



August 2019

Recon

IPMS Nationals 2019 Model Show Aug 7-10, 2019,
Chattanooga Convention Center Contact
www.ipmsusanationals.com

Patcon 2019 Sept 15, 2019, Hudson Elks Lodge 959,
99 Park St., Hudson, MA Contact
patcon@ipmspatriot.org or 978-706-1468

Northeast Connecticut Model Car & Truck Show –
Sept 22, 2019 Knights of Columbus, 1017 Riverside
Drive, North Grosvenordale, CT Contact
spitfirejim5161@gmail.com

Granitecon XXVII – Oct 20, 2019 Falls Event Center,
21 Front Street, Manchester, NH Contact
www.granitestatemodelersclub.org

Baycon 2019 Nov 10, 2019, Elks Hall, 326 Farnum
Pike, Smithfield, RI Contact Bob Magina
treadhead@comcast.net or 508-641-5873

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2019-2020 Dues

If you have not already done so, please renew your dues for the coming 2019-2020 membership year. Dues are still \$10.

Please remit your dues to John Nickerson at the meeting or send it to him at 18 Stone Street, Middleboro, MA 02346 .

Don't forget to ask for the Family Membership if you have sons or daughters as members in the club as well.

FROM THE BRIDGE

The President's Column

We are now in our 51st membership year. The membership fee is still only \$10 per year and we accept advanced payment if you wish to get ahead on your membership. There is also a family membership plan. You can catch me at a meeting or send your payments to me by mail, checks to be made payable to Bay Colony Historical Modelers.

The 50th Anniversary tee shirts have been a hit. We only have a couple left in L and XL. They are medium blue and have the club logo on the left front, and on the back it says "Just Glue It". Cost is \$11. The 50th anniversary shirts are in and most of them were picked up at the July meeting. I ordered a couple extra and have just one XL left. These are \$20 each.

I will be ordering more black polos, with the standard logo on them and hopefully will have them for the September meeting. The price should be the same as the other polos.

We held our first meeting at the Middleboro American Legion Post, July 13th. It was very well attended, with a number of people showing up that we hadn't seen in a while. The fact that Talal had announced on the facebook page that he was dumping about 150 kits had nothing to do with it. In truth, Talal did make that announcement, and did bring about 150 kits, mostly modern armor, in many scales. Those that didn't get scooped up by the members in attendance, went to the club to resurface again in November in the raffle, at the show. (I think I noticed Chris and John grabbing kits while the frenzy was going on, just to insure that they got some.) Many members walked out with smiles on their faces and large piles in their arms. I did notice that Ed Rosario had a rather perplexed look on his face after two or three trips to his car. Seems he was having difficulty deciding which excuse to use when he got home. I believe he was trying to choose between 'I won them in the raffle', or, 'I'm just holding them for Ray'.

As far as the actual meeting, all went well, especially once we got some of the kits out of the way. Although it is small space we all fit inside. It did start to get warm but that was rectified once we figured out how to turn on the a/c. The biggest headache of the day was the cape bound traffic. Whatever was jamming it up, caused a number of motorist to decide to get off at the same exit from 495 that our members were using, and try to drive thru the center of town to find an alternate route around the delay. This line of traffic made it difficult for even me to get to the meeting. As stated we had a good turnout, about 22 members in attendance. There were also a good turn out on the completed model and WIP table. This is the location we will be using as our 'Emergency' meeting change location. Parking is at the town hall which is just across Nickerson Ave. and a few steps down Thatcher's Row from the hall. We are still actively searching for an additional location, more centrally located for us to use.

I have been asked to announce that there is no truth to the rumor that you could have found your way to Ed's house by following the trail of kits along the road. Ed says that all kits were safely within the confines of the vehicle. It was only a couple of his limbs that were extending outside.

So, once again, the big orange cheeto in DC is going after China. Imposing more tariffs that China will pay, just like Mexico is paying for the wall. I see this as a positive. With all the money China will be paying us to import their goods, we shouldn't have to pay any taxes next year! (Wink, wink, nudge, nudge!)

Now that it's August, I am actively trying to fill in the trophy sponsorships. The regulars will be hearing from me shortly. If you are interested in sponsoring a category, please let me know. Trophy packs are still \$32. (We had voted to increase the price of trophy packs believing a price increase to be eminent. But in fact, our cost for trophies dropped last year, so we saw no reason to increase the cost at this time.)

Reminder: BayCon is Nov. 10, 2019.

Airfix has announced the next three 1/35 scale armor kit releases. They are the M10 GMC, Panzer IV Ausf. H, and Tiger I late. I don't think the first three have arrived here on this side of the pond, yet. Don't hold your breath. Once again these are old molds, new to Airfix. The M10 and Pzkw. IV are 'generic schemes', noting only unit and front, while the Tiger I includes markings for specific tanks. One scheme is for a tank commanded by SS-Oberscharfuhrer Heinrich Ernst, SS Panzer Abt. 101, and the other is for Oblt. Max Worsching, Abt. 507. Still being promised for fall release are one new tool and two re-hashes in 1/72 scale. The MiG-17F 'Fresco' is a new tool, and highly anticipated. This, I believe is the first MiG-17 kit released since the Hasegawa kit of the '70s', (which may no longer be in production), or the KP kit from about the same time. One of the sets of markings is for a North Vietnamese MiG-17F (Shenyang J-5) '3020' of Ace Le Hai. This aircraft may have been shot down by Cunningham and Driscoll on May 10th, 1972. Also promised is a Me-262A-1/-2 re-hash which includes additional parts to build the -2 fighter bomber configuration. Currently available in the B-25C/D or Mitchell Mk. II. Airfix has promised a new variant, B-25B, by adding some new parts. The kit will include markings for one of the Doolittle raiders off the USS Hornet, 'Hari-Kari-er' as flown by Capt. Greening and Lt. Reddy. It will be interesting to see if aftermarket decals will become available to build all 16 of the Hornets B-25B's. Considering that only 120 B-25B's were built, I would have to guess that it may be possible to build all 120. I'll start with the first ten. We just need 11 more guys to sign on to the project. Any takers?

My latest issue of *Fine Scale* arrived. (Sept. 2019) Almost didn't. The address label was on its way off. I give this issue high marks for some great articles. If you haven't seen it you probably should seek it out. Rich Erickson writes about painting large scale figure faces. He works with a 200 mm bust of a 101st Airborne figure from WWII. It is the *Nuts Planet* bust of Damien Lewis as Dick Winters from the HBO *Band of Brothers* series. The resemblance is strong. In the article Rich describes how he painted it, step by step. Next is Ron Poniatowski's article on building America's First Tank, the M1917 Light Tank, from Takom's Renault FT kit, (1/35). This is Part 1, just the hull. A couple articles on, Dennis Gerber tackles Azimut Productions 1/35 scale LKW Bussing-NAG 4500 heavy recovery vehicle. This is a resin kit with white metal and PE parts. Dennis ran into a number of problems working with this kit, such as warped parts, but he labored through to produce a good looking, award winning model. He gives you a step by step approach to what he did. And finally, Robert Beary describes how he built his own airbrush cleaning station for under \$1. Del should take note. One final note, Larry Schramm built Eduard's 1/48 scale Tempest Mk. V for a Workbench Review and gives it high praises.

There I was, on my way to Maine, listening to the noon news on my local radio station, which was starting to fade out as I got further from the South Shore, Towards the end of the news broadcast the reporter played an interview she had done, with a researcher that had gotten the US Navy to change its official records of World War II. As I listened to the story, it involved ships, U-boats, Maine, Rhode Island, and Cape Cod coasts, I realized her lack of knowledge of WW II. She wasn't asking the right

Battlewagon

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questions. What I did find out was that the researcher had managed to get the Navy to remove the blame from a pilot, striking the term 'Pilot Error' from the report. My thoughts at the time were, here's a great story to add to my column. Have you ever heard of Pandora's Box? Dummy here opened it. After reading a couple articles on the internet, I now have enough information to fill this whole newsletter, and then some. So let's just say that over the next few issues you are going to be learning more about U-boat operations off the New England coast than you may want to know.

As far as the subject I started to write about, this is what I've managed to piece together. And let me add that I am not sure that this is the correct incident. On the night of July 2, 1944, US Naval Airship, (read as blimp), K-14 failed to report in. She was looking for a U-boat 20 miles off of Mount Desert Island. Four of the 10 crewmen were found clinging to the wreckage the next day. From interviews done at the time, it is believed that K-14 was shot down by 20mm anti-aircraft fire from a U-boat. It is also believed that K-14 damaged that U-boat in an attack. The Navy's official position was that the crash was due to 'pilot error' and there was no evidence of U-boats in the area. Researchers have found records of four U-boat sightings in the area over the next three days, including one from K-15 that was dispatched to the area of the K-14 wreckage. The fate of the U-boat is unknown. According to the radio report that I heard, this is the only time that the Navy has changed its official record since WW II.

There were other nefarious dealings by Nazi U-boats in the Gulf of Maine around that time. Stay tuned, boys and girls... ...Same bat time, same bat channel!

Next issue – It's my annual Pump Up The Troops BayCon Pep Rally Issue.

God bless America! Pray for our servicemen overseas.

Happy modeling and give kits to kids!

John J. Nickerson

bchmaprez@verizon.net

Challenge Questions - Answers to Last Issue:

Question 1: I don't know. That's why I asked you guys!

Question 2: Where? Harry's Hobbies, of course. John G. and I were at Harry's one Saturday afternoon. I saw the truck go by, heading deep into the back of the parking lot. A few moments later it returned and parked, where you see it in the photo. I finished checking out, got in the car, and parked over by it. We got out and I took some pics. It's big. Duce and 7/8's big. The driver came out, carrying a sandwich from the pizza shop. We spoke with him, briefly. It is a WIP. He resides in Sharon, and I suspect the vehicle does also. He takes it out, periodically, to give it some run time. We thanked him for his time and for giving us the opportunity to photograph it. He did tell us what it was, but what he said didn't make any sense to me, and not wanting to show my stupidity on the subject, I just nodded my head.

In the Box Review:

Eduard 1/72 scale...

Spitfire Mk. IXc late version, ProfiPACK (No. 70121)

Spitfire Mk. IXc late version, Overtrees (No. 70121X)

Spitfire F Mk. IX, ProfiPACK (No. 70122)

Spitfire Mk. IXe, ProfiPACK (No. 70123)

The Longest Day Dual Combo Pack – Limited Edition (No. 2125)

Eduard, from the Czech Republic, has become known for producing little jewels. It's also known for saturating the market with kits of the same subject. All of the kits listed above produce Spitfire Mk. IX's. The Mk. IX's from the kits listed above are also available in weekend edition kits and the Royal Class kit that contains four complete kits.

When the Fw 190A appeared on the Western Front, it outclassed the Spit Mk. V. The Brits cut back operations to minimize losses. The Mk. VIII, incorporating the Merlin 61, was just starting to enter production. The complexity and number of changes required was hampering the effort. A stop gap effort was required. The Merlin 61 was mated to a structurally modified Mk. Vc airframe, and it gave the increased performance required. The Mk. IX was produced in three main versions. The Merlin 61 powered F Mk. IX, the Merlin 66 powered LF Mk. IX, and the Merlin 70 powered HF Mk. IX. The Merlin 66 was designed for improved low level performance, and the Merlin 70 was a high altitude engine. In 1944, some Mk. IX's were produced with the new reinforced 'e' wing giving the aircraft true fighter/bomber capability. (Note: In Spitfire parlance, the lower case letter following the mark number indicates the wing configuration, and mostly referred to the gun layout. The 'a' wing was an 8 x .303 caliber machine gun configuration. The 'c' wing was flexible and could carry four 20mm cannon, or two 20mm and 4 x .303 machineguns.)

Most of these kits contain a full color instruction booklet, plastic sprues, the trademark round clear plastic sprue, multiple decal schemes, PE parts, and masks for the clear parts. (The weekend editions only have one scheme and do not contain PE or masks.) Each of the listed kits come in two part, top and bottom boxes.

The parts are molded in a medium dark grey plastic, look crisp and finely engraved. I noticed very little flash, although there are some seam lines to remove. There are numerous sink marks, but most of these appear to be on hidden surfaces or sprues. I haven't noticed any that mar an exposed surface. Beside the baggie that contains the circular clear plastic sprue, there is a clear plastic bag that contains 3 sprues for the fuselage, wings, and tail planes. One large and two small. Another plastic bag contains two medium sized sprues of small parts that include three different belly tanks, underwing racks, and bombs. Some of the parts are optional, such as the belly tanks, some are to add detail, such as if you want to build it with canopy and hatch open. I am not sure how many parts there are in the kit, but you only use about half of them. Some of the parts support other variants. Page 2 of the instruction booklet shows the parts layout and indicates which parts are used and which are not. Most of the PE supplied is optional and replaces plastic parts.

You build an interior tub around the pilot seat and two interior frames. Four frames are included, the two you use depend on your choice to use PE parts or not. The completed tub is glued between the fuselage halves. There is an amazing amount of detail in the cockpit for a 1/72 scale kit, and it does make me wonder if it will all fit and just how much can be seen. To possibly resolve this problem, the canopy and hatch can be built in the open position. I expect that I will have to build at least one of these in the open position, just to find out.

Once past the cockpit steps, the remainder of the construction is fairly straight forward, with nothing out of the ordinary, except the number of parts. An example of this is the underwing coolers, which are built out of a minimum of 4 pieces each. (Unlike many other manufactures that form them as one part.) What follows is a breakdown of what you can build from each kit: 70121 – Mk. IXc Late: The instruction booklet is 20 pages long. This is because this kit has 6 schemes. Scheme D is an aluminum finish machine in Italy in 1944. The other 5 schemes are Ocean Grey / Dark Green over Medium Sea Grey. Four of the schemes have invasion stripes. Schemes E and F are the same machine, flown by Jerry Billing, No. 401 Sqdn. Scheme E is on June 7, 1944 in full invasion stripes, and Scheme F is on July 1, and the invasion stripes on the top surfaces have been removed or painted over. Scheme C has under wing bomb racks to which you can add bombs which are included. Also in the box are the plastic s mentioned above, decals, masks, and PE fret. The kit comes in a smaller box than the others. The large sprue just fits into the box. All of the other boxes are substantially larger. MSRP is \$24.95. 70121X – Mk. IX c Late: This is an Overtrees kit. It contains just the plastic sprues. No instructions, decals, PE, or masks. As you may have guessed, the intent is that if you wished to build more than one of the schemes from 70121 you don't have to buy the full kit. You already have the instructions and decals. You could add PE and masks if you wished. You will have to obtain some aftermarket roundels, though. The Overtrees kits are available direct from the Eduard web site, www.eduard.com, or a limited number of retailers in the US, such as Sprue Bros. MSRP is \$10.95.

70122 – Mk. IX: The instruction booklet is 16 pages long. There are four schemes. Two are Ocean Grey / Dark Green over Medium Sea Grey. Two are Middle Stone / Dark Earth over Azure Blue, which I think is much more attractive. Scheme D is a US machine of 1st Lt. Leonard V. Helton, 52nd FG, 4th FS. This is the widely depicted ‘8 Ball’, WD*D. The kit also contains plastic sprues, a PE Fret, masks, and decals. This kit is packaged in the larger format box. MSRP is \$24.95.

70123 – Mk. IXe: The instruction booklet is 20 pages long. There are five schemes, three British grey / green (one with invasion stripes), one Belgian clipped wing in polished natural metal, and one Israeli clipped wing. The kit also contains plastic sprues, a PE Fret, masks, and decals. This kit is packaged in the larger format box. MSRP is \$24.95.

2125 – Mk. IXc and Mk. IXe: This set builds only D-Day machines and contains two complete models, one each IXc late and IXe. Each is complete with PE and masks. The instruction booklet is 16 pages long. All of the schemes are Ocean grey /Dark Green over Medium Sea Grey with some form of Invasion Stripes. There are 4 IXc schemes and 2 IXe schemes. One of the IXc schemes is for an American of Polish decent flying with one of the Polish squadrons. All of the schemes in this kit are unique to this kit and do not appear in any of the others kits. This kit also contains some resin parts for one of the IXe schemes. These resin parts are not in the 70123 kit.

Scheme F is for Mk. IXe, MK329 which does not appear on any factory production lists. It carries the JE-J codes of Johnnie Johnson, who claimed that it was cobbled together from wrecked airframes. He claims in his memoirs to have flown it twice on beer runs for his men. That’s what the resin parts are for. They form the beer barrels that go under the wings. The other IXe scheme is for a Czech pilot. The Czech squadron receiving its new e-wing aircraft just in time for D-Day. It’s going to be difficult to pick the schemes for just two aircraft. Just a note on the invasion stripes. Almost every scheme in this kit has different stripes, so you need to study your chosen scheme before painting to make sure to get it right. This box has the larger footprint, but is also about an inch taller to accommodate the two kits. There is plenty of room for the plastic. MSRP is \$44.95.

The instruction manuals are based on the European A1 format, which is larger than 8 ½ x 11. The assembly diagrams are large line drawings in black and white, and sometimes blue with some grey shading, and are fairly clear. The blue usually indicates where something is different based on the scheme you are building. You do sometimes have to choose which scheme you are using early in the construction process. Text is in English and Czech. The schemes are one per page and in full color. The color table is based on Gunze Aqueous and Mr. Color, and Mission Model Paint colors. The color call outs in the step by step usually includes the English color description. Beside the schemes there is a diagram showing where the common stencil markings go.

With the number of schemes in each kit, it minimizes the need for aftermarket decals. My problem will be in selecting the one scheme that I want to build, which is why I think the Overtrees kits are such a good idea. A large number of the schemes are for Czech or Polish pilots, which is understandable due to the point of origin of these kits. I am not fond of the British Ocean grey /Dark Green over Medium Sea Grey because of how dull it is, (yes, you can interpret that as boring), but that was what was intended when they designed it. Camouflage! Something that doesn’t attract your eye. It doesn’t. Which is why I prefer the desert schemes, or the invasion stripes to brighten it up. Eduard also produces a couple Mk. IIIX and Mk. XVI ProfiPACK kits, as well as some weekend editions of the same marks.

My general opinion of these kits is very good. They are not for the faint of heart or inexperienced modelers due to the multitude of small parts and the option to use the PE included. Working with PE is almost another skill set. I expect they will all build into nice little models. These kits were purchased from multiple sources, all at discounted prices. I'm giving these kits a rating on the Del Scale of 4.5 thumbs up out of 5.

John Nickerson

<h1>Up Scope</h1>	
Sep 14th Meeting	Oct 12th Meeting
<p>John Nickerson 18 Stone Street Middleborough, MA 02346 508-947-7939</p>	<p>Steve Kwasny 184 Blackstone Street Blackstone, MA 01504 508-717-2449</p>
<p>Directions</p> <p>From the west: Rte. 495 South to the Rte. 44 East & West (Plymouth / Taunton) exit. Go right at the top of the ramp, East, toward Plymouth. Go half way around the rotary and continue east on Rte. 44. Take the Rte. 58 exit and go right, South towards Carver, through two sets of lights, at the top of the rise, in front of QuickeeZ, take a right on to Forest, then first right onto Fuller. Thru the cranberry bogs, at the town line Fuller becomes Stone, and in about ½ mile you will see the intermediate blue raised ranch on your right.</p> <p>From the east/Rte. 3: Take Rte 44 East to the third exit, Rte 58, Carver / Plympton; at the bottom of the ramp go left, South. (Follow the directions above.)</p> <p>From downtown Middleboro: Follow Rte. 105 north, right on Plymouth St., bear right onto Wall St., 4th left onto Stone, 6th house on the left.</p>	<p>Directions</p> <p>Take I-495 N, or 495 S. Take exit 16 for King St toward Franklin/Woonsocket RI. Turn left onto King St, go under overpass and follow (if taking 495S, take right off exit) 1.0 mi. Continue onto Washington St (same road) 2.8 mi. Continue onto Pulaski Blvd (same road) 2.1 mi. At the set of lights, bear right onto MA-126 N/S Main St. At the intersection you will see a strip mall with a Dean Bank, you will also see a Walgreens in front of you, and Bellingham Vet Clinic 0.7 mi. At the set of lights, turn left onto Elm St 1.3 mi. Turn left toward Summer St 108ft. Keep right onto Summer St 0.4 mi. Go through intersection of Farm St and Summer St 0.7 mi. Turn right onto Blackstone St at stop sign. Destination will be on the right, you can park on side of the street in front of house, or on Susan Drive.</p>

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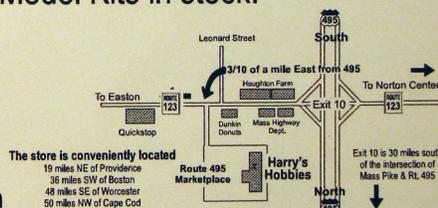
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In Range

Jun 8th Meeting – Pat McColgan	Jul 11th Meeting – Talal Chouman																																				
<p>1/25th Peter Built Cab 1/24th Menard's #12 Ford NASCAR 1/24th Darell Waltrip's #17 Monte Carlo</p> <p>All by Pat McColgan</p>	<p>1/35th IDF M151A1 (WIP) – Bob Magina 1/48th F4-C Spanish (WIP) – Russell Thibeault 1/9th German – Joe MacDonald Jr. 1/24th Biker – Joe MacDonald Jr. 54mm Beauty & Beast – Joe MacDonald Jr. 28mm War Hammer Figures – Joe MacDonald Jr. 54mm Rascals – Joe MacDonald Jr. 1/35th Russian Calvary – Cliff Lauzon 1/32nd F4U-1D Corsair – Kevin Conlon 1/16th T-34 Engine – Kevin Conlon 1/35th Russian Dio – Cliff Lauzon 1/8th Moto Lavera's Motorcycle – Norm Babcock 1/36th Trevlqc Train – Norm Babcock 1/32nd Me-109G – Alex Korovkine 1/24th Morris Mini – Alex Korovkine 1/24th Imprensa WRC (WIP) – Alex Korovkine</p>																																				
<p>In Attendance:</p> <table border="0"> <tr> <td>Paul Champigny</td> <td>Frank Knight</td> </tr> <tr> <td>Russell Thibeault</td> <td>Pat McColgan</td> </tr> <tr> <td>John Nickerson</td> <td>Bob Magina</td> </tr> <tr> <td>Chris Libucha</td> <td>Talal Chouman</td> </tr> <tr> <td>Ray Rosario</td> <td>Joe Russum</td> </tr> <tr> <td>Eric Peterson</td> <td>John Merryman</td> </tr> <tr> <td>John Gisetto Sr.</td> <td>Gian Montecalvo</td> </tr> <tr> <td>Joe Russum</td> <td></td> </tr> </table>	Paul Champigny	Frank Knight	Russell Thibeault	Pat McColgan	John Nickerson	Bob Magina	Chris Libucha	Talal Chouman	Ray Rosario	Joe Russum	Eric Peterson	John Merryman	John Gisetto Sr.	Gian Montecalvo	Joe Russum		<table border="0"> <tr> <td>In Attendance:</td> <td>Ray Rosario</td> </tr> <tr> <td>Talal Chouman</td> <td>Bob Magina</td> </tr> <tr> <td>Bob Don</td> <td>John Nickerson</td> </tr> <tr> <td>Joe MacDonald Jr.</td> <td>Norm Babcock</td> </tr> <tr> <td>Mike McNamara</td> <td>Paul Williams</td> </tr> <tr> <td>Edmund Rosario</td> <td>Gian Montecalvo</td> </tr> <tr> <td>Kevin Colburn</td> <td>Cliff Lauzon</td> </tr> <tr> <td>John Gisetto Sr.</td> <td>Kevin Conlon</td> </tr> <tr> <td>John Merryamn</td> <td>Alex Korovkine</td> </tr> <tr> <td>Eric Peterson</td> <td>Russell Thibeault</td> </tr> </table>	In Attendance:	Ray Rosario	Talal Chouman	Bob Magina	Bob Don	John Nickerson	Joe MacDonald Jr.	Norm Babcock	Mike McNamara	Paul Williams	Edmund Rosario	Gian Montecalvo	Kevin Colburn	Cliff Lauzon	John Gisetto Sr.	Kevin Conlon	John Merryamn	Alex Korovkine	Eric Peterson	Russell Thibeault
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<p>Raffle:</p>	<p>Raffle:</p> <p>1/48th C185 Passenger Plane – Paul Williams Sanding Sticks – Mike McNamara Vallejo Splash Mud – Ray Rosario M Black Liners – Ed Rosario Sanding Sponge – Norm Babcock</p>																																				

IPMS Bay Colony Modelers meet the second Saturday of each month from 1:00 to 4:00 PM. The meetings take place at selected members houses. Look at the Battlewagon or the club website for location and directions. Guests are always welcome. Membership is \$10.00 per year. Members and guests are encouraged to bring completed models or works in progress for display and discussion.

The Battlewagon is published six times per year. All opinions expressed are those of the authors and do not necessarily reflect IPMS Bay Colony or IPMS USA views. Submissions relevant to modeling are welcome, and may be published at the discretion of the editor. All material is subject to editing. There is no payment for articles.

IPMS Bay Colony Historical Modelers

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Plainville, MA 02762

phone: (508)-695-7754
e-mail: treadhead@comcast.net
web: www.ipmsbaycolony.com



2019 - 2020 Club Dues

If you have not already done so, please renew your dues for the coming 2019-2020 membership year. Dues are still \$10. Please remit your dues to John Nickerson at a meeting or send it to him at 18 Stone Street, Middleboro, MA 02346

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____ If Renewing _____ First _____ Middle _____ Last _____

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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

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