deleted. These kits all feature a one-piece fuselage (a neat feat of tooling!) and a one piece wing, so gap filling should not be needed. Naturally cockpit detail is almost non-existent, but that is still better than a pilot’s head molded into fuselage halves! The accuracy of the kits varies but all are at least acceptable, and the standard of the painting and decaling is superb, especially on difficult parts like the canopy frames. I have to believe these are finished by machines, but how the Chinese achieve such precision is remarkable.

This month I am giving you a rundown of the eight kits in the box. After I start building in a month or two, I'll follow up with another part to this multi-kit review. Below are the kits in order by Squadron item number; the item numbers of the Hobby Boss kits that they are based on are in parentheses:

SQ-7001 F4U-4 Corsair (80218) – VMF-323, USS Sicily, Dennis Hallquist, 1951, 41 parts + canopy.

The parts count is increased by the presence of 8 underwing rockets with integral pylons but separate tail fins, and a forward antenna mast that would be needed for an F4U-1 but not a -4. The kit also includes two drop tanks for mounting under the inner wings. The wheel wells are a rather yellowish rendition of zinc chromate but I'm not going to change it. Stripes on the tail hook are missing but I'm not going to change that either.

SQ-7002 P-47D Thunderbolt (80257) – 513<sup>th</sup> F.S., 406<sup>th</sup> F.G., 9<sup>th</sup> A.F., Howard Park, 1945, 36 parts+ canopy.

Maj. Park's "Big Ass Bird II" is one of the more colorful "jugs" (and is still around, now painted as "Tarheel Hal"). The kit has an option for either 500 lb bombs or drop tanks on the wing pylons and a flatter style of drop tank under the fuselage. There are D-Day stripes under the fuselage but not the wing, but I've seen other illustrations of the aircraft that back that up. The left wing pitot tube is missing but all the other important stuff is there.

SQ-7003 P-51D Mustang (80230) – 45<sup>th</sup> F.S., 15<sup>th</sup> F.G., 20<sup>th</sup> A.F., Robert Moore, 1945, 19 parts + canopy.

Maj. Moore's "Stinger VII" is rather basic, not even including drop tanks that this airplane would have used for escorting B-29s from Iwo Jima. It does offer an option of shrouded or unshrouded exhaust stacks, which is rather strange since only one would be correct; photos indicate the shrouded ones are the way to go. Again the pitot tube, this time underwing, is missing, but otherwise it's a decent Mustang.

SQ-7004 F4F-3 Wildcat (80219) – VF-41, USS Ranger, Charlie Shields, 1941, 15 parts + 2 clear.

This is in the delightful pre-war colors with chrome yellow wings and "neutrality stars" on the fuselage. The landing gear is simplified but still looks effective. The second clear part is for the belly windows that some early Wildcats had. And this time the pitot tube is included, and there is no wing-fold seam to fill as there is on the Hasegawa kit.

SQ-7005 P-40B/C Warhawk (80209) – 3<sup>rd</sup> P.S., AVG, Charles Older, 1942, 19 parts + canopy.

Chuck Older's #68 is one of the best-known Flying Tigers; the "B/C" in the kit name is a legacy of the regular kit, but technically this is a Hawk 81A-2. The undernose scoop is a separate part, split along the color demarcation line, so the sharkmouth is split; it will be interesting to see if it lines up on assembly. All the other pertinent markings: kill markings, Hell's Angels logo and the famous Disney tiger, look just fine.

SQ-7006 F-86F-30 Sabre (80258) – 334<sup>th</sup> F.S., 4<sup>th</sup> F.W., 5<sup>th</sup> A.F., James Jabara, 1953, 26 parts + canopy.

The plane of the 2<sup>nd</sup> ranking U.S. ace in Korea is nicely done, with two underwing tanks that include the side braces, and this time there is at least an ejection seat and stick in the cockpit! Oddly the cover art implies an open-airbrake option, but that is not available. The kill markings and “fighting cock” emblem are well done. However the instructions do not remind the builder to add weight in the nose!

SQ-7007 Fw 190A-8 (80244) – 5/JG300, Ernst Schröder, 1944, 29 parts + canopy.

The parts count is inflated by the apparent inclusion on the sprue of four gun barrels for the wings, but the gun barrels are already integrally molded, and the four parts are not shown on the instructions. There is a drop tank and the kit is pretty well detailed, with a cockpit tub and even the pilot’s step! The spinner has its spiral, but of course there is a missing marking, as the swastikas obviously had to be omitted. (On the original kit’s decal sheet, they were included as two pieces, the typical modern approach to get around the prohibitions.) So to be perfectly accurate, a trip to the spare decals box will be needed.

SQ-7008 Spitfire Mk VB (80212) – 303 (Polish) Squadron, Jan Zumbach, 1942, 24 parts + canopy.

In some ways this is the weakest kit in the lineup. The propeller blades are ridiculously narrow, and not only is the pitot tube missing (again) but so are the landing gear doors! All the photos of Sqdn. Ldr. Zumbach’s aircraft show landing gear doors, so I don’t know what Hobby Boss was thinking. (Their kit is missing them as well.) The canopy seems too wide, but the markings are excellent, including the pilot’s personal Donald Duck emblem. The bottom line is that it still looks like a Spitfire.

So, that’s what the eight kits look like in the box. It will be interesting how close the finished products will look compared to the same models built and painted by a master modeler. I’ll let you know how they come out.

# F4U-4 Corsair

**QUICK KIT**  
1/72 Scale  
AGES 14 & UP

High Quality - Quick Assembly  
Pre-Painted Model Kit



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# P-40B/C Warhawk

**QUICK KIT**  
1/72 Scale  
AGES 14 & UP

Includes  
Precision  
Painted  
Parts!



High Quality - Quick Assembly

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# P-47D Thunderbolt

**QUICK KIT**  
1/72 Scale  
AGES 14 & UP

High Quality - Quick Assembly  
Pre-Painted Model Kit



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# F-86F-30 Sabre

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1/72 Scale  
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Includes  
Precision  
Painted  
Parts!



High Quality - Quick Assembly

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# P-51D Mustang

**QUICK KIT**  
1/72 Scale  
AGES 14 & UP

High Quality - Quick Assembly  
Pre-Painted Model Kit



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# Fw 190A-8

**QUICK KIT**  
1/72 Scale  
AGES 14 & UP

Pre-Painted Model Kit



High Quality - Quick Assembly

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Includes  
Precision  
Painted  
Parts!

# F4F-3 Wildcat

**QUICK KIT**  
1/72 Scale  
AGES 14 & UP

High Quality - Quick Assembly  
Pre-Painted Model Kit



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# Spitfire Mk VB

**QUICK KIT**  
1/72 Scale  
AGES 14 & UP

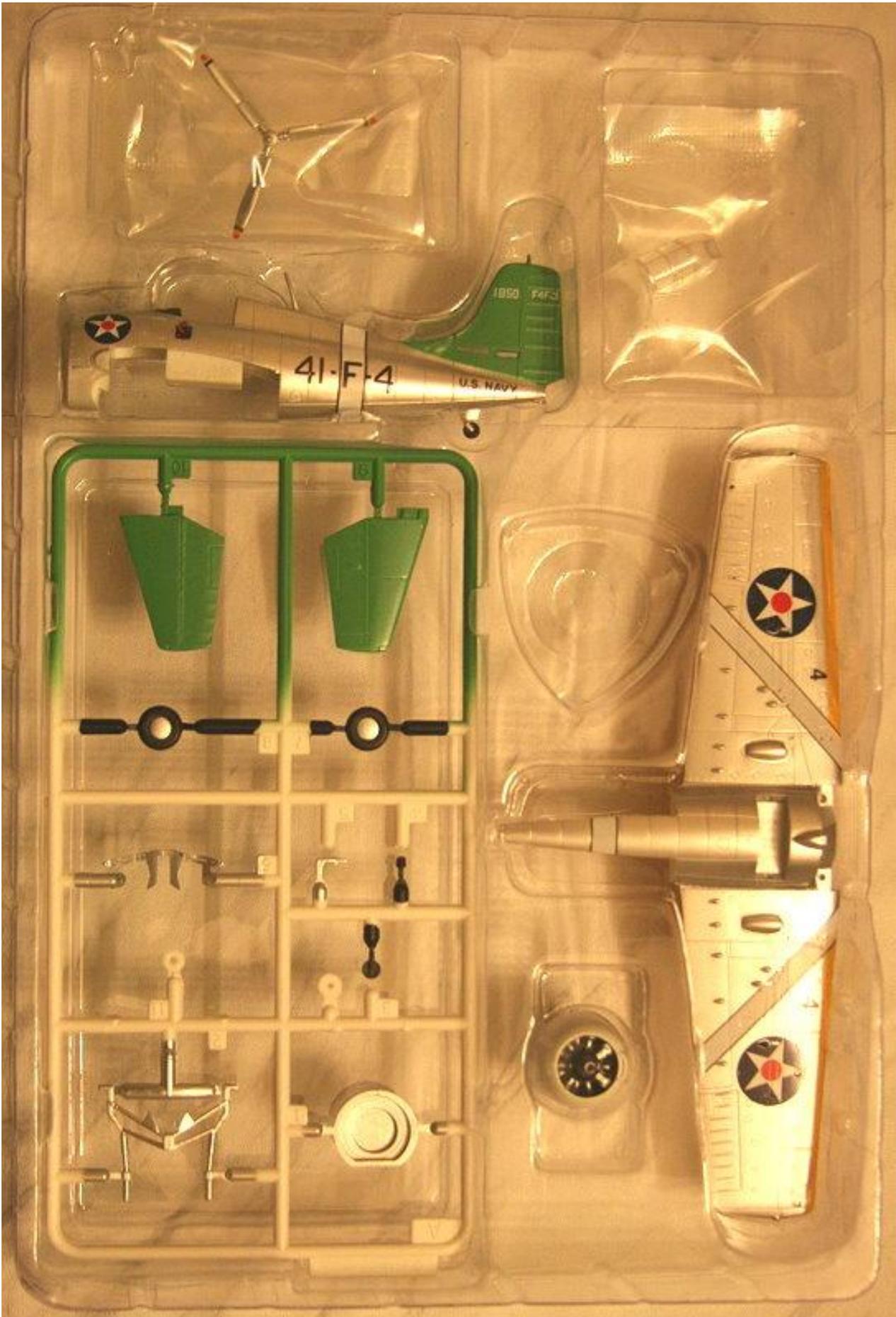
Pre-Painted Model Kit



High Quality - Quick Assembly

**SQUADRON MODELS**  
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Includes  
Precision  
Painted  
Parts!



# PUBLISHERS SURVEY – SAM PUBLICATIONS & VALIANT WINGS

This month I bring you two British publishers that have one thing in common: the modeler who became a publisher, Richard A. Franks.

Franks had been a contributor to Alan Hall's *Scale Aircraft Modelling* magazine when he and some cohorts decided that the magazine was a bit too dowdy and had too much black-&-white content and thought they could do better. So they set up a new house in 1995, **SAM Publications**, to publish *Scale Aviation Modeller*, a slick competitor to Hall's magazine with everything in color. (How they got away with the similar title without litigation is beyond me; that could not have happened in this country.) Hall had to redesign his publication to compete, and today the two magazines continue to both thrive, so each obviously has its own adherents.

Hall had begun publishing books to augment his magazine in the form of the series *Warpaint* and *Combat Colours* (see my *Guideline Publications* checklists in an earlier newsletter), but Franks thought something bigger and better was needed. This would be a book that would provide everything possible for a modeler to build a model of a famous warplane in one volume, from "soup to nuts", and the result in 1998 was the first *Modellers Datafile* (MDF), on the Mosquito. The series took off with more volumes on WW2 aircraft, though eventually modern jets would be covered as well. These books typically contained the following:

- A history of the aircraft variants, with info on the fortunes of war that required these changes, often accompanied by small isometric drawings of specific aircraft features, similar to the drawings included in many Squadron In Action books.
- A detailed color & markings section, not only with the inevitable color side-views, but plan views showing standard camouflage patterns in detail along with info on the sizes and placement of insignias and lettering. Foreign usage would be covered, but perhaps not in as much detail.
- A series of small isometric line drawings of the aircraft, showing each variant and sub-variant, with each drawing highlighting only the changes in each drawing from what came before. These eventually disappeared from the MDFs, which may be one reason I'm discussing two publishers here!
- A large section of detail photos of aircraft features taken of various museum aircraft, along with diagrams taken from the original technical manuals. This often extended to 50 pages or more!
- In some books, info on the various engines used in different variants, a section with specification tables of every variant, production lists showing breakdown by factory, and squadron lists for each variant.
- Reviews of available kits in the major scales, featuring newer kits but often including older

ones as well.

A series of kit builds, sometimes of multiple variants in one scale, other times including all the major scales.

Complete lists of all the known kits, accessories and decals ever issued for the subject aircraft, along with a complete bibliography of all known books and magazine articles ever published on the type.

A set of foldout drawings showing three views of selected variants, typically in 1/48 and 1/72 scales.

There was so much information in these books that for certain aircraft, like the Spitfire, Bf 109 and Mustang, two books were needed. Updated editions of a few of these have been issued, and for some reason these were given new numbers in the series; for instance the original Mosquito book was #1 but the updated book is #20; I guess they wanted to make sure for people not to confuse the two different editions. The updated books generally are direct copies of the originals, with an additional chapter reviewing new kits issued since the prior edition, often with additional kit builds as well. Since the additions are not folded into the original text, they are not as convenient as they could be. But the MDF series is still doing quite well, though some of the books published after Franks' departure have gotten less than stellar reviews. The recent emphasis has been on postwar U.S. Navy aircraft.

Naturally there was a desire for a companion series that would include less detail on aircraft which seemed to merit less, and in 2004 the *Aviation Guide* series was introduced with a rather different look than the MDF series. It was eventually decided to relaunch the series in 2014 as *MDF Scaled-Down*, which was similar in scope but more closely resembled the MDF series. The basic idea is the same, but some of the features listed above would be omitted if not deemed necessary for the smaller books. This series is also doing quite well at present.

In 2010, SAM decided to expand with two new series: *MDF Extra* would feature multiple aircraft grouped by function, while *ADF Extra* would do the same for military vehicles. Each would eventually wind up with only one title published in each, though the second announced *MDF Extra* title would reappear in the *Scaled-Down* series. Another series called *Air Wars*, dealing with the aircraft of particular conflicts, also had an early end, with only two volumes in print, though another one ended up at a different publisher.

Significantly, it was about time that Franks left SAM, perhaps over philosophical differences over the direction the company was headed, and he established **Valiant Wings Publishing** to carry on his ideas on modeling books. The books would be similar in format to the SAM series.

*Airframe & Miniature* is the flagship series, essentially identical in concept to the MDF series, with extensive coverage of the featured aircraft, including content similar to what is listed above. One difference is that updated editions are not renumbered but retain the same number as the original.

This time there are two smaller series: *Airframe Album* could be thought of as an “intermediate” series, whereas *Airframe Detail* is the “basic” one. All three series serve the same basic function, with the level of content simply diminishing, with the page count, as the subject aircraft required.

The *Airframe Extra* series could be thought of as the follow-on to the abortive Air Wars series started by SAM, with each book combining a nice history of the title campaign with color side-views and assorted kit builds in the major scales. I particularly like the balance in these between history and modeling.

Valiant Wings has also started an *Airframe Constructor Series* in conjunction with Zoukei-Mura Models, with books designed to help modelers to specifically build models made from their kits. I don't know if these books might be useful to modelers building other kits of the same aircraft; I would expect that they would only be of limited value. If anyone disagrees, please let me know.

There may be other series listed on both of the attached checklists; I am not familiar with those series so I will not comment on them. If you are familiar with them, please feel free to add your own comments in the newsletter.

Incidentally, I met Mr. Franks at an IPMS Nationals a few years ago, so there is a possibility that he might make an appearance at the Chattanooga Nationals in August. You might want to meet the man who has effectively launched at least a half-dozen book series, all directed toward modelers!



## Notes from the Workbench - January 2019

Dave Lockhart

### "And you are??"

For my fellow club members that know me well, they might be shocked to know that when I first started going to model meetings at AAA Hobby in Marietta (many years ago), I use to just sit in the corner and not talk very much. I enjoyed the meetings and had a good time but honestly, I couldn't name more than a few guys. I'm not a shy, introverted person, as many know! The conversations were lively, informative and fun. Many contributed, as well as myself, but I don't remember anyone coming up and introducing themselves, and neither did I. Maybe it was because we only met once a month for a couple of hours.

For the most part, most modelers hold their cards close to their chest. It takes a while to get to know them. That's okay. Years ago, when I was in China on a business trip I went out to dinner with a group of guys, there were about eight of us. We sat at a circular table and in the center was a lazy Susan filled with dishes of food. One of my dinner mates told me that it was, "every man for himself". Once the food started going around, you were on your own. They weren't going to "pamper" me, if I didn't dive in, I wouldn't be eating.

It's kind of like that at our model meetings. New folks show up and are warmly welcomed. They tell us a little bit about themselves and what they like to build and then they have to "dive in". All are welcomed, but it's up to the individual to participate. Comments are always welcomed and if you bring in a model or WIP, so much the better. After a bit, you find out you are part of the "family".

So now many years later, I know the names of all the folks in my chapter. I don't sit in the corner and stay silent. Most in the club will say I talk too much but tough s#\$t. Privileges of being the club president.

For new folks joining a club, don't be shy. While most of the guys seem a bit grumpy at times (we're all getting older) they aren't so bad once you get to know them. There are many opportunities to participate in club activities: monthly meetings, build sessions, shows, etc.

For current members, reach out to the newbies and fellow club members that you don't know very well. Let's face the fact; we don't get too many new folks (especially younger ones) so it's always great to welcome a fellow modeler.

Now, maybe when I ask the club members if they want to share their feelings, they won't give me the stink eye – I doubt it!

Happy Modeling.

Dave



IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing 4 decades, IPMS/USA has become a 5,000 member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

IPMS/USA produces the Modelers' Journal, an all-color magazine supplied to our members 6 times each year. Sample copies of the Journal are available upon request, and you'll find several cover shots elsewhere in this handout.

In addition, IPMS/USA maintains one of the largest and most-visited public websites in the modeling community ([www.ipmsusa.org](http://www.ipmsusa.org)). Members and visitors can view product reviews, chapter and contest information, see examples of members' work, and view images of contest, museum walkarounds, and the like. A members-only Forum allows discussion of specific topics of interest amongst our membership. The remainder of the website is open to the modeling public and sees thousands of hits weekly.

**Contact Information:** [IPMS/USA](http://www.ipmsusa.org) PO Box 56023 St. Petersburg, FL 33732-6023  
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## IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_

Address: \_\_\_\_\_  
If Renewing \_\_\_\_\_ First \_\_\_\_\_ Middle \_\_\_\_\_ Last \_\_\_\_\_

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

Chapter Affiliation, (if any): \_\_\_\_\_

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

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

# IPMS/USA

Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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## QUIZ ANSWERS FOR JANUARY

1. General Patton once said, "The two most dangerous weapons the Germans have are our own armored halftrack and jeep. The halftrack because the boys in it go all heroic, thinking they are in a tank. The jeep because we have so many God-awful drivers." .
2. Top Ace Major Greg "Pappy" Boyington was shot down in his Corsair by Captain Masajiro Kawato flying a Zero.
3. Operation Shingle was the Battle of Anzio - U.S. troops under Major General John P. Lucas make an amphibious landing behind German lines at Anzio, Italy, just south of Rome.



U.S. 3rd Infantry Division Landing at Anzio

## Contact Us

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