



IPMS Seattle News
Seattle Chapter IPMS USA
July 2023



Serendipity, or Deliverance, depending on how you roll...

Greetings All –

I have some good news that, with your help, will go a long way in resolving our current financial situation, and pave the way for our continued success with shows and meetings well into the future.

Our club has received a very generous donation from a former modeler named DC Shoemaker. DC is retired, and used to work at American Eagles Hobbies in his spare time, when that establishment was still in business. DC continued to collect kits over the years (as we all do!) and now finds that his stash would be better suited in our hands than his – it is as simple as that.

The donation is entirely made up of well-preserved, first-run kits from a variety of modeling genres. In addition, many of the kits contain his personal research and after-market products. We also received a box of decals - a lot of decals.

DC asked for nothing in return other than our commitment to put these kits into the hands of people who will *build* them, and that is what I intend to do. For as long as it takes, we will be offering a selection of these kits at the new donation tables we set up last month, but only a selection. I still want other modelers to be able to sell their kits and materials at the meetings, as well as respecting our local modeling establishments, such as Skyway Model Shop, which also sells used kits from estates.

These are ‘pay-as-you-can’ donations to the club; there are no prices set. To make this work, we will all need to do what is right, and give what we can. *Every penny* donated goes to the club. The time and effort to store, transport, and manage everything is volunteered.

There are a few high-end items in the donation that we think will be more suited for a silent auction, each with a ‘buy now’ base price. These include a baker’s dozen of WingNutWings kits, a Trumpeter 1/12th GT-40, A FineMolds 1/72 Millenium Falcon, a Dragon 1/72 Apollo II Saturn V, a Trumpeter 1/16th T-34/76, a hand full of high end 1/32nd scale aircraft, and a small fleet of big-scale ships and submarines. The time and date of this auction is to-be-determined, as soon as I can find someone to manage it.

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Let us all show DC that his generosity will continue to pay forward, and help keep our local modeling community as vibrant and exciting as it has always been up here in the Great Pacific Northwest.

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(*) Robert Allen has serious health issues which interfere with his continuing work on our Newsletter. Further details will come later, depending on how his condition develops. At present, please send your newsletter content directly to Eric Christianson (ModelerEric@Comcast.Net) who will be covering for Robert for the time being.

Public Disclaimers, Information, and Appeals for Newsletter Content

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA.

You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Any Word, or text document, for the PC, would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor 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.

Proposal for Chapter Name Change/Terry Moore Trophy - Results

At the general IPMS Seattle meeting, back in May of this year, long-time IPMS member Bob LaBouy stood up and made two proposals to the gathered attendees in remembrance of our good friend and fellow modeler, Terry Moore, who had recently passed. These were as follows:

Proposal (1): Change the Chapter Name from **IPMS Seattle** to **IPMS Seattle - Terry Moore Chapter**

Proposal (2): Establish a perpetual (Spring Show) trophy in Terry's name (details to be determined).

After time allotted to gather and distribute arguments for and against these proposals, the club held a vote via email to the general membership, with the following results:

Proposal	Yay	Nay	Results
Chapter Name Change	8	38	Proposal Fails
Annual Show Award	41	5	Proposal Passes

I want to thank you all for your participation and input on these!

Vargas Models 1/35th Scale M2A1 Medium Tank

by Eric Christianson



Vargas Models specializes in unusual 3-D printed, limited-run armor models, and is now offering the M2A1 Medium tank, the forerunner to the venerable line of early-WWII medium tanks.

The unmistakable lines of the M3 Grant/Lee hull are evident in the M2A1, and the lower chassis and running gear point straight at the M4 Sherman, the most-produced Allied tank of the war. The M2 was armed with four 30-caliber machine guns mounted in revolving sponsons bracketing the turret, two additional, fixed 30cal machine guns in the front hull, and a turret-mounted, 37mm main gun. The M2 carried an impressive 12,250 rounds of ammunition for a simple reason; at the time of its design, medium tanks in the US Army were employed not as tanks proper, but as infantry support weapons. To this end, the 4 revolving machine guns and the 2 fixed hull machine guns would have greatly helped it in that role.

Ultimately the M2's service career was doomed to a limited (but invaluable) training role, providing US tank recruits a far more modern training tank than what was used previously.

The Kit

As with most 3-D printed kits, the Vargas sprues do not have any old-school poured-resin blocks to remove; instead, each sprue contains dozens (hundreds?) of very thin connecting rods that are part of the printing process. This makes the parts very simple to remove from the sprues. Most of the smaller parts are printed within a flexible, protective 'cage' of resin. There are very few actual parts (36), and these are exquisitely detailed – some of the best work I have seen in this medium. There is cleanup required, to be sure, but nothing like what I would normally expect for limited-run, resin subjects. Some extra parts are thrown in as well, which serve to replace some of the smaller items that might go on walkabout. A welcome addition to this kit are a nice set of 'pioneer' tools, although these require the modeler to fabricate some kind of attachment hardware to secure them to the rear hull.

The dark-grey resin is firm, but sands easily enough, and there are some very slight surface striations on some of the curved parts that require attention, making preparation more important than with typical styrene kits. Comparatively, however, this work from Vargas is pretty darn

good as delivered. There are very few, if any, surface flaws and the molding is excellent with no noticeable defects. The detail overall is crisp, and while many of the parts are very delicate, Vargas pulls everything together without resorting to using photo-etch or other finicky mediums, which is a big plus (for me, at least). The two pieces that represent the full track runs, one for each side, are simply breathtaking, as is the rivet detail throughout.

The contents of the box include:

- A single, dual track sprue, packaged separately.
- One turret, packaged individually.
- The single main hull packaged separately.
- A single sprue of all the remaining parts, packaged separately.
- An 8-page, color instruction booklet consisting of two full-size sheets, folded in half. All text and label information are printed in English.

A nice set of decals created by Mike Blackwell and printed by Fusion Scale Graphics are included in the kit, and depict two unidentified schemes.



The Instructions

As with most limited run, resin kits, the instructions are brief and not always ‘enough’. Assembly requires test fitting and comparing what you have to drawings and images of the real thing, easily found on-line. In place of text, Vargas provides simple CAD images from the

printing process itself for use as a rough go-by to start with. Fortunately, each piece is shown assembled and printed in a different color from the one adjoining it, which makes things a little easier to follow – but only a little. If you have built limited-run kits before, this one is typical – a lot of testing and adjusting surfaces to fit. Fortunately, the images are rendered from several angles so you are rarely forced to guess about how things go on ‘the other side’.

Clean Before You Start

Even though there are relatively few parts in this kit, a 3-D printed model requires a good amount of preparation before assembly. After unwrapping all the parts, and carefully snipping (not pulling) the parts printed inside the protective sprue cagen, I carefully shaved and sanded the surfaces of everything to remove any remaining vestiges of the thin resin posts that held the parts to the sprues.

Next, I went to work smoothing out some minor (but noticeable) grooves on the surfaces of the round parts, such as the mantlet for the 37mm main gun (see image). The resin is not soft, but it works away with a little effort, resulting in a smooth surface relatively quickly.

Once I thought I had everything pretty well cleaned up, I gave the parts a warm bath in soapy water, rinsing them in warm water. After drying I felt the surfaces with my fingers, and, if I found anything tacky, I repeated the wash, rinse, and dry steps until all the tackiness was gone. With all the parts clean and free of defects, I was ready for assembly.

The Build

The M2 instructions start with some good advice – work and test-fit the two large track sections to the side of the hull, so that later, after painting, they will slip on without causing any damage to all the other prickly parts added during the build.

Assembly was straightforward and nearly hassle-free. The super-thin fenders came a little warped out of the box, which is understandable due to their thinness, and easily addressed. I simply glued them to the hull sides a little at a time, which allowed me to straighten them up as I went.

I felt the four sponson-mounted machine guns stood a little proud of the surface of the rounded sponsons. This may be accurate, but I still opened the mating surfaces a little, allowing them to ‘snuggle’ into where they go. The fit of the sponsons themselves is tight – you can choose to sand them a little to easily slide into place, or just be quick about mounting them in the proper orientation before the CA glue takes hold.

The front headlights and guards attach with the most delicate of mating surfaces, so these were the last items I attached. Somehow, I was successful in steering clear of them during painting and finishing.

There are two vertical plates on the rear of the hull that were used to deflect machine gun fire down to thwart attack from below, and these are also mounted in a very delicate manner. I was not so lucky with these – knocking them both off during finishing!

The pioneer tools are nice but lack attachment hardware. Some modelers might scratch-build their own, or purchase resin versions – I just used a little Tamiya tape and moved on.

And that was that – assembly complete, with the barrels set aside for attaching at the end, along with a carbon-fiber antenna from my spares box. Vargas models are perfect for modelers like me, who enjoy the ‘finishing’ steps to those involving assembly!

Painting and Finish

There are several images of the M2A1 online that include several different color schemes, although I suspect that many, if not all, are colorized in some form. I chose a single overall sand scheme, and broke up the monotone base with weathering that might reflect time in the field, training.

Here is a breakdown of the colors and materials I used to finish the build:



Painting:

- Primer: Alclad Black Primer with Micro balloons
- Base Coat – 80/20 mix of AKI Real Colors RC032 Desert Sand and RC023 Olive Drab
- Post Shade – AKI Real Colors RC032 Desert Sand thinned 20/80% thinner

Painting: Track Sections and Detail

- Primer – Alclad Black Primer with Micro balloons
- Base Color (Track): Tamiya Dark Iron
- Base Coat (Wheels) – 80/20 mix of AKI Real Colors RC032 Desert Sand and RC023 Olive Drab
- Post Shade (Wheels) – Tamiya XF-57 Buff thinned 20/80% thinner
- Bling – Vallejo 77.716 Semi-Matt Aluminum and Uschi Chrome pigment

Decals:

The decal sheet included in the Vargas kit were created by Mike Blackwell, an independent graphic designer based in Oregon, and printed by Fusion Scale Graphics. They are excellent, in perfect register, and depict four different units. One note: These decals are extremely thin and let go of their backing paper quickly, so care must be taken so that they do not fold back onto themselves during application. I really appreciate the effort Mike put in to ‘fade’ the bright colors of the markings to assist with scale effect.

Weathering

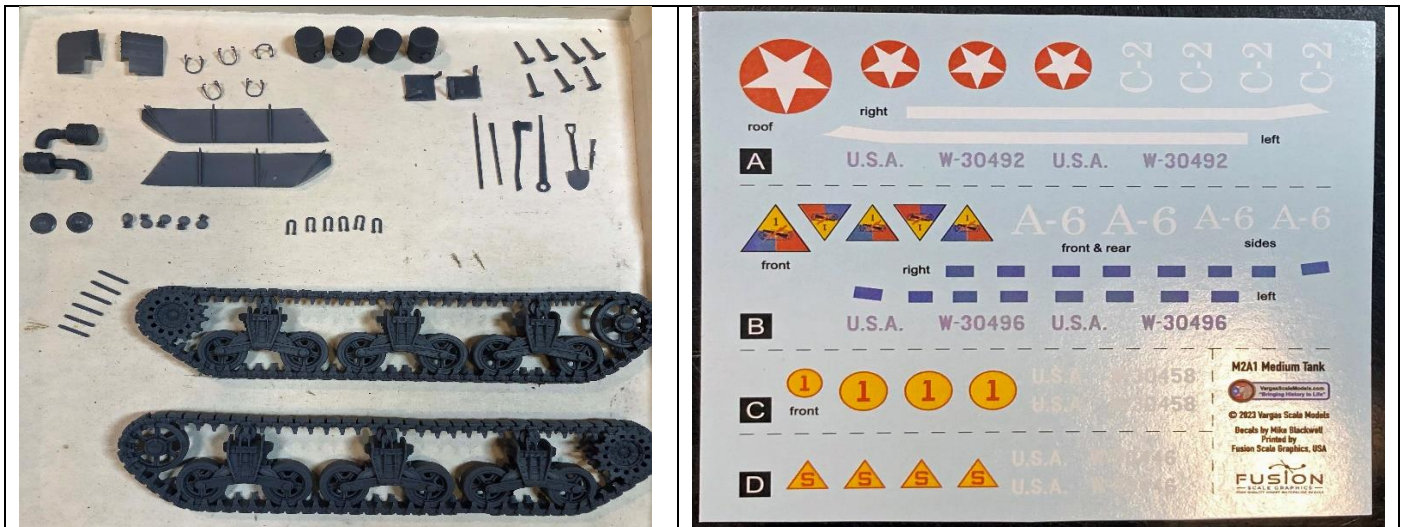
- While the surface was still glossy, I applied Mr. Hobby Mr. Weathering Color Enamels - Stain Brown to all surface detail, stumped with Mr. Hobby thinner.
- Once a flat coat was laid down, I added an overall application of ‘bling’, using Ammo Mig Gun Metal Powder.

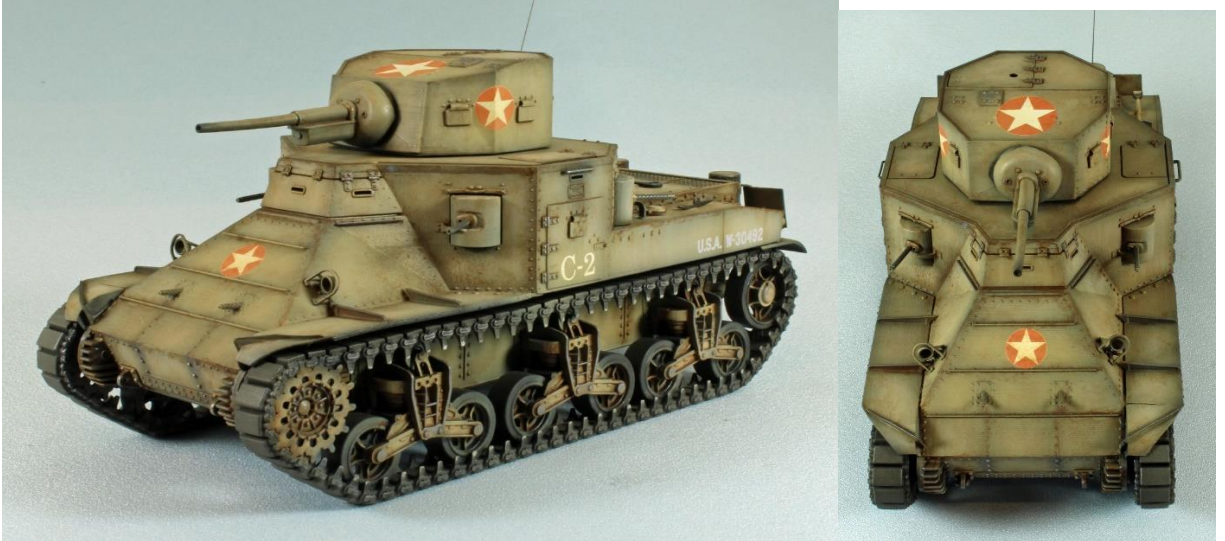
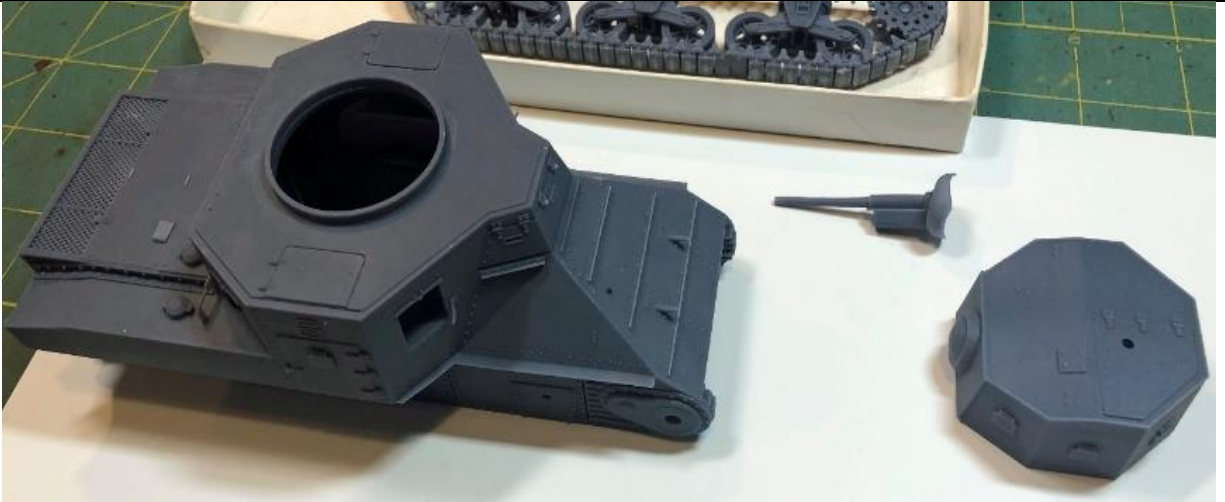
Conclusion

This is my fourth 3D printed model from Vargas and again, the build was a breeze. Luis Vargas did a solid job researching the subject, and the design and engineering that went into the kit is readily apparent. As I said with the last (and every) Vargas project – each one makes me want to build more.

As with any all-resin project, this kit has its challenges, especially when compared to injection-molded models. I think the build was straightforward enough, however, for any modeler to finish. Having a solid working knowledge of alternative adhesives (CA Glue, epoxy, and/or ‘fortified’ white glues) would certainly be a plus.

I would like to heartedly thank Luis Vargas at **Vargas Scale Models** for providing this kit for review, and to **IPMS USA** for giving me the opportunity to build it.





True Color Paints

by Christopher Martin



About Tru-Color Paint

Tru-color Paint was formed by Rick Galazzo and Scott Cohen in 2008 in Phoenix, AZ. The company produces solvent based modeling paint. For those railroad modelers out there, Tru-color is a reformulation of the old Accupaint line, modified to flow better and give a more glossy appearance after drying.

There are currently over 600 colors in 7 separate product lines; railroad paints, naval ships, military armor, military aircraft, automotive colors, sprayable (air-brush ready) matte-finish colors and brush-able flat-finish colors. Individual colors come in 1-oz. and 2-oz plastic jars.

The Set

Tru-color paint set 'TCP-10502: Brick' contains five brick colors and a light primer in 1-oz. bottles. There is an 8½ x 11 instruction and information sheet folded inside the box. The front side has (additional) instructions and information on use of the paints. The back side has a listing of other paint sets and possible future sets.

The instructions suggest spraying with a 0.3 mm tip, from 4 to 6-inches, at 15 to 25-psi for detail weathering. The manufacturer also recommends clean-up with acetone, but I found Tamiya lacquer thinner worked better. The paints are pre-thinned and sprayed easily through my Aztec 4709 airbrush at 15-psi, through both a 0.4- and 0.3-mm tips. My impression was that either I am way under-thinning my paints, or these are over thinned as they have the consistency of

water. When sprayed, it required several coats to get an opaque finish. I do not look on this as a bad thing as it allows a lot of control in how and where the color is built up.

Results

The manufacturer considers these colors appropriate for weathering or detailing, which means that after spraying a base coat of one of the colors, the others can be used to add tonal variation to the base color. I choose Brown-Red Brick and Orange-Red Brick and applied them over the supplied Light Pink Primer, a black primer, and a light gray primer as seen the Photo 1. Photos 2 and 3 show the resulting colors. For the three-window wall, brown-red brick is on the left, and orange-red brick in on the right. For the four-window wall, orange-red is on the outer portion of the left and right sides, and brown-red brick is in the center of the wall. The demarcation is obvious over the light pink primer but almost invisible over the black primer. I also did a test application of the other three colors, Dark Red Brick, Grimy Red Brick, and Aged Brick, over the light pink primer to see how they looked as base coats. Photo 4 has the light pink primer on the left, and dark red brick on the right, while photo 5 has aged brick on the left and grimy red brick on the right. I think any of the brick colors could be used as a base coat and then weathered using the remaining colors. I “aged” the darker color (brown-red brick) with a light overspray of Aged Brick. The lighter color (orange-red brick) was aged using a light overspray of Grimy Brick Red. Photos 6 and 7 do not really do justice to the subtle effect achieved. But it is very realistic.

Final Thoughts

Having these paints are pre-thinned speeds up the painting process and removes the headache of getting the correct thinning ratio. However, one minor draw-back of this is that the paints are way too thin to brush paint, as they go on like a filter or glaze. Clean-up with Tamiya lacquer thinner was quick, easy, and effective. The paints, being solvent based, do have a very strong odor, so proper personal protective equipment and ventilation are mandatory.

I would recommend these paints to anyone looking to paint and weather a brick structure, be it a house or a factory.

I would like to thank **True Color Paints** for providing these paints for review, and **IPMS USA** for giving me the opportunity to use them.

Photo 1

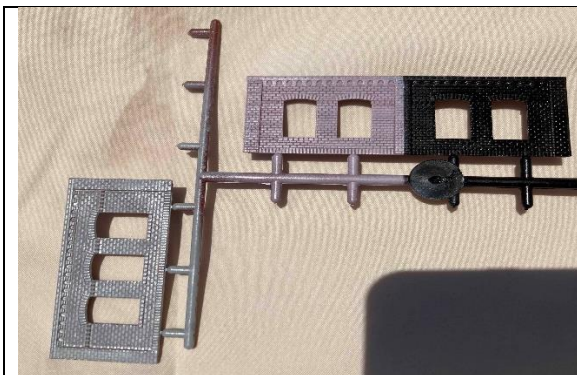


Photo 2

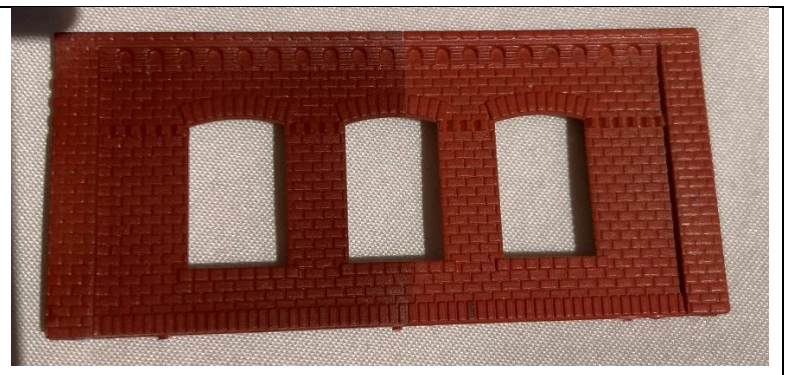


Photo 3

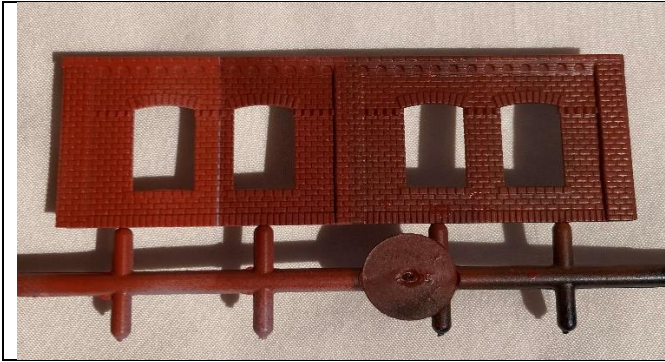


Photo 4

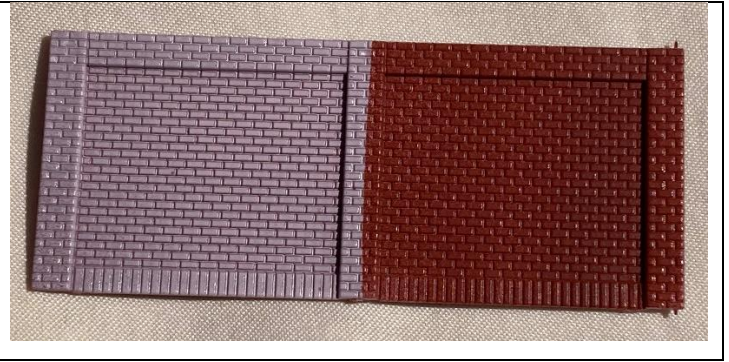


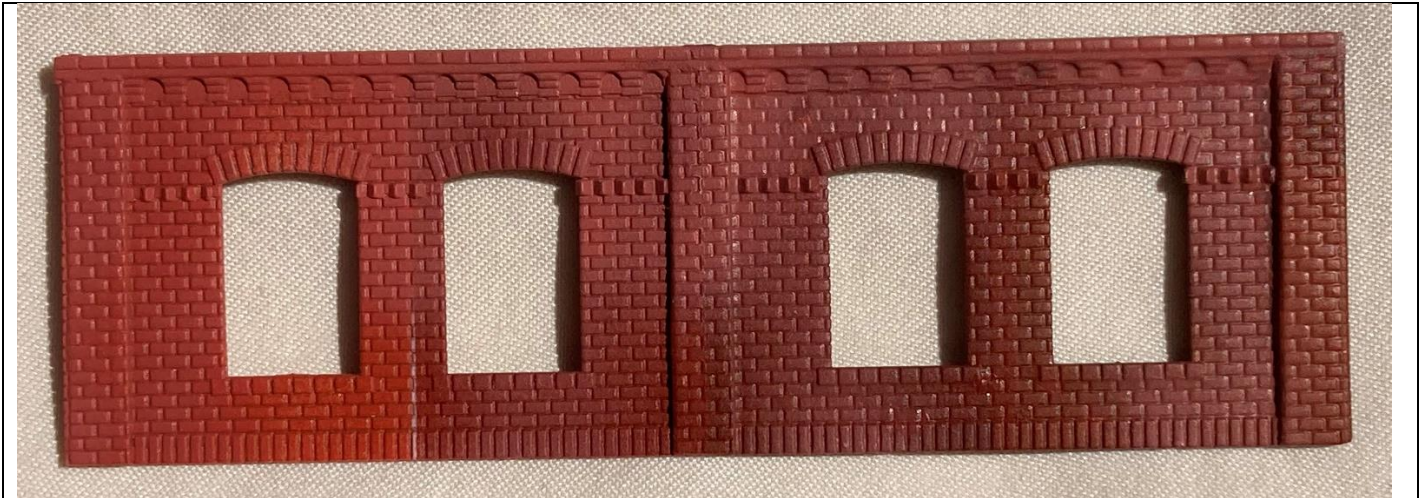
Photo 5



Photo 6



Photo 7



Who Exactly is our new IPMS Seattle Vice-President, John DeRosia?!

By John DeRosia (Who?!)

To start with, I was born!....I think? LOL! Then again, “men are from Mars” - right! I can say that I have been modeling for 50 or more years. That new math that is taught these days may be able to narrow my age to the category of ‘...THAT OLD!@!??!’”

I can honestly say that it started with either a plastic bird or German Sheppard dog model. I know I had that dog model for years. But my dad was in the U.S. Army so we ended up moving a lot. Somewhere, in those moves the dog left home. I can however still see it in my mind.

I have lived in Germany (and was born there !!) , visited many European countries, and also lived in many U.S. States. Looking back, I am glad to have experienced so many people all over the world. While living in Hanau Germany, my dad took us to Frankfurt International and in those days, they would airplane watchers park at the end of the runways. While there, I saw one of the first 747s fly directly over us. OMG times 345%. What a huge flying object, beautiful, fascinating, and so on. There was born my love of airplanes.

From that point on and still in my life – I like airplanes. Eventually I started going to hobby shops and buying airplane models. Back then, no matter how ‘horrible in today’s mind’ a model came out, it was beautiful.

Forward many years to Jacksonville Florida where my dad retired. It did not take long to know where the best hobby shop in the whole area. Although eventually I started getting interest in ‘non-makes’. The hobby shop trips were my best hang-outs. I remember expensive models that back then were in the \$5.00 to \$10.00 range. I used to drool and wonder; will I ever be able to afford one of those expensive kits? Yikes!! Now in retirement age – seems \$100 is the starting norm for ‘cheap’ kits. Ha ha ha

Well – the hobby shop in Jacksonville had flyers advertising something called ‘IPMS Meetings’. Open to all modelers. I thought of myself as a modeler so I attended my first meeting. Forget all the bad stuff like drugs etc, I was now officially hooked on plastic and going to those meetings.

Before long, they also had contests at the malls. Wow- the level of models of those experienced people. That is where I met Loren Perry (now retired) who had the absolute most incredible RC 1/96th scale ships. Back then he had the RMS Titanic, the USS Long Beach, and the German Battle ship Scharnhorst. He was always so nice and really made me feel special. I wish I kept track of how many times I helped him load those ships into his van. Seeing them actually run in ponds absolutely staggered my mind. Could I ever in my life do something called RC? Turns out yes, but at a really ‘beginning’ level.

Back to models. Because of joining the IPMS Jacksonville Chapter, I started getting better. Eventually, and through my life today, I built everything. Cars, Trucks, Ships, Tanks, Airplanes, Sci-Fi, Simple Dioramas, and from all manufacturers. Through my model interests, I also met the most wonderful people from all over the world who build models.

My love of airplanes never waned, and I eventually graduated with a B.S. in Mechanical Engineering from the University of Central Florida in Orlando. While living in Orlando, I also

personally in real life saw the first 14 (or was it 16?) Space Shuttles go up. All that time, as I neared graduation, I was praying that the ‘big Snohomish Jet Liner Company’ would hire me out of college. I interviewed with many places, including NASA, but I only wanted to work for this company in the Seattle area. They did not come to the college for interviews, so I sent my resume. I got a ‘Dear John’ letter, and it said, when can you start? OMG – I think my heart stopped the only time in my life.

In 1985, while working in one of the engineering buildings, I met Larry Baldwin. I may have seen a model on his desk – I don’t recall the details. But, we got to talking, became friends – and today we still car-pool to the IPMS Seattle meetings. He took me to some of the meetings in 1995, I signed up and have been a member ever since. I have also been a IPMS USA member ever since.

Although I still like all model subjects, I have sort of drifted off to trucks / imagination vehicle builds as my all-time favorite these days. I can freely admit, a lot of them since around 2012 ended up being orange. Why? I have no clue. I remember one early episode of the Dukes of Hazzard. They wanted to paint their General Lee and went to Cooter’s Garage. All he had was orange, and that is how it came to be. Maybe that’s all I had and the cool orange color became my norm. I still do not know how why they have started calling me ‘Mr. Orange’...ha ha ha

I have absolute fun in this hobby and still like all subjects. I like being around some of the best people on this planet – YOU – and enjoy the builds each of you shares. I have had a kick out of being in charge of the yearly IPMS Seattle Show Registration. The volunteers are the greatest. I will also keep supporting the Museum of Flight airplane themed builds when it all works out. (Doesn’t the MoF need any orange model trucks?)

My last and most important lesson to pass on to you from my lifetime experience. “...Just Have fun!!!!!!!!!!...” Stay creative and don’t worry about the other model builders. We are all at different levels. Just keep learning and trying new model things! There was a saying that came out a long time ago, I believe it says, “...**build as if nobody is watching...**” It’s a hobby and we all are part of other stuff, sometimes some good some bad. Jobs, family, bills, moves, cars and on and on. So model on and keep FUN in the forefront.

Thank you all for your confidence in me as the New ‘Mr. Orange’ - VP for IPMS Seattle.

God bless, ~~ John

Scott K's the OLD MAN - sorta!

by Scott Kruize

Every year as the third week of May approaches, I feel my emotional state hardening its mental armor against the snarky harassment that it KNOWS is coming. Sure enough, inevitably - on cue! - the 23rd arrives -- with cards, calls, and messages: "How's the OLD man?"

This must be endured for 3 days from Ken Murphy, and for 6 days from our high school buddy, Bruce Rehburg. (A.K.A. 'Bruce of Aquitaine' - which I WON'T explain here! -- but he is an atheist/philosopher/social critic with a truly unique viewpoint.)

After the 3-plus-3-more days have passed, the harassment ceases... because by then we are all the same age again.

There are compensations. A bit odd; a bit surrealistic... but consider the sources. Who in the Known Universe - besides Bruce - would think to take a poem I wrote for a local flying club, and feed it to an AI entity for analysis?

Who besides Ken MAKES me birthday greeting cards? This year's lets me imagine I was a fearless Royal Air Force fighter pilot Way Back When.

Before one of you armchair historian/strategists say "Hey! - Aren't you the Hurricane guy? That is not one!"

True enough... but if I were to fly fighter combat after, say, mid-1941, I would HAVE to re-equip with the 'OTHER' RAF fighter. Hurricanes, by that time, had mostly yielded the air-superiority role to more speedy planes. Instead, they were relegated to spewing nastiness over ground and sea targets: bombs, rockets, even armor-piercing anti-tank shells.

Of course, I have modeled a bunch of that. My Hurricane builds include a Mark I, as sent to France early on; then a Battle of Britain vet, then then a Blitz night fighter, then a Western Desert tank-killer. Plus, a 'political pawn': a Hurricane 'given' to Portugal as part payment for Allied use of the critical Azores in the Battle of the Atlantic.

Now I am working on a Hurricane racer for an eventual Museum of Flight display. Hawker's "Last of the Many", the last Hurricane off the production line, was kept by the company and put to all kinds of non-military use. In 1950 it was painted in Princess Margaret's Royal colors of blue and gold. Her heartthrob Group Captain Peter Townsend, having won the Battle of Britain, and then served as daddy-King's Equerry -- whatever that job may have been -- raced the plane in the 1950 King's Cup, part of Britain's attempt to get back to something resembling normalcy, after the long war...

It was a handicapped race, and Townsend took second place, beating one civilian Spitfire, but losing to another.

By the way: if you have any interest at all in the affairs of the late Queen Elizabeth's family, and court, and country, you need to watch "The Crown". Season 9 is, I understand, under production now, and by no means is the story close to being over. Anyway, here's my King's Cup Hurri. I am going to need to do custom decals for it; a set is available in 1/48th scale, but not in 1/72nd. I mull thoughts of what the so called 'intelligent' computer program thinks of my poetry... as I continue to enjoy Ken's illustration - a tweaked photograph of me as Fearless Fighter Pilot. In

Real Life, the closest I come to aerial mayhem is flying 1/12th scale radio-control planes against the dreaded SRACs. (Snohomish RADIO Control club) The sky-based violence includes cuts and kills and crashes and mid-air... but through it all we stand together with our feet firmly on terra firma... except when it is time to go out and gather bits of balsa and foam structure, and - hopefully - all the expensive power and control units. That is exciting and dangerous enough for me!

Nearly a year left before Ken and Bruce are once again of lesser age, and I must put up with their Clever Digs. For now, just modeling my favorite planes will have to do!



(From Prez Notes - Page 1)

In other news, by the time we meet again in August, we will have all the stories and news from the IPMS National Convention, held from August 2nd through August 6th, in balmy San Marcos, TX. Jackie and I will join about a dozen or more other modelers from the various clubs in the area for a short week of pure modeling indulgence. And let us not forget the food and drink – *Texas Sized!* If you have not yet attended this annual event, I cannot recommend it more. Just visit the IPMS USA website for more information on the show this year.

[IPMS/USA Home Page | By Modelers... For Modelers \(ipmsusa.org\)](#)

[IPMS National Convention | Home \(nats2023.com\)](#)

Thanks, And Model On!

Eric

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.

July 8

August 12

September 9

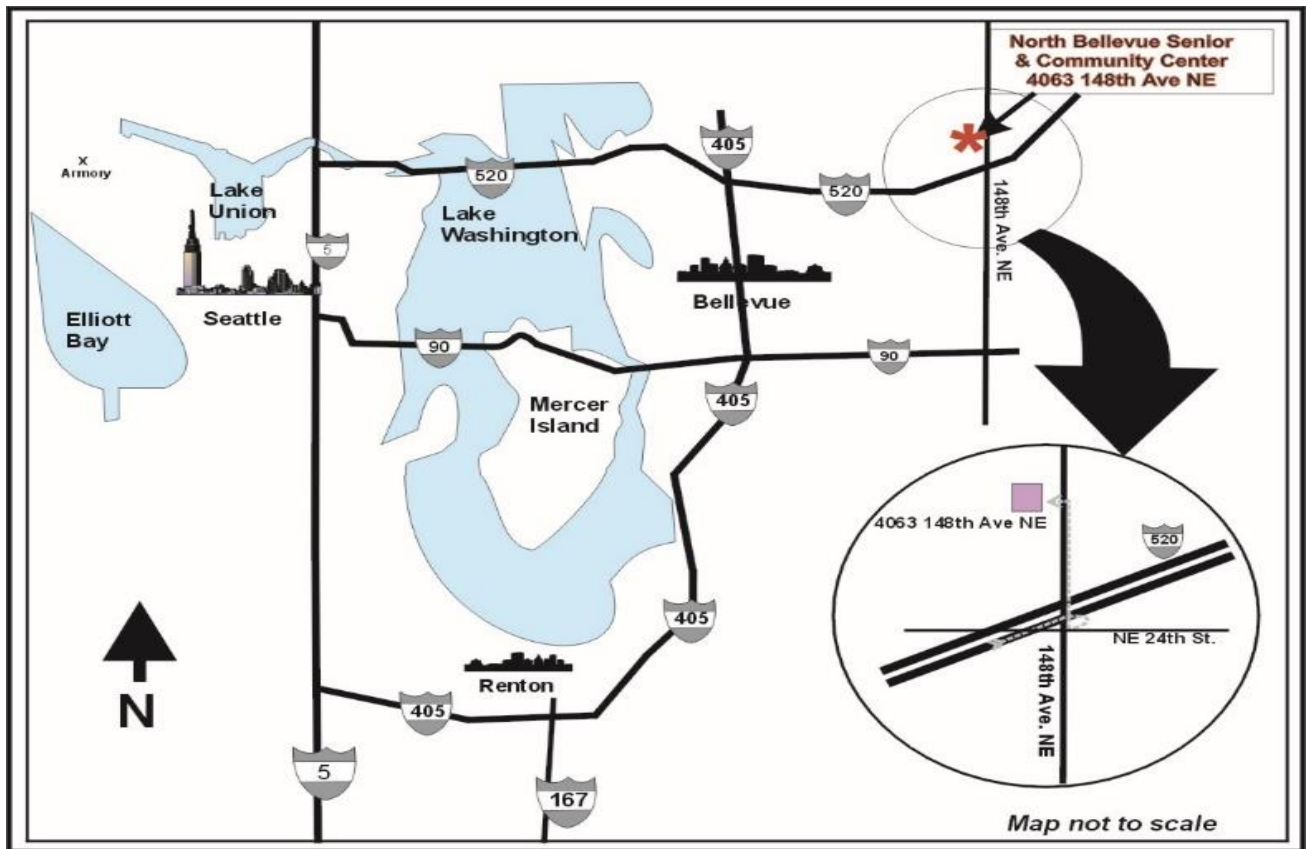
October 14

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

Next Meeting: July 8th – 10:30 AM to 1:30 PM

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

[North Bellevue Community Center | City of Bellevue \(bellevuewa.gov\)](#)



IPMS/USA MEMBERSHIP FORM

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

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

Payment Method: Check Money Order

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

PO Box 1411

Riverview, FL 33568-1411

Other Modeling from Around the Sound...

Local Shows Coming Up

A poster for the IPMS Boise Fall Model Contest and Show. The poster features a grid background with a silhouette of a model airplane. In the top left corner is the IPMS U.S.A. 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". Contact information includes "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 bulldog holding a model airplane.

 **IPMS BOISE Presents**
Fall Model Contest and Show
Saturday September 9th, 2023

Foothills Christian Church
9655 W State St / Hwy 44, Boise

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THE MAD DOG MODELERS

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 Has 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.