



IPMS Seattle News Seattle Chapter IPMS USA August 2023



Changing of the Guard, and a Quick Look at Two New Products

Robert Allen was not well-known by many members in our club; in fact, he was only *well known* by a few. But his tireless work at bringing this very newsletter to your attention each month for over 25 years is just one more in a long list of tasks achieved by this consummate club volunteer, friend, and fellow modeler. Our previous president, Andrew Birkbeck, knew him even better than I, and offers his thoughts on Robert in a separate article in this issue.

It takes hard-working volunteers to run this modeling club, one of the largest in the country, and I am pleased to announce that another long-term member has stepped up to fill the void left by Robert's passing. **Elbert Lin** has taken the reins, and this opportunity, to move things from what has historically been a print-based format into a more mainstream resource; adding new information about local events, clubs, and retail opportunities. There are many new links to help readers navigate everything, as well as more relevant and topical content that modelers can learn from and use.

Let us all help Elbert by submitting content and ideas as he assumes his new volunteer role in the club. Welcome, and Thank You Elbert!

I had to stay home from the IPMS Nationals this year, my first miss since 2005, which is unfortunate. On the bright side, however, I was able to get a little more modeling in, and as a result, I have used two new products that you might want to try.

(Continued on Page 14)

Robert Allen – In Memoriam

By Andrew Birkbeck (acbirkbeck@comcast.net)

Robert Allen took over Editorship of the IPMS Seattle Newsletter for the June 1998 edition. In Robert's inaugural edition were published the names of the winners from the earlier April 1998 IPMS Seattle Spring Show. Included among the names were Ted Holowchuk, Steve Tontoni, Kevin Callahan, Jim Schubert and Terry Moore. Other modelers who once graced our club's membership listings, but have since left us. Twenty-Five Years of continuous service to our modeling fraternity, that was Robert Allen.

August, 2023 Newsletter - IPMS Seattle

In This Issue

Message from the President	1
Robert Allen-In Memoriam	1
Website and Facebook Links	3
Review: Tamiya 1/48 F-16C	4
Review: ICM Typ 320	7
Highlights: The Tank Museum	10
Modeling Around the Sound	16
Upcoming Meeting Dates	17
Meeting Location Map	17
IPMS Seattle Membership Link	18



And not only as Newsletter Editor, but also with his work for the annual Spring Show, where he wore the hat of Awards Director, and Hospitality Director (in charge of those helping modelers find the appropriate categories for their entries).

Robert was born in 1957 in Preston, England, and lived his early years in nearby Blackpool. His Father, George, was in the aviation industry, working on such classic projects as the English Electric Lightning, the TSR2 and, I believe, the Hawker Hunter. Robert's family eventually moved to the Pacific Northwest in the second half of the 1960's, his father being part of the aviation "brain drain" from the UK to the USA, getting a job with the Boeing Corporation. Robert was a graduate of Seattle's private Lakeside High School, Class of 1975 and a graduate of the University of Washington, Class of 1981. What Robert did to earn a crust? I do not know. To be honest, it never popped up in our conversations. I do know that he used to be involved with reviewing popular music for one or more publications.

Robert had a number of life-long interests. In particular, and in no order, he was passionate about sport, music, everything "British", aviation, modeling, and many things Japanese. One of his early passions was auto racing, and the first live race meet that he attended was in September 1965, where he had the privilege of seeing Jim Clark and Jack Brabham battle it out on the racecourse. Perhaps the last race he was able to watch was this year's inaugural NASCAR race that took place on the streets of Chicago, and which was won by Kiwi ace Shane Van Gisbergen. However, Robert wasn't just interested in the male drivers in auto racing, but also the women. He was for example a big fan of Indy 500 driver Katherine Legge.



But Robert wasn't one of those "one sport wonders", he seemed to have a passion for almost any sport you can mention. Robert was for a number of years the official Scorekeeper of Husky Women's Basketball. He loved baseball, and was a mine of knowledge not only on Major League Baseball, but also the segregation-era Negro Leagues that existed before WW2, and the professional Japanese baseball league. And being both British, and a sports lover, Robert was also very keen on Football/Soccer. He was a big Seattle Sounders fan, a big fan not only of the British professional men's leagues, but also the women's leagues. Prior to his passing, Robert was like myself getting ready to watch the (soccer) Women's World Cup hosted by Australia and New Zealand, where his Lionesses team from England were due to compete.

Music was yet another MAJOR passion of Robert's. As mentioned earlier he had spent time writing music reviews for a number of publications in the past. Being British, and growing up in the 60's, it surely was a given that one of his two favorite bands was The Beatles. The other favorite: chatmonchy, the three-piece all-female rock band from Japan. Robert was equally comfortable discussing Creedence Clearwater Revival, Pearl Jam, Coldplay, Jimmy Hendrix, Foo Fighters, Mass of the Fermenting Dregs, Band Maid or Peanut Butters.

While a big fan of "all things British", Robert was also a huge fan of Japanese culture. Obviously, music, but also Anime and Manga. It was Robert who introduced me to the pleasures of director Hayao Miyazaki, he of *Kiki's Delivery Service*, *Howl's Moving Castle*, and *My Neighbor Totoro*. Watching my first ever anime movie, director Mamoru Oshii's "Ghost in the Shell", was at Robert's suggestion. And more recently it was Robert who put me on to Miyazaki's "The Wind Rises" a fictionalized biographical film of Jiro Horikoshi, designer of the Mitsubishi A5M fighter aircraft and its successor, the Mitsubishi A6M Zero.

Which leads me to finally remind us all of a subject dear to Robert's heart, and that lead him to join we modelers at IPMS Seattle: his love of aviation. Being biased as we all are, Robert's favorite aircraft were British. The Supermarine Spitfire, the English Electric Lightning to name a few. And like many aviation enthusiasts around the world, Robert turned to modeling as part of his love of aviation. Though when it came to modeling subjects, Robert wasn't biased. For 15 years Robert, myself, and for a time Marilyn Laird sponsored the Best British and Commonwealth Subject award at the Spring Show. Aircraft, armored vehicle, ship, racing car, figure etc., Robert didn't care so long as it was an awesome model that won our award.

So now Robert has left us. He was a wonderful human being, and it has been my pleasure to know him for the past three decades. He was a gentle soul, quite reserved, and with a love of so many subjects that he was willing to share with you if you only you asked. May his soul rest in peace.

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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.

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We need your content! You are encouraged to submit material for this newsletter to the editor. Anything related to our hobby, be it model reviews, tool reviews, subject stories, museum tours, let's see it! We 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 is suitable for publication. Please do not embed photos or graphics in the text file, submit as single, separate files. Articles can also be submitted via e-mail, to the editor [email address](#). Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please email 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.

Seattle IPMS Website and Facebook Page

[IPMS - International Plastic Modelers Society - Seattle Chapter \(ipms-seattle.org\)](http://ipms-seattle.org)

[Facebook Page \(https://www.facebook.com/groups/IPMSSeattle/\)](https://www.facebook.com/groups/IPMSSeattle/)

Tamiya F-16C Review

By Mat Mathis (Courtesy of [The Paint Booth](#))



Introduction

It's been a moment or two since my last article on [twin Corsairs](#). Hopefully, I can get back into a cadence of writing some articles for the rest of this summer and fall. While the Corsairs were my last article for Model Paint Solutions, they weren't the last kits I've built. Since those were built, I've finished a handful of models including an Eduard Fw-190D, Hasegawa P-40E, Meng Me 410A, Tamiya F-16C (all in 1/48 scale), a 1/72 Minicraft B-24D Assembly Ship, and a 1/20 Wave Maschinen Krieger Melusine.

The Kit

My personal favorite from this list is the Tamiya F-16C. This project started as a bet and finished as one of the best models I've built. Back during the 2022 NCAA football season, my alma mater was playing that of a friend I met on social media. The bet was that if my team (University of Illinois) beat his team (University of Iowa) he would have to build an Illinois Air National Guard plane and if Iowa won, I would have to build an Iowa Air National Guard plane. Well, as it happens Illinois won, so he would have to build the Illinois ANG Fly N Illini bird. In "solidarity," I also decided to build the Illinois ANG plane alongside him. So, I placed an order here and there and obtained a kit, aftermarket stuff, and the required decal set.

Construction:

There's not much to report here as it is a Tamiya kit. It went together well with minimal clean up required. Could some of the shape been refined? Sure.



[ModelPaintSolutions.com](#)

Could some more detail be added? Also, sure. It builds pretty well right out of the box, but some refinements could be performed if you wanted to go down that path. For me, I went straight from the box. The only thing to note here is that I added all of the ordnance to the plane with magnets by drilling out a small hole in the ordnance and pylon and adding a 1x2mm magnet with CA glue.

Paint and Decals:

After priming with Mr. Surfacer 1500 Black, all further paint work was completed with Hataka Orange Line paints. Various greys were laid down as shading over the entire airframe before blending together with the final base colors of Hataka Orange Line's C031, C039, and C045, which is equivalent to Gunship Grey (FS36118), Camouflage Grey (FS36622), and Air Defense Grey (FS16473), respectively. The SuperScale decals for the Illinois Air National Guard Fly 'N Illini were applied and sealed in with VMS Matte Varnish in preparation for weathering with oils.



Weathering:

Various oil paints were used to weather the airframe, ordnance, and drop tanks. The majority of the airframe was treated with some overall dusty/fading tones and some streaks/leaks. The drop tanks were treated with fuel leak streaks. Once all the oils were applied and cured, a final VMS Matte Varnish spray was applied to tie all the various sheens together.



Conclusion:

This has been an interesting time in my modeling journey. I'm hoping to regain some focus and continue with projects that minimize stress levels in life and within the hobby. Since the mojo is flowing again, you'll likely be seeing some different subjects from me as well!



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ICM Type 320 Cabriolet Review

By Bob LaBouy



A Very Brief History the Typ 320 (W142) Cabriolet

WWII German Staff Car (from Manufacturer's kit notes)

“The Mercedes-Benz 320 (W142), developed by Daimler-Benz AG, was launched in 1937. It was equipped with a six-cylinder engine with a volume of 3.2 liters (3.4 liters in later versions), which had 78 horsepower. It was available with a short (2880 mm) or long (3300 mm) wheelbase. The Mercedes-Benz 320 (W142) was the most prestigious of the three 6-cylinder middle-class models. One of the body variants for long-wheelbase cars was the Cabriolet. In turn, there were also several versions of this version of the Mercedes-Benz 320, which differ with number of seats, doors, and side windows. The four-seat Cabriolet B version had two doors and four side windows. This car was used by the Wehrmacht as a staff car and was also used as a vehicle for the transportation of senior commanders.

– Model kit of the Mercedes-Benz 320 (W142) Cabriolet B in the open-top version.

– The kit is created with the geometry of the real car body.

– Elements of the engine, suspension, and car's interior are reproduced according to the prototype.”



A much more in-depth series of notes can be found at the Wikipedia site (including the other autos in the Typ 320/W142 series): https://en.wikipedia.org/wiki/Mercedes-Benz_W142

Sotheby's currently is listing a full-sized auto sold at €161,000 EUR!

This Kit

The overall engineering of this kit is beautiful. The parts match each other and fit well to the other kit surfaces. The kit appears to also accurately match Typ 320's dimensions. There are no PE parts and only a minimal small sheet of decals.

The instruction booklet contains 16 pages, including four 3-color reference section covering the staff car color options. There are also only four sprue trees (one clear for the window sections) and three sets of two rubber tires each. This is the third kit of this basic Typ 320 (others are for the Saloon and hard top versions).

The Build

The construction of this kit is pretty much straight forward. If you are the type of modeler who wants to have a kit that almost 'falls together straight from the box', this might just be the kit for you. I encountered no fit issues, no flash problems and at almost every turn, this small kit was a joy to build.

Once again, possibly a sign of my age, but I have noticed that my much earlier practice of just opening any new kit and using my intuition to guide me through the basics of the kit's assembly, has now given way to first reading and then following the instructions step-by-step. This was especially important with this kit, as my last 'car' kit was a hot rode in the early 60's and spray painting it with an aerosol paint can as I wasn't even aware of airbrushes even.

I now realize and believe kit instructions are important. I recommend reading the instructions carefully and follow them step-by-step (I also now check off the steps as I progress). These precautions may also because many of the kits contain such a very large number of details, number of small parts and steps for the construction of the kit.

This kit now the third from ICM I've tackled, and I continue to be impressed with the quality of their kits. Additionally, I am pleased to see that they can continue production in the face of the continued Russian aggression.

This kit is some of the best overall I've seen, including the excellent fit of all the parts, flash free, a few



small circular mold marks (nicely hidden on the lower surfaces) the requiring only a small amount of sanding. This kit was completed in roughly six days, working about 6-8 hours each day.

I only employed filler in one area, the folded canvas roof. For this I used my favorite: Spies Heckel Permacron Fine Putty #7715. I have used this filler for several years now (originally recommended by one of our finest and highly skilled modelers, John Frazier). It produces a fast

setting, very hard and fine surface when dry. It is a professional auto body filler, and as such imperious to all types of lacquer or acrylic paint. I used AK Real Color Medium Grey RC249 (FS 36770) for the canvas cover, which replicates the grey color shown for this camouflaged vehicle in the last of the four colored pages in the instruction booklet.



One of the very few nit-picking notes I had is with the rubber tires. I should note that I do not care for most rubber tires and the six supplied with the Typ 320 are no exception. I was able to remove the rubber flash around the kit sample using a sharp razor blade on both sides of the tires as there is a small ridge on most of the rubber tires. There was also a small connection or molding spot on the bottom of each tire, which I placed at the 6 o'clock position to hide the spots

There are online kit reviews are also currently available:

ICM | Typ 320 (W142) Cabriolet WWII German Staff Car | Step by step instruction | Scale 1/35
<https://www.youtube.com/watch?v=SAHkcP441Tw>

First impressions, ICM, 1/35, type 320 staff car and personnel
<https://www.youtube.com/watch?v=rKVsBxMP7wo>

ICM 1/35 Typ 320 Cabriolet (35540) Review
<https://www.youtube.com/watch?v=tiqUmZ9ATd8&t=160s>

Painting

Again, I looked for a retailer selling the ICM acrylic paints without finding one, and sadly these are the

only paint colors shown for this kit.

I chose AK Real Color's Basalt Grau RAL 212/RC212 as my base color for this German Staff car and their Rubber Black RC022 for the tires. The interior seats and side panels were hand painted with AK acrylic Brown Leather AK3031. I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426. I wish that I had anticipated the resulting lower edged highlighting and run a dark colored paint along that edge but failed to see that issue.

I am sorry to see that Meng has chosen to only list AK Interactive acrylics for their color chart; I have continued use colors from AK Real Color and AK Acrylic Color. There are scant color references, with only the box top color paint scheme, and in the instruction, sheets included (five view) four schemes. In researching online images of the Typ 320's I also found several other colors I would like to try in future builds. I made my choice, using only the overall RLM grey

Decal Markings Included:

- Typ 320 (W142) Cabriolet, France, 1940
- Typ 320 (W142) Cabriolet, unknown Luftwaffe, 1940
- Typ 320 (W142) Cabriolet, Eastern Front, 1943
- , NJG1 (Nachtjagdgeschwader 1), probably 1943



Overall Evaluation

I strongly recommend this kit of the ICM Typ 320 (W142) Cabriolet. The ICM kit builds into a beautiful representation and because of its small size compliments other related armor, vehicle, and aircraft in the 1/35th scales.



Highlights: The Tank Museum at Bovington Camp

By Elbert Lin

The Tank Museum is located in Bovington Camp, England. It is one of the most renowned tank museums in the world, and offers an amazing journey through the history of armored warfare. The museum is home to an extensive collection of tanks and armored vehicles that spans over a century of military innovation from the first tank "Little Willie" to the latest Challenger MBT. In addition to the static displays, there are a number of live events that take place during the year where you can see vehicles in action, including the famous Tiger 131.



Bovington Camp is located in Dorset, South-West England. The nearest train station is Wool, and is about a 1.5-hour train ride from London Waterloo station. The Headquarters of the Royal Armored Corps is located there, and it is an active RAC training center. While walking to the museum we were buzzed by a Centurion recovery vehicle going top-speed down the road!

Being an armor fan, visiting The Tank Museum was a bucket-list item for years, and I finally got the chance to visit in 2019. What follows is a highly subjective selection of images from the collection that will hopefully whet your appetite to visit.



Photo 1 Mark IV (UK)



Photo 2 Gate Guard Chieftain (UK)



Photo 3 Renault F (France)

Photo 1 Char B1 (France)





Photo 5 Tiger 131 (Germany), only running Tiger I in the world



Photo 6 Panther G (Germany)

Photo 7 Panzer III (Germany)



Photo 8 M-3 Grant (UK)





Photo 9 Tiger Gallery: King Tiger/Porsche Turret, Hunting Tiger, King Tiger/Henschel Turret, Tiger I (and T-34/76 and M4A3E8)



Photo 10 British Big Guns: Conqueror, Chieftain, Challenger

Photo 11 M4A3E8 Sherman from the movie "Fury"

Website: <https://tankmuseum.org/>



(Cont. from Page 1)

[Shaders, by Ammo-Mig \(Acrylic\)](#)

Mig Shaders are essentially pre-mixed, pre-thinned acrylic inks that are air-brushed in thin layers, and, in some ways (but not all), take the place of filters. The ten colors offered are all right in line with modelers of all types of kits. As an armor modeler, I picked up four 10ml drop bottles at the recent AMPS show (Light Olive Drab, Light Rust, Yellow, and Starship Filth).

Since these are essentially inks, they are applied in very thin layers, building up the desired effect as you go. Shaders are pure acrylic, so overspray's and mistakes can be quickly addressed using a damp cloth or Q-tip before they have time to cure (about 24 hours). As a replacement for filters, they are best used when you simply want to change the overall tone of the model's surface – from tan to 'yellowish' tan, for example. The video shows how to limit the effect to specific areas by masking. Another big-time use of Shaders is for post-shading along panel lines – which is where the Starship Filth really comes in handy.

I like these, and I plan to buy more colors. Shaders are much easier to use, and much less caustic than oil/thinner mixes and/or enamel filter products. They are not replacements, however, but more of an adjunct to these other mediums, especially if you are handy with an airbrush.

[Varnish HD Top Coats by VMS \(Acrylic\)](#)

Ok, so why do we need yet another acrylic varnish? Well, let me tell you, this stuff isn't what you expect. This VMS product comes in three types (Matt, Satin, and Gloss) and squirts into your airbrush



like a thinned, bubbly gel. Somehow, it magically sprays out perfectly, and, even though it lays down thick, it does not run. I have now used the Satin version, and it dries to a thin, hard finish in about 30 minutes, and... it looks **amazing**. The surface looks 'alive' – I don't know how to put it differently. And the edges of my decals have disappeared. Gone-Gone. What you see in the video is a good example, but wait until you hold the results in your hand. Wow. As expected, the acrylic coat is impervious to distillate-based weathering products as well. I am a fan of

Alclad's terrific acrylic Aqua Gloss, and will stick with that for my gloss coats, but this VMS product will become my mainstay for the final, satin finish on my builds.

Like the Shaders, above, these new health-conscious, acrylic products, sprayed untouched out of their bottles, seems to be a path that manufacturers are leaning towards, and I could not be more pleased.

More Models and Paints Donated to the Club...

I want to give a quick shout-out to group of individuals who pitched in a few Saturdays ago to pack up, load, transport, and store over 3,000 model kits which were donated to the club by our late friend, Robert Allen. These guys sweated through a hot day so that we could all benefit well into the future from Robert's largess.



Unlike the previous donation from DC Shoemaker, the 'Allen' collection is almost all 1/72nd scale aircraft kits, with a few other odds and ends thrown in for good measure. Robert took care of his stash, and the guys involved with the move made sure to honor that careful attention.

So... thank you Rick and Tina Taylor, Tim Nelson, Daniel Carey, Brian Cahill, Spencer Tom, Tom Dunford, Bruce Biskup, Kevin Barrett, and Martin Paietta. Your hard work made it possible for us all to have the very best selection of kits at our meetings. Well done, guys.

Thanks, I hope to see you at the meeting, and *Model On!*

Eric

Other Modeling from Around the Sound...

Local Shows Coming Up



The poster for the IPMS BOISE Fall Model Contest and Show features a grid background with a silhouette of a model airplane. In the top left corner is the IPMS USA logo. The main text reads: "IPMS BOISE Presents Fall Model Contest and Show Saturday September 9th, 2023". Below this, it says "Foothills Christian Church 9655 W State St / Hwy 44, Boise". Further down, it provides contact information: "For additional information, categories, rules and registration, go to: www.ipmsboise.org Or Contact: Brian Geiger modeler63@yahoo.com PH: (208) 830-7377". On the right side, there is a logo for "THE MAD DOG MODELERS" featuring a cartoon bulldog.

Northwest Scale Modelers (NWSM)

The Northwest Scale Modelers meet monthly at the Museum of Flight in Renton. Modelers of all genres are welcome to attend. Please see their website for more information: [NorthWest Scale Modelers \(nwsm.club\)](http://NorthWestScaleModelers(nwsm.club))

Seattle Armor Modeling and Preservation Society (AMPS)

The Seattle Chapter of AMPS holds monthly meetings and occasional build sessions that modelers of all genres are welcome to attend. Please see their Facebook page for more information.

Galaxy Exiles Sci-Fi Modelers

The local Sci-Fi modeling community is served by this club located in the North End. Modelers of all genres are welcome to attend. For more information, please contact John Morel at johncmorel@gmail.com or see their Facebook page for more information.

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.

August 12

September 9

October 14

November 11

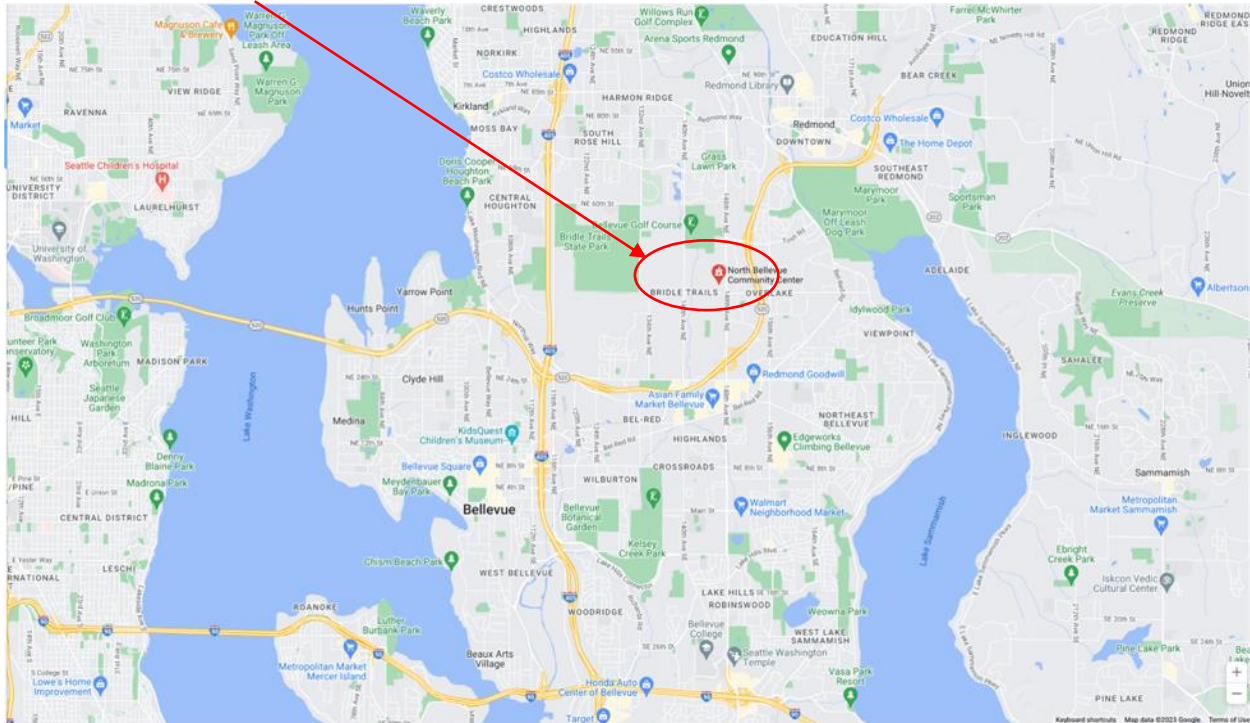
Next Meeting: August 12 – 10:30 AM to 1:30 PM

North Bellevue Community/Senior Center, 4063 -148th Ave NE, Bellevue.

Map Link: <https://goo.gl/maps/RSgcMggWNBmTUe6T9>

Site Link: [North Bellevue Community Center | City of Bellevue \(bellevuewa.gov\)](http://North Bellevue Community Center | City of Bellevue (bellevuewa.gov))

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.

Join IPMS/USA



Why Join IPMS/USA?

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 five decades, IPMS/USA has become a 4,600-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.

Join Online (<https://myipmsusa.org/join-us>)

MODEL PAINT SOLUTIONS

Model Paint Solutions specializes in tools for handling, storing, mixing, spraying, and finishing model paints. We carry quality scribing tools, abrasives, Mission Models Paint, the full line of AK Real Colors, and German-manufactured Harder & Steenbeck airbrushes and parts. All Seattle IPMS members can take advantage of **5% off** and **Free-Shipping** on any orders delivered during the monthly IPMS meetings. Details provided at the meetings.

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