



**Our Hobby’s Seminal Event is Merely Days
Away!**

As I write this, we are only 13 days away from the biggest modeling show in our industry – the [IPMS Nationals](#), this year being held in Madison, Wisconsin. Except for the Telford, England show, I cannot think of any show in the world that is larger. The vendor room, for three days, is the largest hobby shop on the planet; this year with 96 vendors (so far). The display room will have thousands of the best models produced by talented modelers from around the world. There will be 65 seminars and 46 presentations, over three and a half days. Discounted bus tours will be offered to local museums, wineries, and other local highlights. A huge raffle is held over the entire show, as well as Make & Take sessions for the kids. The convention culminates with an awards ceremony and an excellent banquet.

But the Nationals is more than just a bunch of numbers. The group from Seattle always gathers for meals, outings, beer bashes, etc., making for many fond (and sometimes hilarious) memories. Many of us bring our significant others, who also find interesting things to do outside of the show. My wife Jackie is a big ‘Lazy River’ fan, and seeks out local waterparks, as well as wine tasting and general exploring. In fact, she already knows what she will be doing at NEXT year’s show in Virginia! The IPMS Nationals is truly an event not to miss.

I am looking forward to seeing some new products in action – mainly [AK Interactive’s new acrylic paint pens](#). I know they will be demonstrated at the show, and if they work as advertised, they will solve a lot of issues I have hand-painting detail and effecting hard-edge camouflage. Since some of the individual boxes contain colors that overlap, the only way to go at these is to buy the whole set! 😊 The colors are said to match perfectly with the (lacquer-based) Real Colors (RC) line, even though the product numbers are different. If this is so, then I can airbrush using the RC colors and clean things up (like tires on tank wheels, pioneer tools, wheel wells, etc.) using these pens. Every new product like this one can be found at the show – many times by the vendors themselves, at work-benches in the Vendor room.

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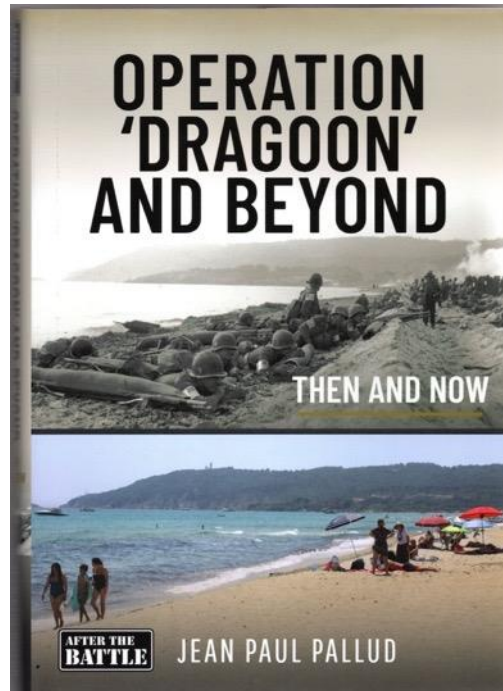


Seattle IPMS Website and Facebook Page

[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/)

Book Review: Operation 'Dragoon' and Beyond



By Bob LaBouy

Hope you understand if this review contains some insight into the [After The Battle](#) standard presentations. These books of which there are now over 86 issues (and this number does not count the WWI, Military, Aviation, Maritime or Ancient History books), each of which takes a photographic trip through each of the battles or campaigns named (e.g. Arnhem, Bastogne, Omaha Beach). These



publications take great pains to compare the war time photographs to modern day images of the same location, which in most cases still stand today. Most of these campaigns are available as eBooks, Audiobooks, DVDs, and the original magazines.

My interest stems from several aspects in my life, including my father who was a participant in several Pacific landings and invasions, South Korea and in Lebanon. My wife and I have also visited several of the cities in the [Alsace](#) including [Colmar](#) and [Mulhouse](#) and were especially pleased with Colmar. Not trying to take anything away [Rick Steves](#), but Colmar's population speaks French & German with ease and the town's physical layout is reasonably small, the local food is also a blend of both cultures as well.

This is a lengthy book with 296 pages, hundreds of all black and white images (with a few color images on the fly leaf cover. A fascinating series of pictures involve [PFC Audie Murphy](#) (pages 88-91) and later as a Lieutenant receiving

the Medal of Honor (pages 274-277) and his untimely death in 1977. One footnote to this later section, as he was not 'awarded' nor did he 'win' the MOH, but a 'recipient' of the Medal of Honor.



However, the real value of this book and photographs is in the photo images themselves and provides an extremely rich photographic record of this important invasion of France up through Loraine region into Germany. There is a fantastic collection of photos of

[Operation 'Dragon'](#) (on 15 August 1944) in the several significant segments covering the planning, the invasion itself. I am guessing that I have previously seen only a hand full of these images before the publication of this book. These include the Germans and the Allies. One could easily model diorama scenes from anyone of

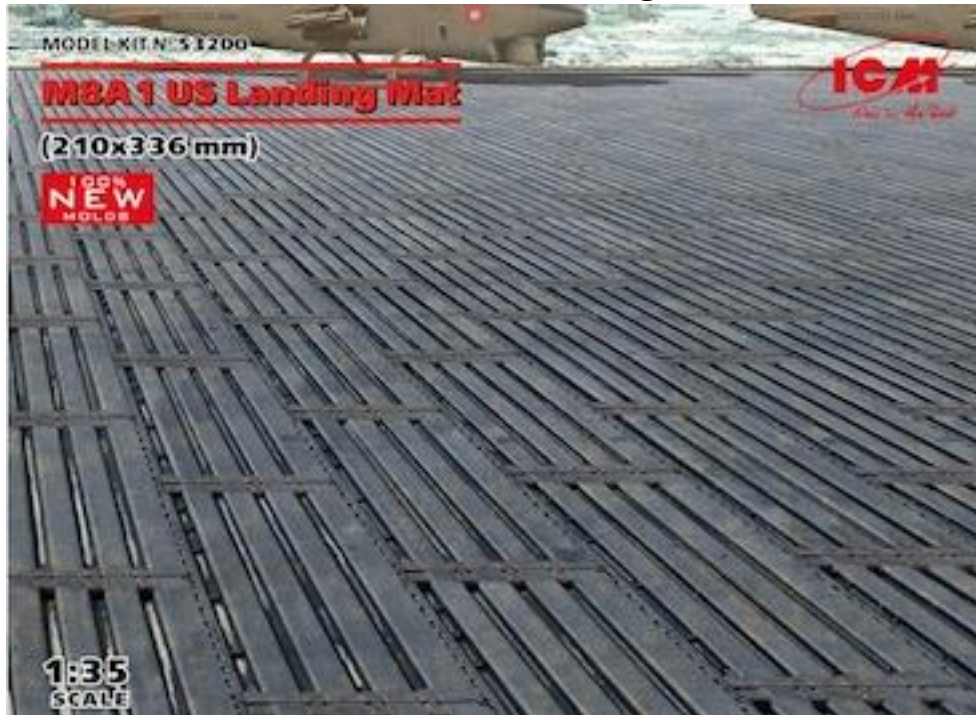
hundred plus images including several shots of the [L-4B Grasshoppers](#) used during and after the invasion. There are also many images of burnt out Allied and German tanks. I saw only a half dozen or so pages which are filled with text only.

Without hesitation I highly recommend this book for anyone interested in planning and invasion of Southern France and the ensuing hard-fought battles,

eventually reaching Germany.



M8A1 US Landing Mat



By Bob LaBouy

From ICM's notes:

M8A1 US Landing Mat

"To quickly build temporary runways, US engineering services built various options for the airfield. Aerodrome steel plates were M8A1 used in the Vietnam War in the second half of the 1960s and early 1970s and were installed by engineering units of the US Army. Plates were connected to each other either staggered or in a row and allowed to build either separate small sites or airfields of impressive size. Most often, such coatings were used in army aviation. Various aircraft could be based on the sites created in this way, for example, combat helicopters AN-1Q Cobra, light attack aircraft, and observation aircraft OV-10A Bronco or O-2 Skymaster. Also, on such sites were operated well-known B-26K Counter Invader."

The Build

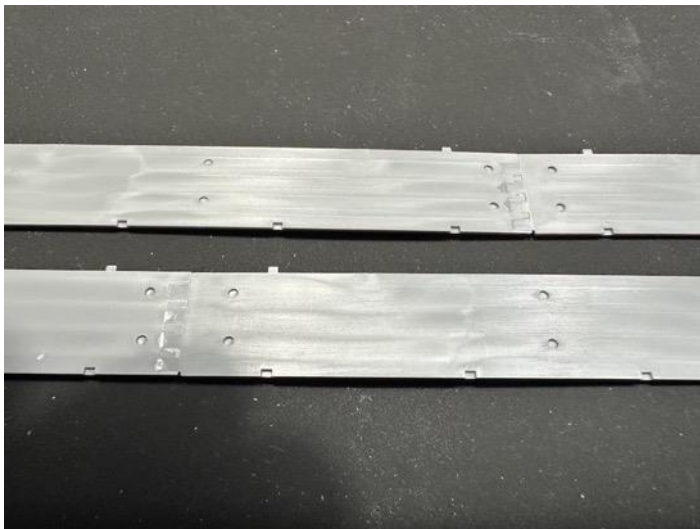
As you initially open this ICM kit box I am always with their 'double' boxes, the first with the cover image depicting a drawing of the matting and the second inner box which assume is intended a protective shell around the kit itself. The instruction sheet basic instructions for building the PSP sections and nice two-page color chart illustrating the ICM colors.

You then see four sprue trees, each which contains twelve individual sections of the PCP (pierced steel planking) or 'Marston mat' as it was often called. You'll quickly notice that instructions are illustrated with images of quarter scale models of both the CH-54 Flying Crane and the AH-1G Cobra. These two illustrations also provide typical layouts for a display or diorama.

I also need to point out that these PSP sections are not those with the large circular open holes (illustrated below). These PSP sections contain small slits in each of rows where the rain or other run-off

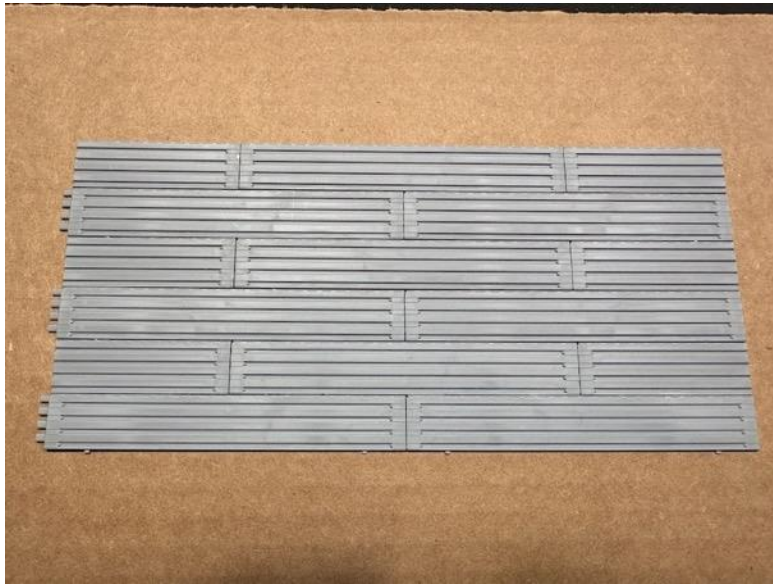


drains away; those were known simply as the M8 landing mats.



While these M8 landing mats were originally manufactured in two small plants by wars end that numbered had grown to twenty-nine, in which over 180,000,000 square feet (some 477,000 tons) had been produced.

This kit of the newer M8A1 runway matting is easy to construct as the required sections individual go together like a charm. There four interlocking pins on each end piece and once you've constructed the first section you will



understand the interlocking method and find it both logical and easy. I hope this makes sense with the few images attached.

Painting

My approach to the constructing and painting of this section of M8A1 matting was quite simple: (1) I used my constant companion, Tamiya Extra Thin Cement #87038 (not the lime-colored top); (2) Alclad's Aqua Gloss Clear # ALC 500; (3) I primed the matt section using Tamiya Fine Surface Primer (light gray) # 87064; and (4) for the paint, AK Real Color

USMC Sand (FS 33711) #RC 228. (5) For my wash I chose Vallejo European Dust # 76-5231; (6) For my overall final finish I used Testors Dullcoat Lacquer #1160.

Some wag is going say “desert color”? Yes, as you’ll learn, after constant desert engagements over a 30+ years we learned to have one side green camouflage and the other side in a desert color. To please both sides of the house, I also painted a section in the camouflage color, using Olive Drab – Faded, AK Real Color #RC 025.

The History of Marston Matting

For a much more in-depth look at the fascinating history of the Marston matting, I refer you as modelers to the following websites for more historical background information:

[Marston Matting](#)

[Air & Space Forces Magazine](#)

[Pierced Steel Planking](#)

[Marsden Matting](#)

Conclusion

I wholeheartedly recommend this kit. As I have reviewed several ICM kits and find them to demonstrate high degree of accuracy, it is not surprising that I find this small kit not only interesting because of the subject matter and very accurate. I strongly urge you to tackle this small kit—whether you’re building an armor piece or and aircraft.

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AFV Club M110 8-Inch Self-Propelled Gun

U.S. ARMY M110 HOWITZER

8 inch (203 mm) M110 self-propelled howitzer

- 全新開模 M110 自走榴彈砲。
- 履帶及鞍架實軍火貼紙。
- 完全新造開模的 M110 自走榴彈砲。
- ベトナム戦争及びアメリカ在欧陸軍用アケール付属。
- Completely new tooling M110 SPG Model.
- Markings for U.S. Army in Vietnam War and Europe service.



AFV CLUB
1/35 SCALE
AF35110



米国 M110 203mm 自走榴彈砲 / 美國 M110 203mm 自走砲

By Rick Taylor

Introduction

In the 1950's the US Army fielded equipment that could survive and fight on a nuclear battlefield. The Army quickly discovered the downside of that nuclear survivability – mobility. The Army pivoted to prioritizing strategic mobility over survivability and the [M110 203mm Self-Propelled Gun](#) and the [M107 175mm Self-Propelled Howitzer](#) were conceived. The two weapons shared an aluminum alloy hull, automotives, recoil system and fire-control.

The M110 was manufactured by [Pacific Car and Foundry](#) (Paccar) and was introduced in 1962. It featured an open top, aluminum hull with a large spade in the rear to transfer recoil energy to the soil. The M110 carried only two rounds of ammunition, the remaining rounds being carried on an M548 ammunition carrier that was paired with each gun. Due to the weight of the ammunition, a hydraulic loader-rammer would swing to the rear and lift a projectile from the back of the M548, into the breach, and ram it into the chamber. Once the projectile was rammed, the load-rammer was swung to the side. Five of the thirteen-man crew rode on the M110 with the remaining crew in the M548.

The M110 was a heavy artillery weapon that was used in the general support, counterbattery, and suppression of enemy air defense (SEAD) roles. The M110 with its 205-pound projectile was renowned for its accuracy and heavy punch. It was intended to employ shoot and scoot tactics to avoid enemy counterbattery fire and could be emplaced and ready to fire in eight minutes. The M110 was exported to several countries and fought in Vietnam, various Arab-Israeli conflicts, and the Gulf War war. The US Army and Marines converted their M110s to M110A2s in the late 1970s by swapping out the barrels for the extended range 203mm tube.

Review

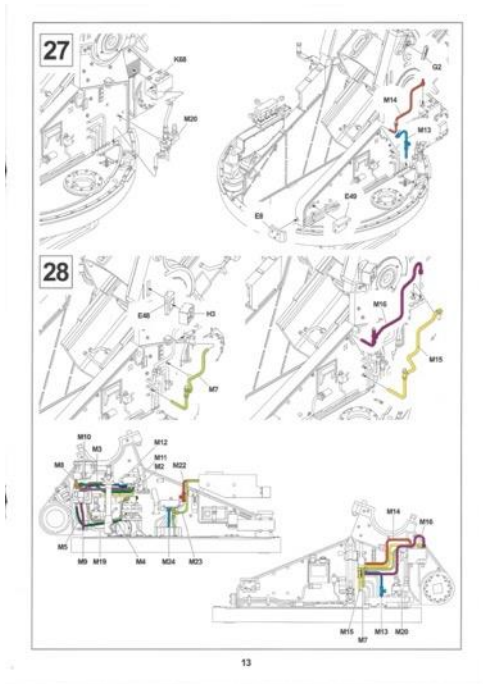
Prior to this release, the only option for the M110 was the 1988 vintage Italeri kit or its Revell re-boxing. The Italeri kit was great in its day, but lacks the detail expected by today's modeler. With this kit, AFV Club delivers a 21st century experience and results. The parts count tells the story of the kits. While both kits have rubber band tracks, the Italeri kit contains fewer than 200 parts and the AFV Club kit is over 600. Like the real article, the [AFV Club M110](#) kit only varies from their M107 kit in the tube and ammunition. All but two sprues, decals, and instructions and box art are shared with the excellent AFV Club M107 kit.



The kit features a simplified but adequate drivers' compartment which can only be viewed from the driver's hatch. The bottom of the turret well is nicely detailed containing a maze of hydraulic lines. The five-piece road wheels are a big improvement in accuracy over the simplified Italeri ones. The Italeri kit reduced and simplified the extensive hydraulics on the carriage to a molded-on two-dimensional

caricature. AFV Club has dedicated one full sprue to individually molded hydraulic lines for the carriage. The loader-rammer on the Italeri kit was undersized and oversimplified. AFV Club produced a far more accurate and detailed loader-rammer with its own vinyl sprue of hydraulic hoses that is movable from stowed to lifting to ramming positions. AFV Club thoughtfully includes a turned aluminum. The breechblock can be depicted open or closed and is finely detailed. The multi-part panoramic telescope (pantel) and quadrant sights are exquisite. The spade is workable and can be posed from locked for travel to dug in and it includes all of the brackets and OVM tools on the backside. Like the AFV Club M107, towed 8-inch, and towed Long Tom, the workable equilibrators feature brass tubing for the sleeve. A good assortment of artillery tools and implements are included. The items that I measured were dimensionally accurate and look right. The only details that jump out at me as wrong are trivial – missing bottom seat cushions, and fuel cans instead of water cans for water to swab the breech and chamber between rounds. You will also have to add the wiring for the intercom system.

The kit comes in a two-part box that is designed to survive the long trip from Taiwan. The box art is pleasing and a copy suitable for framing is included in the box.



The instructions are a 24-page booklet breaking the build into 44 steps. The instructions include paint call outs for GSI Creos, Humbrol, Vallejo, and Lifecolor. The instructions are clear and easy to follow for an experienced modeler. The only error/omission that I noted in the instructions is that step 20 is missing glue instructions. The brass tube N should be attached to F38 with CA. No glue should be used on part F38 when attaching it to the cradle. The instructions for the detailed hydraulics are impressive and show the placement of each color-coded hydraulic line. In addition, they show an elevation of each side with the color-coded lines to help the modeler visualize the part placement. The instructions include two pages of painting and decaling instructions. Decals allow for five US Army weapons in Europe and Vietnam.

The kit consists of eighteen olive drab sprues, one clear sprue, three sprues of poly caps, one sprue of vinyl hoses,

two brass tubes for the equilibrators, a PE fret, rubber band tracks, and string for the tow cable totaling over 600 parts. All but two sprues are shared with AFV Club's M107 and M110A2 kit and others. With this many shared sprues, duplicated spruce letters are common. If you can't find that part, look for the other sprue K or E or I or N.



Sprue and part count break out:

- A – 15 parts upper hull
- B – 29 parts (x2) road wheels
- C – 2 parts hull tub and top deck
- D – 3 parts rear barrel (M110 only)
- E – 56 parts cradle and lower carriage
- E – 34 parts OVM tools (M113A1)
- F – 55 parts (x2) details
- G – 32 parts Photoetch
- H – 21 parts (x2) details
- I – 48 parts drivers compartment and turret well
- I – 6 parts (x3) poly caps for the road wheels (WC51)
- J – 1 part decals (M110 only)
- K – 75 parts spade and loader-rammer
- K – 19 parts (x2) gas cans, holder, and pour spout (M54A2)
- L – 1 part turned metal barrel (M1A1)
- M – 27 parts hydraulic hoses
- N – 16 parts clear parts – lights and periscopes
- N – 2 parts brass tube for equilibrators (M1A1 Long Tom)
- O – 9 parts vinyl hydraulic hoses
- T – 2 parts rubber band tracks

The parts look great – no flash, crispy molded, plenty of detail. Typical of AFV Club there are lots of tiny parts. Personally, I love the detail provided by the army of tiny parts. You will need good tweezers and one of the high-end single cut sprue nippers like a [GodHand](#) to be successful with the small, delicate parts. What most impresses me are the two sprues of hydraulic hoses: one molded in styrene for the lines on the lower carriage, and one molded in vinyl for the loader-rammer. These are, however, a bit tricky to install. Only



remove them from the sprue when ready to install and test fit them carefully to ensure proper placement. For the vinyl hoses it is best to glue one end at a time and let the glue cure thoroughly before gluing the other end. The rubber band tracks look fine; but AFV Club does offer individual link tracks as a separately purchased option. They also offer an excellent set of 8-Inch ammunition as an option.



The kit does open opportunities for aftermarket. A more comprehensive photoetch set with the top engine grate, water can holders, projectile holders, and rifle racks would be welcome. The M110 had extensive stenciling (~50 stencils) and placards/data plates (~20) that provide opportunities for whoever steps into the breach to replace Archer.

Crews loved to name and decorate that big tube providing opportunities for folks like Star and Echelon to produce decal sets. AFV Club and R Model both make individual link tracks for the M110. If you are not satisfied with the kit drivers' compartment, 3D in Scale offers a wonderfully detailed 3D printed drivers compartment on [Shapeways Marketplace](#).

This was designed for the Italeri kit but should fit with a bit of work.





I built mine almost out of the box. I added AFV Club's T132E1 Workable Track part number AF35332 and ammunition from AFV Club AF35017 155mm 203mm Howitzer Round & Stowage Case set. I commissioned Mike Blackwell to create a set of stencils and placards to add that bit of realism. I finished the model using Tamiya and AK RealColor paints and used AK's enamel weathering products. I chose to use the kit decals for D-19 "MT St Helen" of the 1st Battalion, 84th Field Artillery. This howitzer was photographed both at Ft Lewis WA and at Fire Base Bearcat in Vietnam in 1967.

Conclusion

AFV Club has done an outstanding job of creating a detailed and accurate kit of the M110. The parts count is on the high end even without individual link tracks. While the individually molded styrene and vinyl hydraulic cables add realism, they are delicate and require care and patience to clean and install. This is not a kit for the ham-fisted assembler. This is a large, impressive piece and is a good addition to your Vietnam era collection.



In Our Own Backyard:

Part Two: South Cascades and Blue Glacier

By Norm Filer

Part two occurred a few years later in 1957 when the U.S. Geological Survey became interested in the [South Cascade Glacier](#). The South Cascade is a relatively small Glacier located about seventy-five miles northeast of Seattle. It is surrounded by steep rocky, mountains that rise to about 8300 ft. There is a small lake at the foot of the glacier.

A small cabin had been constructed on the glacier and a gauging hut on the shore of the lake. For several years a small Bell 47 helicopter was used for absolutely essentials, but that was expensive and really could only accommodate very small loads.

For several years a local operator, not Kenmore, used a small [Aeronca Champ](#) to service the camp, but he was killed in a crash near Port Angeles. After a season of trying to supply the glacier team via a long difficult trail, the requirement led to Kenmore Air.



By this time the two big Norsmans were gone, and Kenmore had acquired their first [De Havilland Beavers](#). In many ways the Beaver was a smaller more modern version of the Norsman, all metal construction, more modern and much better equipped, and much better performance. Perhaps most important was the R-985 engine, the big R-1340 in the Norsman ate fuel like it was popcorn.

After a long study of the surrounding area and much study of the performance charts provided with the airplane, it was decided to go up there and try to land on the small lake at the base of the glacier.



There was only one way in, with no possibility of a go around. Once on final approach it was either land or crash. The way out was the same as the way in. The test landing was a success and regular supply flights started.

After a season of successful operations Munro started thinking about actual operations off the glacier itself. After a couple test runs operations shifted to the glacier itself. This eliminated the long difficult hauling of supplies from the lake up to the cabin alongside the glacier.

Over the life of this contract there was only one minor accident. Bob Munro, who flew every one of the flights to the glacier as he considered it too dangerous to ask his employees to do it, undershot his approach to the glacier and struck an ice hump, slightly bending a forward float strut.

To Be Continued.....



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One Method To Create 1/25th Scale Emergency Police Lights

By John DeRosia

I have been working on scratch building a HUGE [OshKosh P-15 Emergency Airport Crash](#) truck. Why? Because there is no kit of it and I have had this on my mental list for a long time. I'm now a little bit more experienced in scratch building than when I was 8 years old...LOL LOL!!! Remember heating a sewing needle to make a hole in plastic? Advanced stuff back then!! Anyway...

A lot of the truck is nothing more than my famous 'For Sale Sign' type plastic. I'm coming to the end of the build and needed four (4) of the round emergency rotating lights for the top of the roof. The web source I used to get 1/25th scale police lights from are no longer there. Others I did find were too expensive for me. Meaning I didn't want to spend the money on them – that's all.

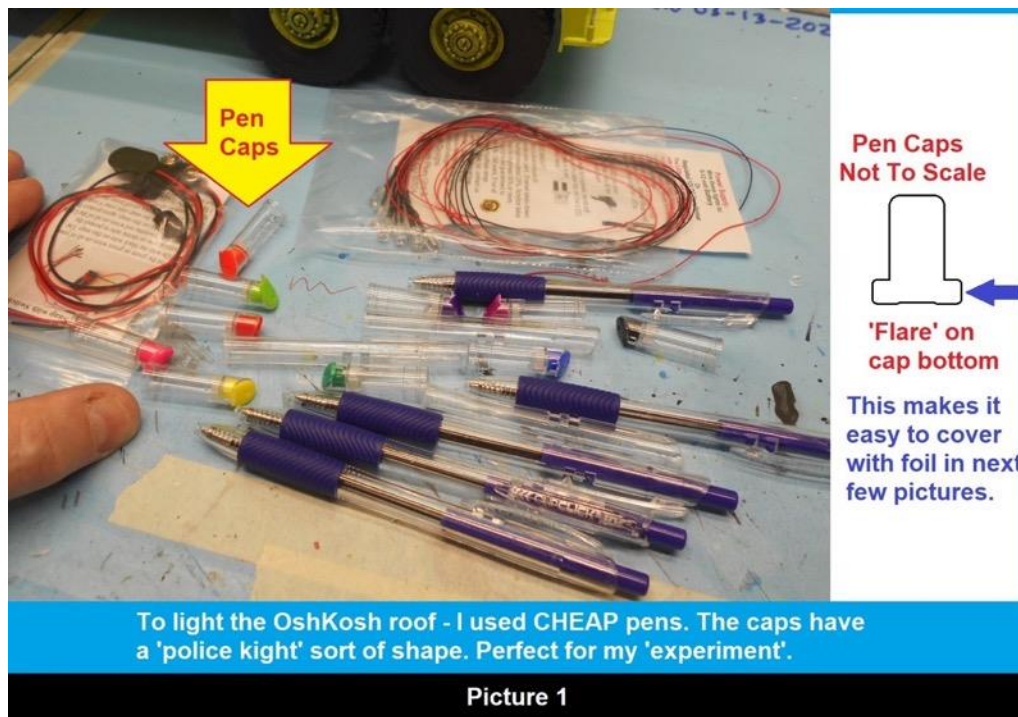
So, after thinking about it, I set out to find something clear and about .25 inches in diameter. Finally, walking through a local store one day made my eyes focus on cheap clear ink pens. Most pens are sided (like the Pentagon) – but the caps were perfectly rounded. Voila!! – I found my solution.

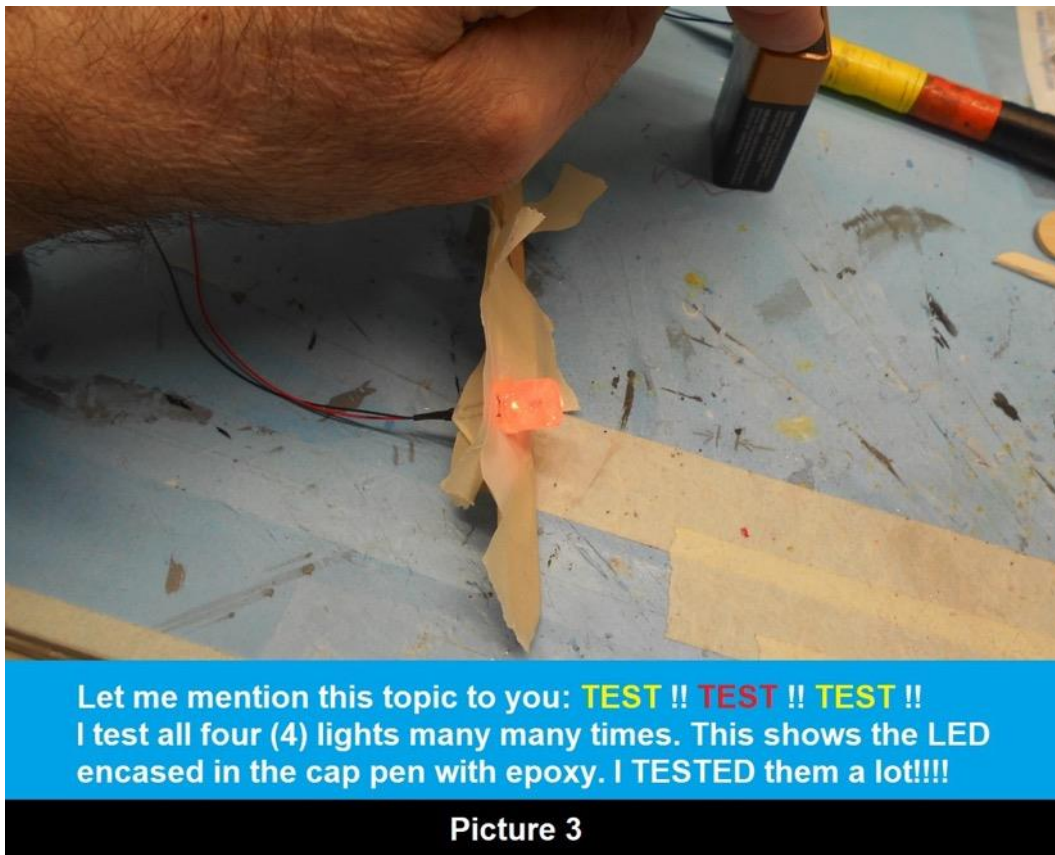
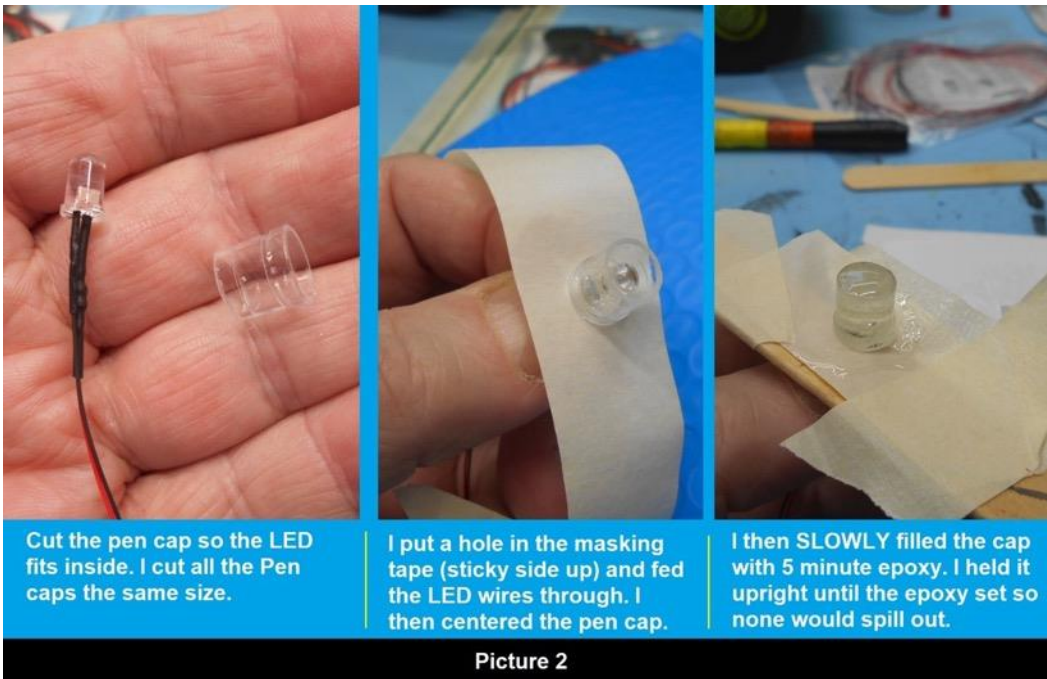
I bought 3 packs of 10 each – and yet only needed four (4) lights! LOL...but the price is right and I have a few 'extras' for the future.

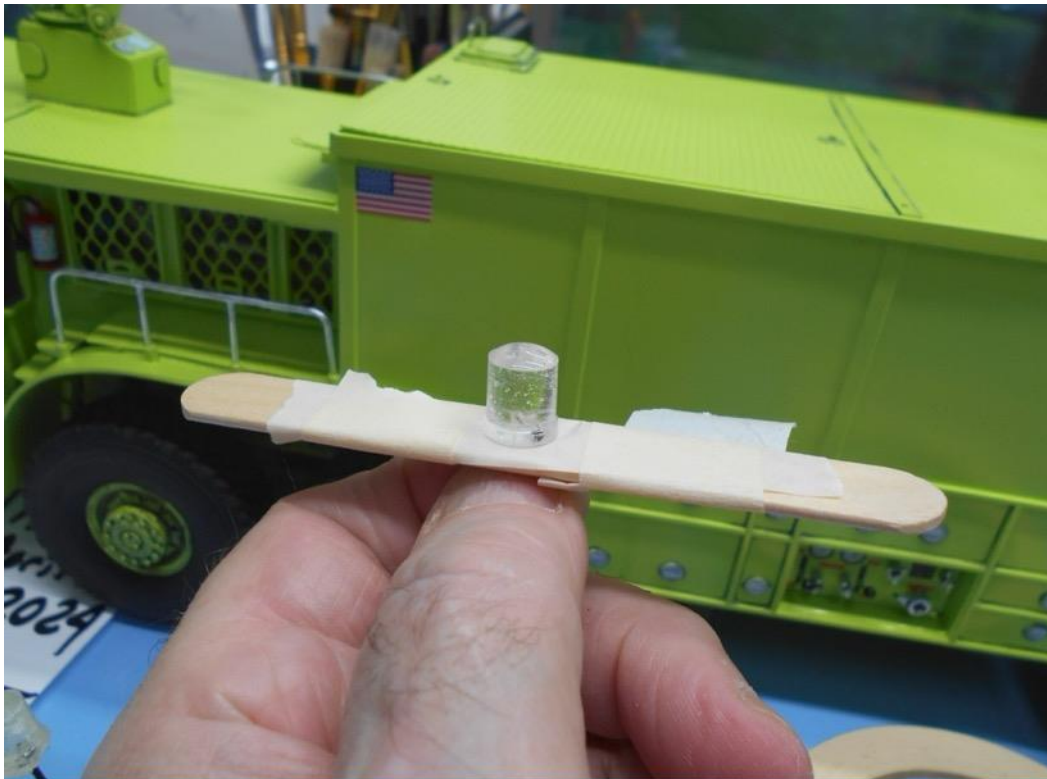
If you need 'round' emergency lights in the future, this method may work for you. I used blinking LED lights in each round light and they work and look great.

I'm going to let the pictures do the 'talking for me'. (Picture 1 thru 9 are in order of my steps)

Remember- modeling is fun! You can be creative and have tons of fun to boot!

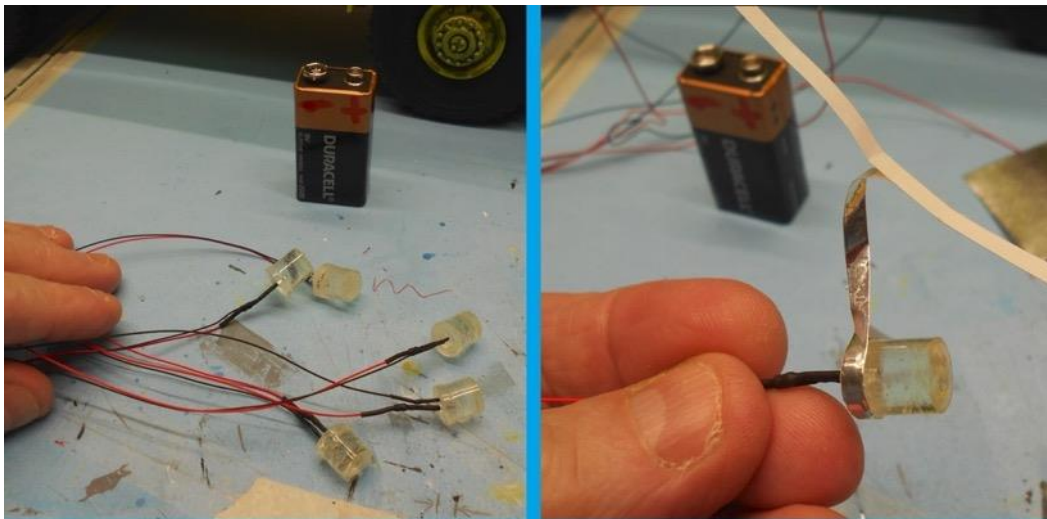






Let me also mention that I added enough epoxy in each light to create a very slight 'curve' on the top so it is not flat. Purely for looks??

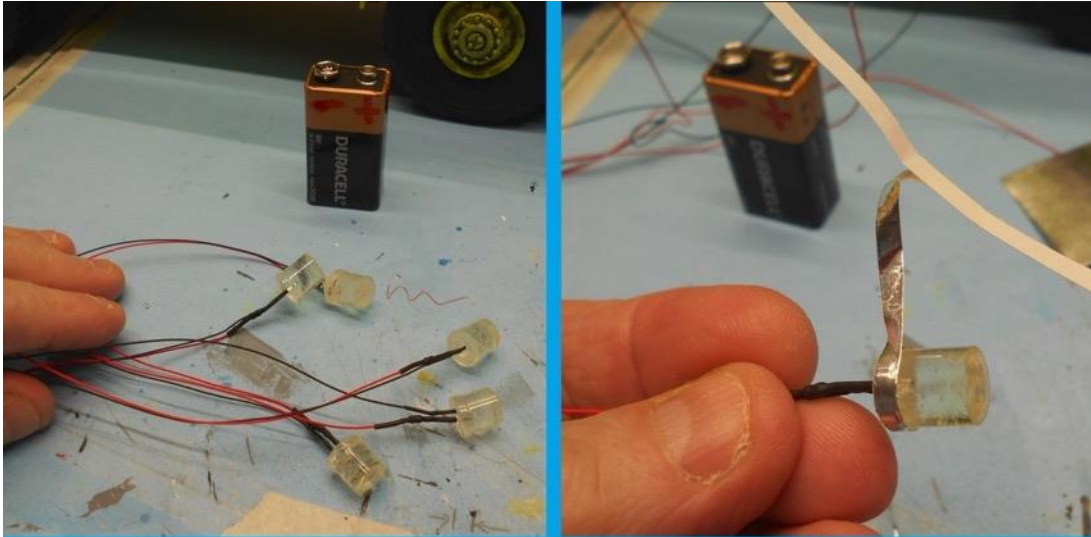
Picture 4



The lights are ready to complete and install. I made one extra 'just in case'. I only need four (4) for the roof.

I used aluminum foil (any kind you have works!) to outline the 'bottom' of each light.

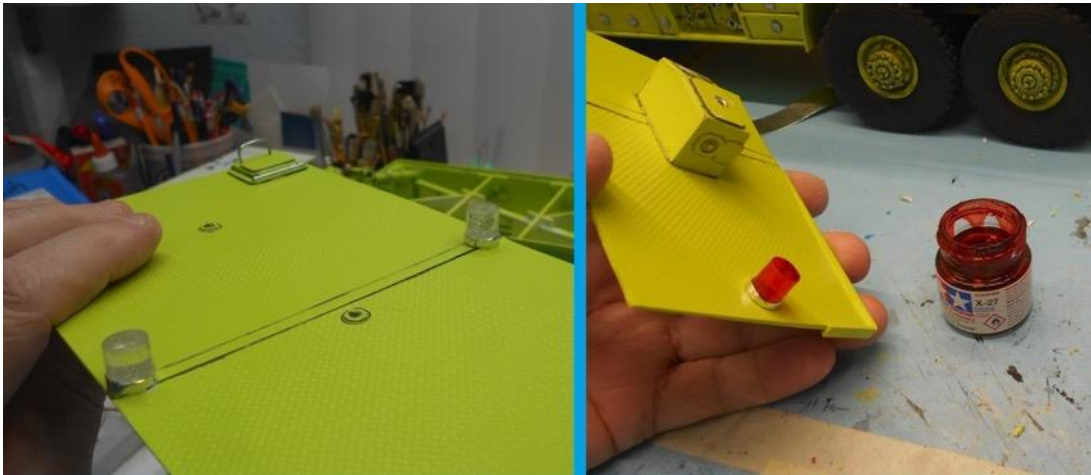
Picture 5



The lights are ready to complete and install. I made one extra 'just in case'. I only need four (4) for the roof.

I used aluminum foil (any kind you have works!) to outline the 'bottom' of each light.

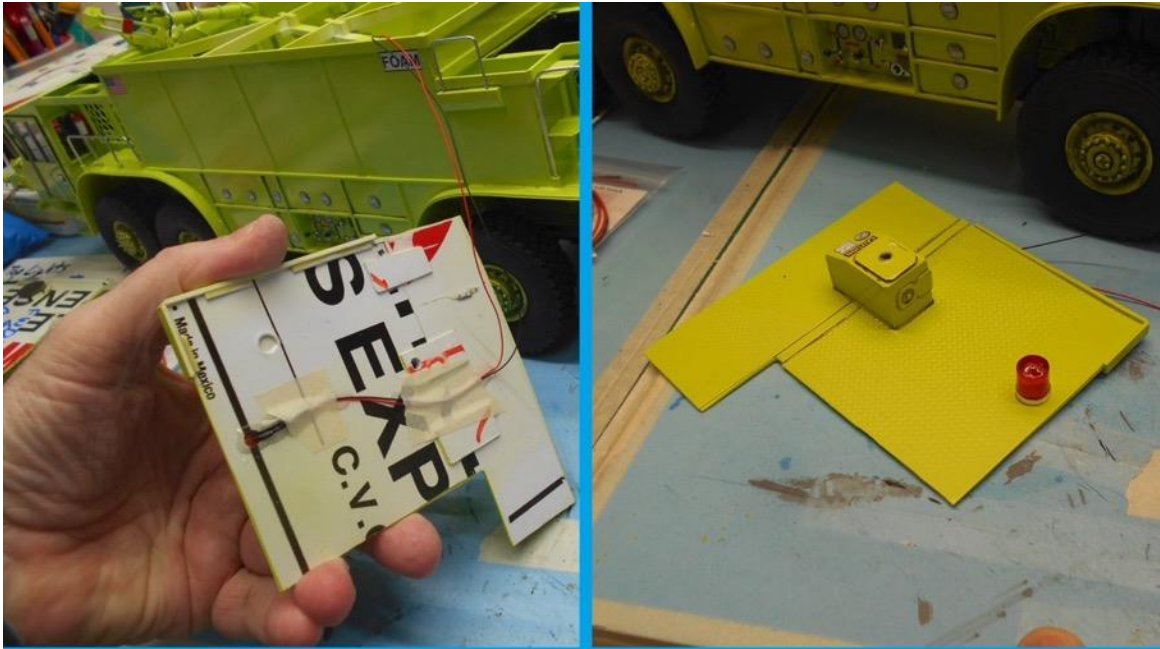
Picture 5



I drilled holes in the roof and epoxied the lights and wires from underneath. Check clearances underneath if needed.

I used Clear Red to paint the lights. Perfect combination! They even look like police lights!

Picture 6



Simple installation. Professional look!

Picture 7



The four roof lights are now installed.

Picture 8



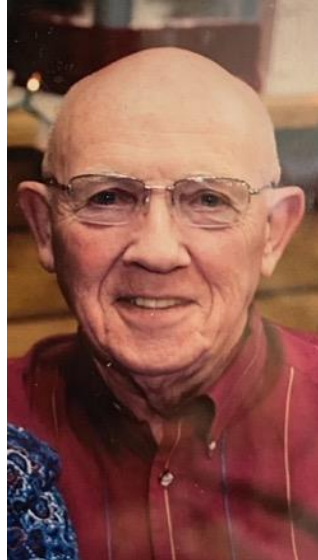
Did I mention **TESTING**? LOL!! They all work, they all blink at different times, and add a cool visual to the truck. Progress thru April 21, 2024.

Picture 9

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In Memoriam

William L. Osborn (Ozzie, Water Line Zero)



Bill passed away on June 10th. He was one of our early members and regularly attended our monthly meetings. He last attended our April meeting.

Bill was one of those valuable guys that was always there to help at Spring Shows and step up to do whatever needed doing. Didn't have much interest in being a leader, but you could depend on him showing up and doing whatever needed doing.

I met Bill shortly after I moved back to the Seattle area after graduating from college in 1965. As usual it was a Saturday, and I was out exploring the local hobby shops. I first moved here in 1962 and probably knew where every hobby shop in the Puget Sound area was. I left in 1963 to finish my education and was looking forward to getting reacquainted with the older ones and discovering the new ones.

I walked into a small family run shop probably only a few doors away from where Emil now hangs his hat, and as I was surveying the plastic inventory. I noticed another guy doing the same. It is probably a bit hard to imagine today, but that really is how our IPMS Seattle got started. Saturday morning encounters at some local hobby shop, start of an exchange of modelling interests that usually ended up with a visit to someone's home, and a new friend and probably another member.

Bill and I lived just a few blocks apart, and my wife had a rule that family introductions usually followed shortly after that first visit. Bill and Audrey, and their two girls, Laura and Robin quickly became a part of our growing IPMS family friends. Most of us had a lot in common besides modeling. new jobs, new wives, starting families etc.

Bill was a Korean War Vet, a Boeing employee and worked in the Model Shop. His skills led to a modeling interest that tended toward the more obscure and difficult the better. Usually, the finished product looked like he had started with a Tamiya kit. His display case was full of 1/72nd aircraft models that most of us wouldn't ever recognize or know that a kit (??) even existed.

I guess I need to add Bill's name to an ever-growing list of IPMS and close family friends that are no longer with us. I will miss him.

(Note: the Water Line Zero is an Engineering drawing term for a basic reference line. It is often abbreviated to WLO. The same as his initials. Working in model ship would not have taken long to see the match.)

Norm Filer

Editor's Note: We received this from Bill's daughter: "Dad's service will be August 8th at 10:30, Tahoma National Cemetery, with a reception to follow, but we don't have any details for that quite yet." For more information, please contact her at: robinjb8992@gmail.com

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Another highlight for me is the explosion in 3D-printed products, becoming more and more affordable as more vendors compete for our dollars. After-market track for armored vehicles used to come at the nose-bleed price point of \$50-\$60. Now, 3D printed track can be found for as low as \$17-\$25 a set. Still high, but showing a positive trend for us armor dudes.

Older books and magazine back-issues, throwbacks to an earlier time, are heavily discounted – especially in the last hours of the show (no one wants to bring that stuff back home!). My favorite magazine, '[Military Miniatures in Review](#)' can often be picked up for \$2 a copy at the Nats. And then there is the 'Tool Guy' and the 'Knife Guy,' to hit up for the more exotic stuff that you cannot find at local hobby shops.

The seminars are sometimes the highlight of a given day – some with hands-on opportunities to try out new techniques and products. I am not a ship guy, but I recall one seminar at the last Nats I attended that demonstrated a brand-new way to deal with fiddly photo-etch using small blocks of plastic for support – a modeling epiphany for me. He was talking about radar masts on the USS Missouri, and I was 'seeing' pioneer tool clasps on German tanks. You just never know what you will discover at the Nats.

If meeting your personal mentors and other 'celebrities' in our industry is a thing for you, many of them will be in attendance – Andy (from [Andy's Hobby Headquarters](#)), Brandon Lowe ([Squadron](#)), Werner Floyd, Chris Bucholtz (IPMS Journal), etc., etc. and believe it or not, they don't walk on water - they are actually regular modelers just like us. Who knew!

Some of my most treasured memories of the Nats involve gathering together as a group in someone's hotel room at the venue, grabbing a beer from the ice-filled sink, and marveling at everyone's purchases of the day. Or dining out at a big table at a steak house, wondering what Woody will order and *attempt* to eat! Or listening to Daniel Carey try to sing an Irish ditty in full brogue (and mostly off key) after a few too many beers!

If you are not coming to the IPMS Nationals this year, I sincerely hope you can find a way to come next year. It will be an event you will fondly remember for a very long time!

I hope to see everyone at this Saturday's general meeting – and until then, Model On!

Eric

Other Modeling from Around the Sound...

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.

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ZOOM!

During (and since) the Pandemic, modelers from all over have been meeting online via Zoom sessions. Between our two local clubs, (IPMS and NWSM), the TNI group, the Galaxy Exiles, plus IPMS clubs in Oregon, there are Zoom meetings just about every night. These sessions are joined by other modelers from across the country, as well as overseas – I think St. Petersburg is the farthest way? These are less meetings than simply build sessions where we share ideas, techniques, etc. – like a bunch of little old modeling ladies. [We discuss our current projects, how to solve modeling problems, new techniques, tools, paints, and kits.](#) We try to keep politics and religion out of the conversations, and that really makes the sessions fun and relaxing. These Zoom sessions are open to everyone. The Monday/Wednesday/Thursday sessions normally have between 8 and 15 attendees at any given time, and the big (Thursday) build sessions last 7 hours (2pm through 9:00pm). Modelers come and go, break for dinner, or to walk the dog, etc. The build sessions continue in the background, allowing modelers to join at their convenience.

A lot of modelers with a [wealth of experience who can help solve just about any model-related issue.](#) And a great group of people!

Joining a Zoom session takes a single click of a mouse, once you are all set up. First, it is recommended that you download a free copy of Zoom and install it on your device first. Having a local copy is not required but makes everything a little easier to use. Once that is done, all you need is a very basic setup that includes camera, microphone, and speakers (normally all built-in, especially with newer devices). Then just click on one of the links below!

Mondays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Tuesdays: Salem, OR IPMS 6pm – 10pm [LINK](#)

Wednesdays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Thursdays: Seattle. WA IPMS 2pm – 9pm [LINK](#)

Albany, OR IPMS - Odd-numbered Thursdays (i.e., 1st, 3rd, and 5th) from 6pm - 10pm. [LINK](#)

Saturdays: Salem, OR IPMS 6pm – 10pm. [LINK](#)

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Upcoming Meeting Dates

The IPMS Seattle 2024 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 13, 2024

August 10, 2024

September 14, 2024

October 12, 2024

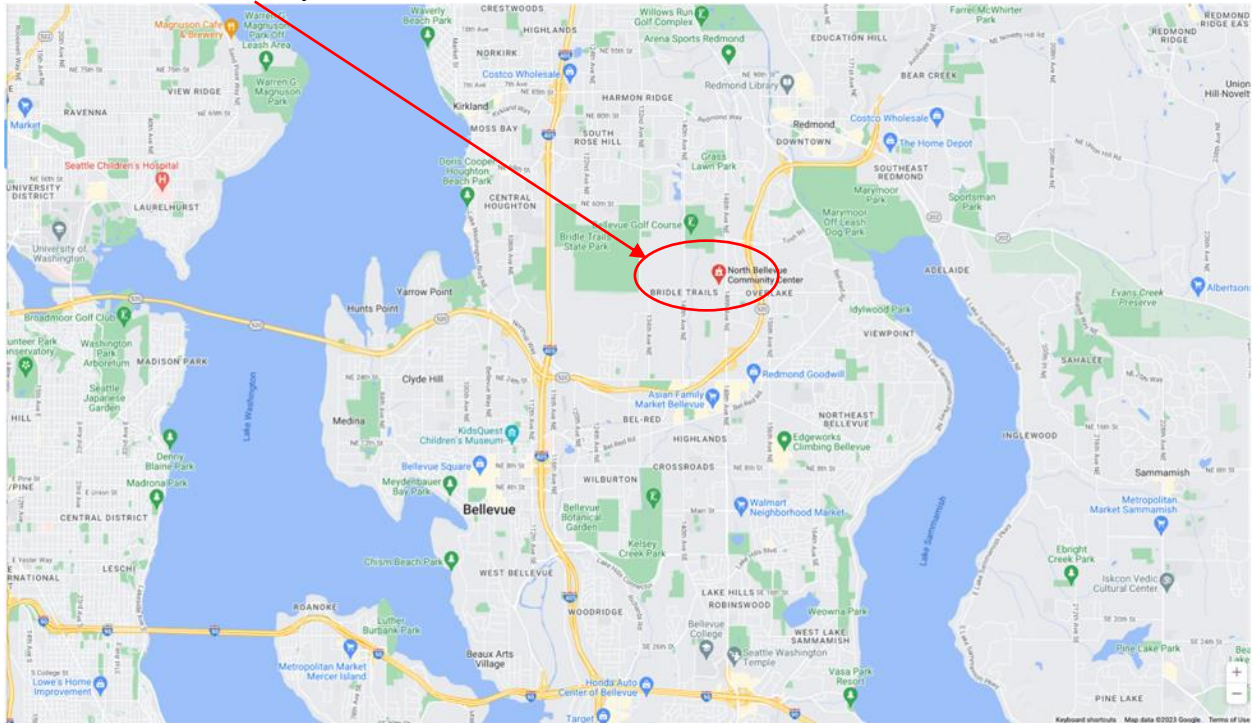
Next Meeting: July 13, 2024– 10:30 AM to 1:30 PM

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.

Model Paint Solutions (<https://modelpaintsol.com/>)

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