

Revisiting Pigments

Last month we were winding up the Spring Show, publishing the results in record time. This month we are back to doing deeper dives into modeling technique – so let's take another look at using pigments to elevate your projects, perhaps in a different way.

These days you can find colored pigments in a variety of forms. The kind I will be talking about include purpose-made modeling pigments produced by manufacturers such as Mig, AK Interactive, Vallejo, and Uschi, among others. I will also talk about using artists pastels, which can be carefully scraped to produce slightly oily powders – different from their younger cousins, mentioned above.

Many modelers have used pigments to add dust and rust to the surfaces of models, oily exhaust and grime to aircraft, and to detail wheels and track that have been rolling around on dirty surfaces. These are applications that you can find information on almost anywhere, including previous articles written by myself and/or other members of our club.

I want to talk about changing the color and hue of a finished model – much like using filters. I came across this technique out of necessity – I had a completed build that was simply too dark and I needed a way to lighten things up without adding yet another layer of paint (as in a filter).

But before we get to that, let me show you what I use when I work with pigments – which can get very messy, very quickly! First – I went down to Ben Franklin's and picked up a couple of cheap trays that have a dozen round tubs for holding powders, surrounding three separate flat spots that hold pastel sticks – perfect for my needs! Better yet, it turns out that these trays fit perfectly into old cigar boxes that I bought for a couple bucks at a smoke shop. Snap. I apply my pigments using several kinds of old brushes, and over a glass surface.



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The smooth glass can be easily cleaned afterwards – and this is important – pigments can make a mess, and depending on what they touch; even a permanent mess. Glass also helps in the recovery of the powder, if desired. I have a large, purpose-made, table-top glass surface that I can move into position when I need it, and away when I don't.



OK – so we're geared up and ready to go. I have three builds that were too dark when I was finished with them, and I used pigments to change their overall finish – lightening the surfaces up until I had what I wanted. Two of these three builds placed at the latest Spring Show so I thought maybe I was on to something!

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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/)

The Historic Sabres of Alberta

By Jim Bates

Three of the most historic F-86 airframes are on display in Alberta, Canada.



The first is the one and only Sabre 3. The first F-86 built with an Orenda engine, it served with Canadair, the RCAF, and was a movie star ("The Last Chase" (1981)). But its most famous turn was as the aircraft in which Jacqueline Cochran set a world speed record in 1953 and also became the first woman to break the sound barrier. It is currently on display at the [Reynolds-Alberta Museum](#) in [Wetaskawin](#).

The second aircraft is Canadair Sabre 1. Basically, a F-86A assembled in Canada, it was the first of a long line (1,815) of Canadair built Sabres. 19101 first flew in 1950. A few days after its first flight, it went supersonic as the first Canadian built aircraft to do so. Used by Canadair and the RCAF for many test projects, it now is on display at the [Alberta Aviation Museum](#) in [Edmonton](#).



The third aircraft is the most frustrating. Pretending to be just another RCAF Sabre is the second production F-86 built as P-86 47-606. The aircraft was assigned to the [Air Force Flight Test Center](#) at Edwards, was probably flown by some guy named [Yeager](#) (and Pete Everest), and may have participated in the X-1 and D-558 programs. It later flew with the California ANG and then ended up as a parts donor for Ben Hall's F-86A restoration. This aircraft should have the slotted gun ports, rather than more usual gun ports seen on



almost every other Sabre. Too bad it hasn't been traded to the USAFM for a real RCAF Sabre. Until someone comes to their senses it is on display at the [Hangar Flight Museum](#) in [Calgary](#).

It is interesting to note that all three of these aircraft have been retrofitted with Sabre 5 "hard" wings. No wonder

modelers get confused, apparently Museums do as well!

[The Air Force Museum of Alberta](#) in [Calgary](#) also has a Sabre 5, but this is just a typical RCAF line bird that served with CEPE, 416 Squadron, and 1 (F) OTU/STU. 23338 later was sold to the US and converted into a drone. It was shot at nine times with nine misses and given the name "Black Cat." It was repatriated to Canada in 2015.



Modeler's Note: There have been many 1/72 scale Sabres, but the best way to a Canadian Sabre 5 is the [Airfix](#) kit. It isn't perfect...the wing fences are in the wrong place, some of the fuselage scribing is wrong, and the wheels are pretty bad...but it is a nice build, has accurate shapes and is very reasonably priced. Oddly, many online love the [Fujimi](#) kit, but its fuselage is fat and bloated, not to mention the speed brakes are square. The [Hobbycraft/ Academy](#) kit is "derived" from the Fujimi kit and suffers the same deficiencies. We need a new tool family of F-86s in 1/72!

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Hawaiian Air Depot Masking Set

By Bob LaBouy



The MiniArt P-47D kit review (*that appeared in the April Newsletter*) is closely related to the Hawaiian Air Depot masks which started me on this kit review as the project involved many large masking approaches, each of which was made easier with the HAD masks. They provided a set of masking tools or templates to assist in the often-tedious task of masking your P-47 model. Enter the [Hawaiian Air Depot](#) company. Along with the masks themselves, owner John Ferdico includes several B&W images of Col. Gabreski's aircraft as a welcome reference. I recommend that you include these masks in your painting and finishing your P-47D.

Hawaiian Air Depot

This review is for an interesting and something entirely new product (at least for me): a set of masking tools or templates to assist in the often-tedious task of masking your P-47 model. Enter the Hawaiian Air Depot company. Along with the masks themselves, owner John Ferdico includes several B&W images of Col. Gabreski's aircraft as a welcome reference. From





the [Hawaiian Air Depot](https://www.hawaiianairdepot.com/) company's website includes these notes:

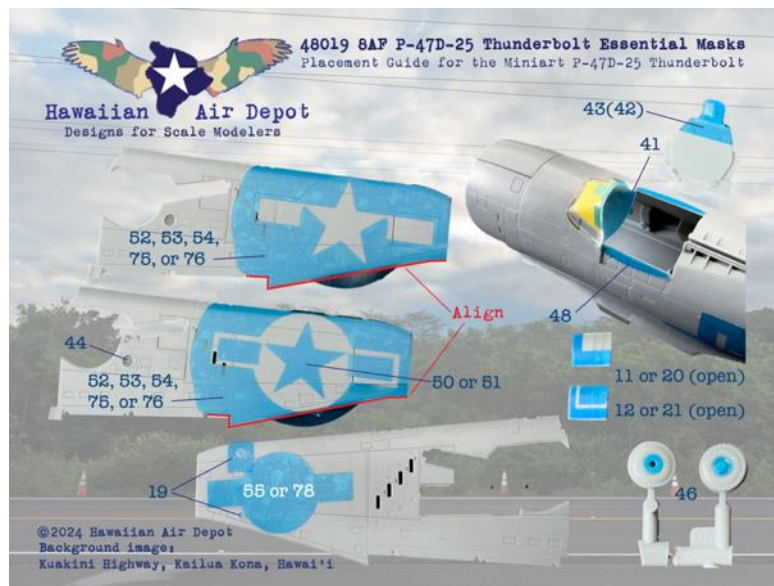
"Masks for the 1/48 Miniart Thunderbolts (\$2.99)

This download complements our P-47D-25 Essential Mask Set by adding the squadron codes and full invasion stripes to depict Gabreski's HV*A. (I should also note a separate mask package is available for LtCol. David Shilling's 'Hairless Joe') The wing stripes are positioned further outboard, as per period photos, and two sets of fuselage stripes are provided: a

standard set and one depicting the edging or outlining seen in pictures.

That outline is often depicted as black trim, but based on the photos here we believe they resulted from overspray of the masking tape used to mark the white stripes. HV*A s appears to have been photographed after the white was panted but before the black was added. Overspray is also evident on the serial number painted on the tail. As a bonus, we've designed a mask to help you replicate that, too.

In any case, the two complete sets of fuselage stripes will allow you to paint just the white and the overspray, the standard black and white as likely appeared sometime after taking the pictures, or the black edges around the white stripes, your choice. We try to help you make it your own.



Overspray Masks for the 1/48 Miniart P-47D Thunderbolts (\$1.99)

Our Overspray Mask sets are made to download and cut from 2 or 3mm Craft Foam. This simple design quickly and accurately masks the cockpit opening, main wheel wells, engine, tail wheel well, and fuselage vents of the 1/48 Miniart P-47s. Download includes one 4 x 6 in.(101.6 x 152.4 mm) SVG file, a DXF copy, and a PDF placement guide."

Additionally, John sent these notes:

“That’s a description of what one receives when they purchase a design off the website. After the purchase you would receive an email with a link where you can download files onto your computer. The measurements refer to the size of material the file is designed to print on. For instance, your mask are 7X9.25 inches, which are the dimensions of [Tamiya Masking Sheets](#) you can buy. Some purchases are a single file/page, others can be up to 7. I think the Torpedo 8 sheet for the Trumpeter TBD is a 7-pager.

SVG, DXF, and PDF are the types of computer files that will download. You are probably familiar with .pdfs, as they are the common file extension for all sorts of documents shared electronically. For designs to be printed on paper— instruction sheets and sometimes paper templates— we include the files as .pdfs. You can print them on your home printer or view them on your phone, tablet, or computer if you prefer. Nowadays I keep my iPad at my modeling workbench, it has my instruction sheets, reference books, and research photos I grab off the internet, all in one place. And it plays music, podcasts, or audiobooks to listen to while I’m working. The glorious future of modeling is here!

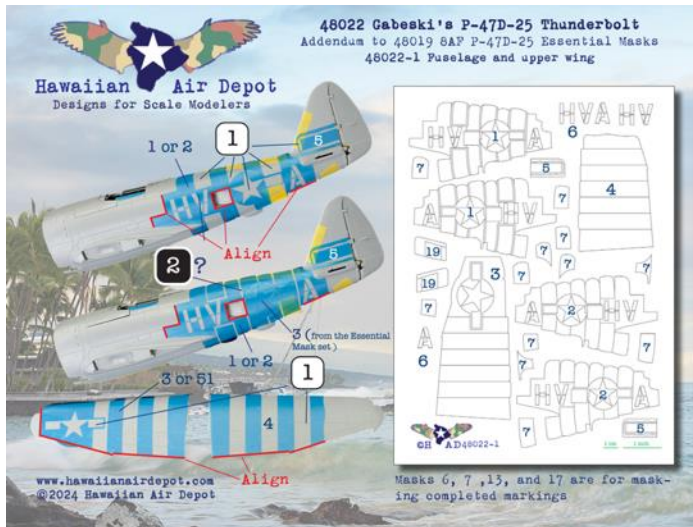
.svg and .dxf are the two most common file types for vector drawings (line drawings) which are what we provide for the mask and styrene parts files. So they are computer files, just like .pdfs or .docs, in this case the ones that the cutting machines prefer to cut.

Silhouette and Cricut (pronounced “Cricket”) are the two most popular manufacturers of home cutting machines. The [Silhouette Portrait](#) is their base model, and the one we recommend for modelers who want an entry-level machine. Cricut makes competing models: here’s a link to the [Maker 3](#), one of their high-end models. It’s a Coke/Pepsi type of thing; different brands of essentially the same type of product.

What I did for you was cut the designs on one of these machines (can’t remember which, the results are pretty much identical). I used [Tamiya Masking Sheets](#), but there are several materials modelers like as well. So instead of buying the finished product, modelers with a Cricut or Silhouette machine can buy just the design and make the product on their machines at home. The process is like printing a document from your computer to your home printer: Open the document to your computer, set a few things up in the driver menu, hit the “cut” button, and the cutter cuts your masks or parts.

That’s the advantage of our business model: The Gabreski set is two full pages of designs that sell for \$2.99. The masking sheets are about \$2 apiece, and the purchase includes an unlimited personal use license, meaning you can cut as many sets as you like if they are for your own personal use. No reselling or giving them away to friends.”

My experience in using these masks was a slow, exacting and a very gratifying process. In my placement of the individual mask segments or pieces, a slow approach and careful alignment is called for. I found the placement of the individual mask segments worked best if I used one point as a starting point with one segment (referencing both the kit and masking sets) and worked onto the

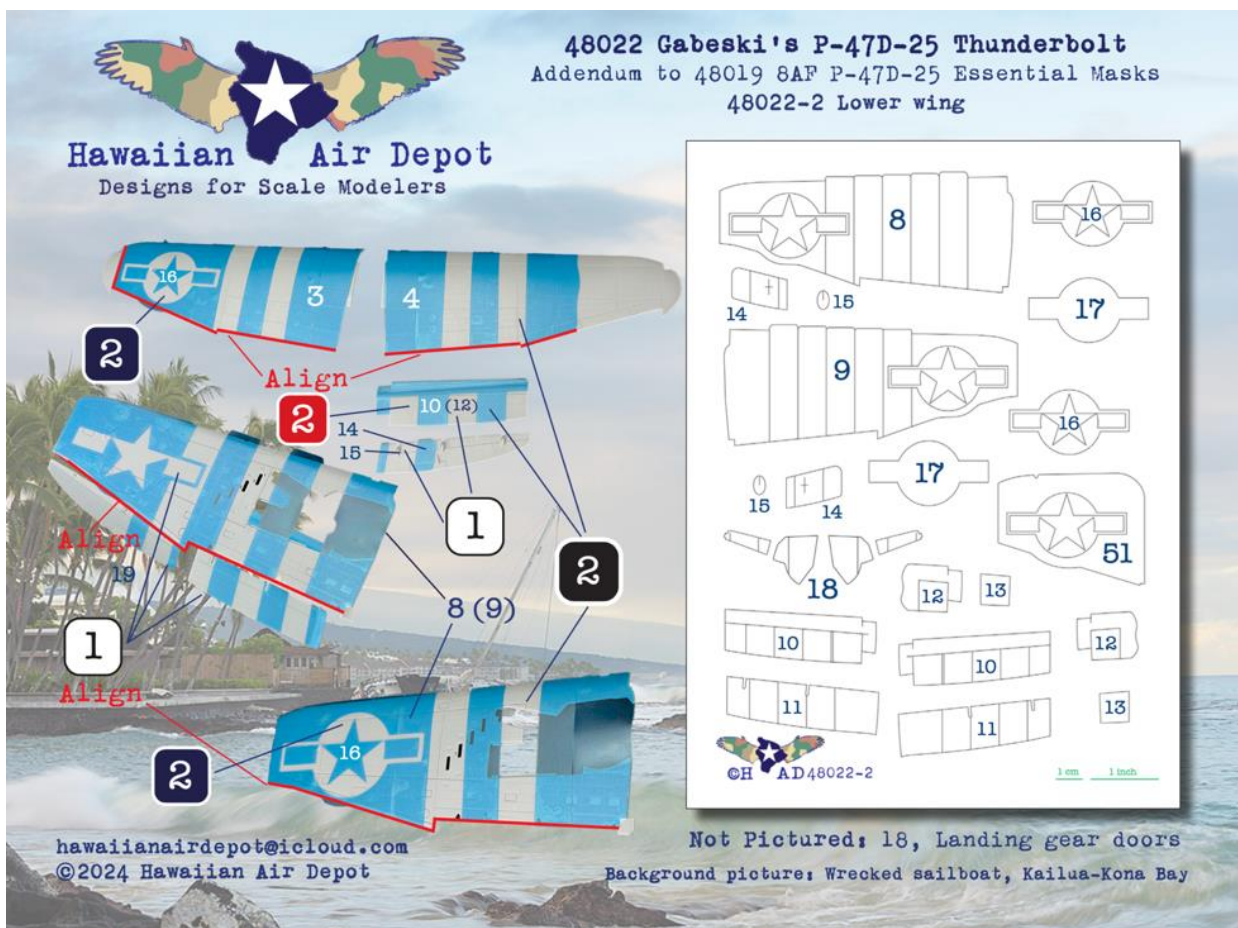


adjoining segment and then the neighboring segment which results in the necessary patchwork. I took care and watched the color guide to position each piece/segment.

If you're looking for additional information about either the Cricut or the Silhouette cutter devices, you'll be able to learn more on the internet by simply looking for either name as both seem to be very similar and allow for use the referenced scalable vector graphic (SVG) files.

Overall Evaluation

The Hawaiian Air Depot masks were graciously supplied by the company, and I recommend that you try these masks. They adhere well, allow for detailed masking and are priced right. I trust you'll be as pleased with them as am I.



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Hasegawa 1/24 Brun Porsche 962C “1987 Brands Hatch”

By Elbert Lin



The Porsche 962C (source: Wikipedia)

The [Porsche 962C](#) was an endurance racing car designed to run in the [World Sportscar Championship's Group C class](#) in the early 1980's. The 962C was developed from its predecessor the [Porsche 956](#), winner of Le Mans in 1983/84. The 962C was developed to meet the safety requirements of IMSA, the U.S. based racing series. The cars are visually very similar, the main update being the 962C was lengthened, to move the driver's feet behind the front axle line.



Watch Derek Bell drive a 956 at Le Mans [here](#). On the Mulsanne Straight he is flat out, reaching a top speed of over 200 mph.....

The 962C had a long and illustrious racing history, debuting in 1984. A total of 91 chassis were built, with 16 being factory-supported and the remaining 75 sold to private teams. For more information on its racing history, see this [link](#). The 962C came in a short-tail version for most races (depicted by this kit) and a long-tail version used exclusively at Le Mans.

The Porsche 962C was powered by a 3.0 litre twin-turbocharged flat-6 that produced about 620bhp.



The Kit

The Hasegawa 962C kit is 35 years old (!), with the first release debuting in 1989. The kit has been released in various liveries over time, with multiple re-releases of liveries and new ones added. Hasegawa continues to release new liveries, with the latest one just released in May 2024!

The kit is showing its age, with rough details, flash in places, and a general thickness of the parts themselves. The body looks like a 962C should, and comes in one piece, with the chassis as another single piece. There are no engine or detailed suspension parts,



just suspension arms. The interior consists of the one-piece tub, with a driver's seat, dashboard, steering wheel, and gearshift column. There is also one tree for clear parts and two trees of wheels, with the type depending on the kit team livery. Zen modeling at its best.

Decals are printed in-house by Hasegawa, which tend to be rather thick with a rather notoriously opaque white. The kit decals were not used in this build, as I wanted to build a [Team Joest Blaupunkt](#) livery. Decals were produced by [Shunko Models](#) of Japan, which features a wide range of decals for everything from F1 to Rally cars.

The Build

The kit is extremely basic and makes for a fast build. The chassis and suspension parts are quick to build, as is the interior tub. The main building activity comes in adding parts to the body, but even those are fairly quick. Most of the parts such as the very basic exhaust parts and the fuel filler ports, I left off until after painting.

Again, the parts count is so small and so much of the kit is added on later in the process, which leads to the key step of.....

Paint and Decals

There are three main sections that require a different approach to painting for each.

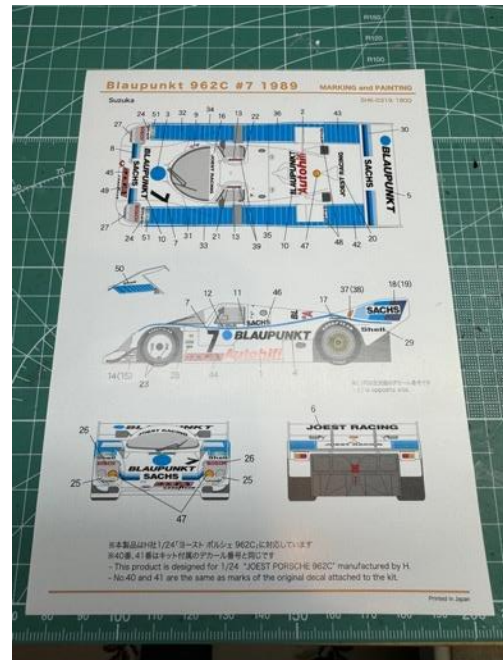


First is the chassis and suspension, which are pretty much all semi-gloss black. Spray can!

The interior tub is mostly one piece, so some detailed painting is required to account for the different parts. The dashboard is again very basic, all black, with very small details and one sticker. And, oddly enough, it is glued to the inside of the body. And, as many other reviewers have noted, there are no seatbelts, either molded in or as decals. Lots of detailing opportunities here for those so inclined.

The body is where the fun begins. After a coat of white primer, the gloss white was applied using Gunze Mr. Color white. Two coats, with wet sanding and polish between. Then two coats of Gunze clear.

Once the body was clear, sanded and polished, decal placement commenced. The Shunko decals are reputed to be resin-based, and do not react well with traditional decal set or softer. You really need to use hot water



when soaking them to get the decals to be pliant, and willing to adhere to curved surfaces. Using cold



water will result in the decals being fairly stiff, brittle and easy to tear. In the end I used some Gunze Mark Softer, which is very strong, to help out with adhering to especially curved surfaces like the front wheel fender covers. Some online sources claim that using a hot hair dryer works well too, I will try that next time.

After letting the decals dry a week, two coats of Gunze UV-Cut Gloss were applied. Then, adding on various bits, mating to the chassis, and clear parts. The clear parts don't fit very well to the body, some test fitting and manipulation is recommended before adding paint, in particular the headlights.

Overall

The build turned out OK, with only some minor decal tearing and repair work necessary. The cool part about this series is the sheer volume of liveries available. If I can pump out a few more this will make for a great display at the next NWSM show. Or take a look at this collection of [1:1 Porsche 956 and 962Cs](#).



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In Our Own Backyard: Kenmore Air

By Norm Filer

Part 1

[Kenmore Air](#) has a well-earned reputation for taking on challenging jobs that others are unable or unwilling to do. Flying floatplanes off snowfields over glaciers would certainly qualify.

Doing those three times over an extended period makes Kenmore not only unique but professionally qualified.

The first was Autumn of 1952. A prospector named Thomas McQuillian was so convinced that there was copper, in a wall of rock bordering the [Leduc Glacier](#) in British Columbia about seventy-five miles



northeast of Ketchikan that he filed a claim. The problem was he suspected that others also knew about the copper potential and the first one to stake a physical claim would own the claim.



After contacting several flying services and being refused by all of them someone suggested contacting Bob Munro of Kenmore Air. Munro thought the idea was feasible, and he agreed to do the job using the Company [Republic SeaBee](#). N6295K.

The landing gear had been removed to save weight. Kenmore operated off water, so the gear was not needed. The plan was to drop off McQuillian and a helper on the glacier and return to Seattle. After considerable difficulty getting the SeaBee unstuck from the snow on the glacier that used far more fuel than expected, and running out of fuel just short of Ketchikan, the trip back to Seattle and home was uneventful.

With the Ludec mining operation now under the direction of a major mining company, and operations expanding via another air service using an unsatisfactory Junkers aircraft, McQuillian again called Kenmore. After the usual negotiations, a contract to airlift all the equipment needed to build a working operation on the glacier's rock face was signed.

Kenmore had two [Noorduyn Norsemans](#). Munro decided to take one to Alaska to survey the situation. The plan was to operate from a base camp at Burroughs Bay. The actual facility was what is called a [Wannigan](#), a log raft with small buildings built on a platform.

All the equipment to be airlifted onto the glacier was barged to the site from Stewart. It consisted of an endless number of fuel drums, camp supplies, a diesel engine to run the generator, an air compressor and even a small tractor. Finally, there was a large air tank to be mated to the compressor and engine. Once the size of the task became apparent, Munro sent for the second Norseman and the effort got started on March 20th, 1953. A couple of weeks later SeaBee Nine-Filve Kelo arrived to haul all the smaller stuff.



The engine and compressor were manhandled into the Norsmans, and the small tractor cut into parts to be welded together on-site. The air tank was cut apart down the long side middle and flown onto the glacier facing cross wise and sticking out the two rear cargo doors. The last supply flight onto the Ludec glacier took place on April 29th, 1953.

To be continued.....



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2024 Shizuoka Hobby Show Model Club Display

Photos by Kazuyuki Shibuya



The [2024 Shizuoka Hobby Show](#) was held in Shizuoka City, Japan, on May 8-12. Shizuoka is easily accessible, around 1 hour away from Tokyo by Shinkansen (Bullet Train). The show is one of the two large industry shows held in Japan each year, and is held in the heartland of the Japanese plastic model hobby (the other is held in Tokyo each Fall). The main Japanese manufacturers were founded and are still have the headquarters there, such as [Tamiya](#), [Hasegawa](#), [Fujimi](#), and [Aoshima](#).

The show has two distinct halves: The industry part where manufacturers and distributors display their



latest releases, and the [Modelers Club Exhibition](#) where model clubs from all over Japan (and Korea, Taiwan, and Singapore) display their work. This was the 33rd anniversary of the Model Club Exhibition, which only occurs at the Shizuoka show. Going to the show to see the exhibition should be on the bucket list of any modeler. You can't help but be impressed and motivated to build after seeing all the incredible work.

This year 325 clubs participated, and over 11,000 models were displayed. The sheer volume of work displayed was mind-boggling, and the level of creativity and work was extremely high. The 2025 Show has been confirmed for May 14-18, 2025, so start planning! The following is just a taste of the work displayed.









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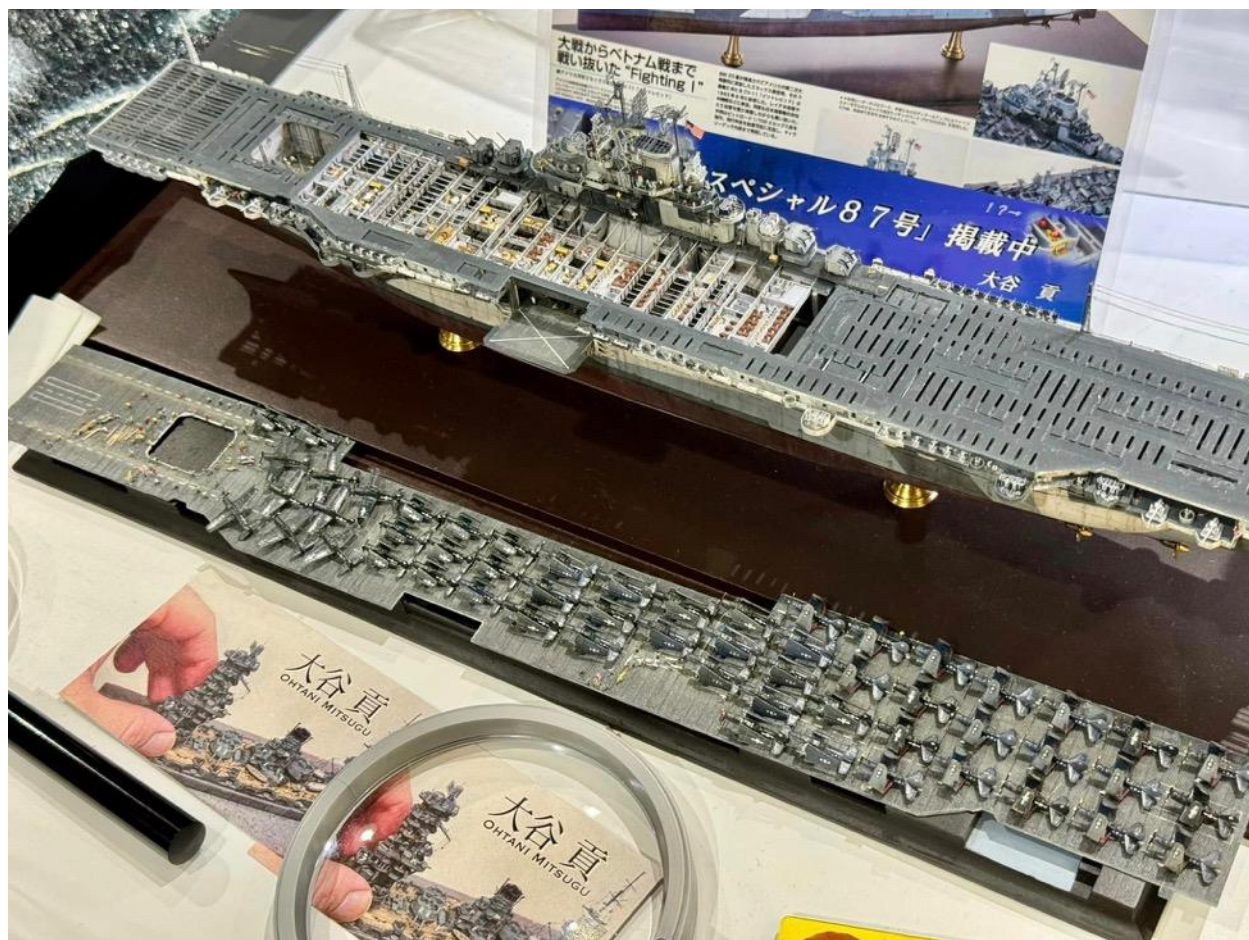












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The technique is nothing earth shattering – it's just using 'fluffy' brushes to add pigment very slowly, in layers, using light colors, on a dead flat surface. Concretes, desert yellows, light muds, whites – anything that is not dark, and of course 'belongs' on your model. For armor this excludes pinks, purples, turquoise, etc. But then again...? You can be the judge.

I build up the layers slowly, letting the excess pigment fall off. Since the surfaces are flat, each pass with the brush will leave behind just a little of the color, building up as I go. The soft brush allows me to 'feather' the application so it looks more natural.

If I make a mistake there are several ways to fix things. The first is by using a pigment removing product such as Lifecolor's 'Liquid Pigment Remover' (Green Top), or in extreme cases, I simply lightly airbrush the area and start over. Finally, I do not use any kind of pigment-fixer product – I find that all of these end up changing the color and/or consistency of the finish – boo. Instead, I find a way to handle my models carefully so I don't leave any fingerprints caused by body oils lifting the delicate pigment from the model's surfaces.

So, let's look at some examples:

M551 Sheridan (RFM): If you look at the barrel you will see the original color of the build, which I felt was too dark. Also, the various deck equipment was too dark. I used several shades of dust, light yellows, and concrete to lighten up the main surfaces, and concrete on the olive drab ammo boxes and deck equipment. Doing so allowed me to add dark 'smudges' using thin charcoal black, here and there without worrying too much about adding 'dark' all over again.





IDF Merkava Mk, IID
(Academy): Again, look at the bore evacuator midway along the barrel – that is the original (too-dark) color. Concrete and white were used extensively to lighten up the surfaces. This is probably the best example of the technique.



M2A4 Light Tank (Vargas): The olive drab green was too one-dimensional in my opinion, so I used pale yellows to lighten up the green, and concrete where the crew would be walking around on the deck. Not much here, but just enough to change things.

I hope I have given you food for thought about using pigments differently in your work. These techniques can easily be transferred to combat aircraft, submarines, ships and even Gundam figures, limited only by your imagination. Have fun!

By the time you read this, I will be on the high seas, heading to one of the

premier tank museums in the world – this time: Bovington, nestled within the town of Dorset, England. Hopefully I'll be able to get some of the pictures I take into the next newsletter.

Consequently, I will be leaving the meeting in our VP John DeRosia's good hands – see you in July!

Thanks, and 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.

**Model Kit Swap Meet
and Social Event**



**Sat., June 29th, 2024
10:00 AM - 1:00PM**

**At: Oregon Stamp Society
4828 NE 33rd Ave,
Portland, OR, 97211**

- Military
- Cars
- Sci-Fi
- After Market
- Ships
- Figures

For tabling info contact Bill Chilstrom at:
bchilstrom1@gmail.com

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.

June 8, 2024

July 13, 2024

August 10, 2024

September 14, 2024

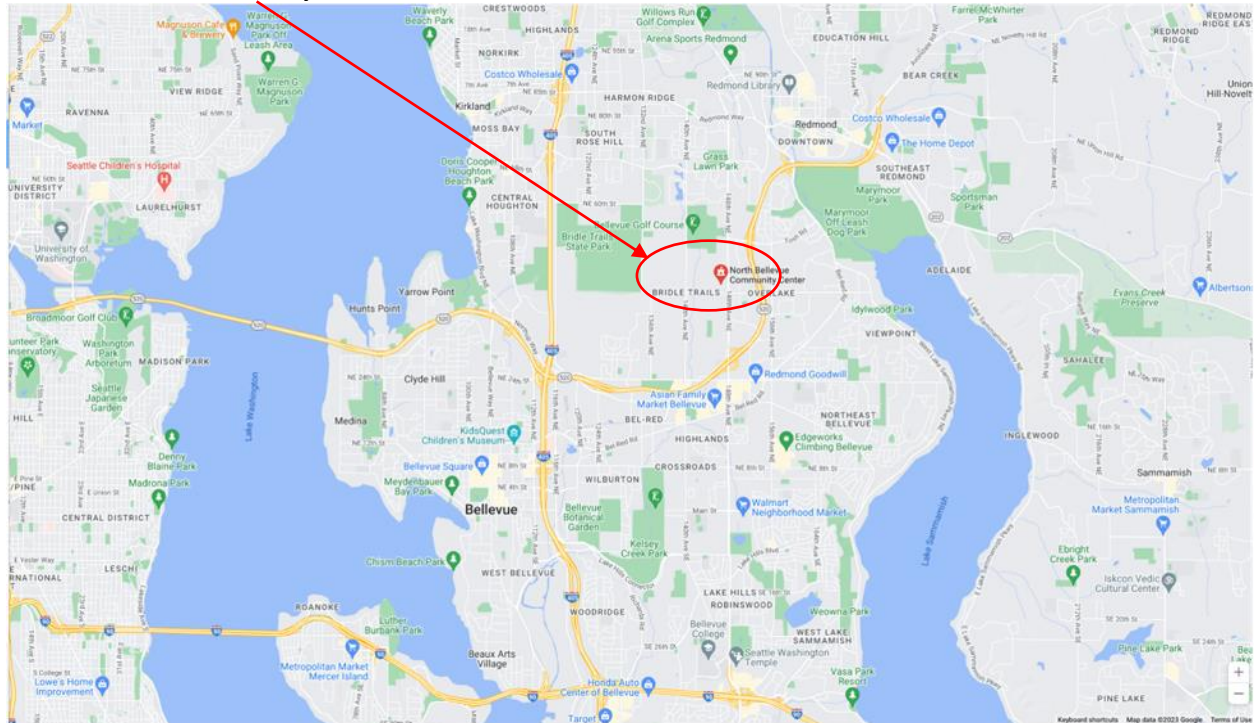
Next Meeting: June 8, 2024– 10:30 AM to 1:30 PM

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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