



<a href="#">Quick Links</a>	<a href="#">Contacts and Policies</a>	<a href="#">Social Links</a>	<a href="#">Reviews</a>	<a href="#">Tips and Tricks</a>	<a href="#">Museums/Shows/Events</a>	<a href="#">Zoom</a>	<a href="#">Meeting Info</a>
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### In This Issue

<b>Message from the President</b>	<b>1</b>
<a href="#">Zokei Mura FW-190A-4</a>	3
<a href="#">Kitbashing</a>	8
<a href="#">First World Flight Centennial</a>	11
<a href="#">Nissan Global HQ Gallery NISMO Exhibit</a>	13
<a href="#">Modeling Around the Sound/Event Calendar</a>	27
<a href="#">Join IPMS</a>	29

### **The Golden Modeler**

Before we get into whatever *that* means, let's first talk about the upcoming Christmas meeting, on Saturday December 14<sup>th</sup>, at 10:30am. Mark that date because it's our annual pot-luck food fest and model swap event of the year. It's when our members bring in stuff to eat and drink, and because of the larger

turnout, models to sell. Jackie and I will be bringing in dough-wrapped lil' smokies, ice in an ice-chest, paper plates and napkins, and plastic forks/knives – the rest is up to all of you! The kitchen area has electric outlets to use and counterspace to fill. We only ask that you don't bring glass bottles, and try to limit food items to bite-sized affairs. And bring cash for models – you all owe yourselves a Christmas present – there – you have permission! Try to make the meeting in December – the more, the merrier!

The 'Golden Modeler' is not someone made out of gold, nor someone who works in gold, but someone who builds models and is 'of a certain age'. Someone like me, and many, ok, *most* of you. I stole the name from 'The Golden Bachelorette' on TV, but to be honest, the gist is the same – most of us move through a world that caters to a younger population. Which is fine, and I am enjoying the heck out of my retirement – don't get me wrong.

But I can see the light at the end of my 'modeling tunnel' now, and I think it is time for me to take a *sober look* at everything I have accumulated over the years. More models than I can ever build; more finishing products than I will ever use, more books than I will ever read, and more equipment and tools that I will ever employ.

So, what's my plan? Leave it all for my wife to deal with when I am gone? Have it all thrown away if we both get hit by a bus? (yeah, no, to both). I know that I will continue to enjoy the heck out of this hobby, and build models until I cannot build any longer – so I will need some of this stuff. But not all of it.

[\(Continued on Page 26\)](#)

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#### Public Disclaimers

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.

#### Editorial Policy

Our newsletter is prepared with the goal of providing information that educates, informs, and helps expand the skills of our membership about our hobby: plastic scale modeling (including resin, vacu-form, and 3-D printed scale models). All content related to the hobby are welcome. Examples are:

Plastic Model kit reviews, plastic modeling tool and paint reviews, plastic model build techniques, tips, and tricks, plastic model build articles, original model subject research and reference, Model Show reports (text and visual), model subject museum tours (text and visual), Airshow, Car Race, or other model subject shows and activities (text and visual), plastic model industry news, Seattle IPMS Chapter news.

We strive to provide content that encourages interest in plastic scale modeling and that fosters enjoyment and enrichment of the hobby. To present content that is focused, useful, and interesting to the wide range of our audience. The newsletter should significantly aid in the learning and informing of the scale modeling hobby in an earnest and honest voice. We welcome content that can be used to present new and interesting information about scale modeling, that enhances the experiences of our membership.

The Newsletter Editor is responsible for soliciting materials to be published, determining features of the publication, setting and enforcing deadlines, making a final determination about what will be published in an issue, coordinating frequency of publications, and overseeing all operations of the publication. This position retains full authority over editorial content to protect the interests of our organization. They work as part of a team that sets guidelines and expectations for authors, and reviewers. The Newsletter Editor serves at the pleasure of the Seattle IPMS E-Board, and is a wholly voluntary position. The Newsletter Editor reserves the right to adjust grammar, spelling, and matters of consistency in submitted content. Questions about editorial decisions or editorial policies should be directed to the [Chapter President](#) and the [Newsletter Editor](#) via e-mail.

#### Appeals for Newsletter Content and Usage Attribution

We need your content! You are encouraged to submit material for this newsletter to the editor. We will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Any Microsoft Word or text document is suitable for publication. Please do not embed photos or graphics in the text file, submit as single, separate files (jpeg if possible). 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.

#### 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/)





## Reviews

### Zoukei-Mura Fw 190 A-4



By Bob LaBouy

### References

I often enjoy providing several references to supplement my review notes. I initially pull out one of favorites: from the series of hard bound books, their Focke-Wulf Fw 190 by Robert Grinsell and illustrations by Rikyu Watanabe. This book among its other 1990 illustrations is a great series of cutaway drawings and a three-page drawing of Wurmheller's Fw 190 with the color scheme and markings very close to the model and markings. I am unsure about the availability of these fine 48-page books, though I highly recommend them.

Additionally, there are many internet sources of background information about the *Würger*, including:

[Wikipedia](#), [War Thunder Wiki](#), [WWII Aircraft Performance](#) (including many a/c specifics in the original German text)

Three different reviews of the [Zoukei Mura](#) kits:

<https://www.youtube.com/watch?v=fACOWJ2GIO8;>

<https://www.youtube.com/watch?v=6CumtCdCQ5k;>

<https://www.youtube.com/watch?v=3JgiuiHBgHs;>

## Kit Versions

Initially you'll see that there are several kits from the same basic Fw 190 kit? As an astute modeler you will see that this kit was released as Super Wing Series No. 21 '*Siegfried Schnell*' and later as No. 22 (albeit in different markings and no figure). You may also notice that each of these kits was initially released as a 'pre-order release' kit with the markings for only two a/c in each release. And this later kit was available only during the period March 30, 2024 through August 12, 2024. From further notes there appear to be potentially more A-3/-4 kits on the horizon. And the '*Die Bauanleitung*' (instruction booklet) for this kit is the same for both kits.

When you first look at this kit, you are greeted with over 314 separate parts, molded in a medium gray plastic with twelve sprue trees (or 'runners'), a set of paint masks and a large sheet of beautiful Cartograf decals (and no PE fret). This is where you need to quickly make some early decisions about your intention to build either the 'Yellow 4' or the Chevron Double Bar (shown in the instructions as '<II>') shown in a top washed white winter camouflage scheme. As you move through the instructions, you'll



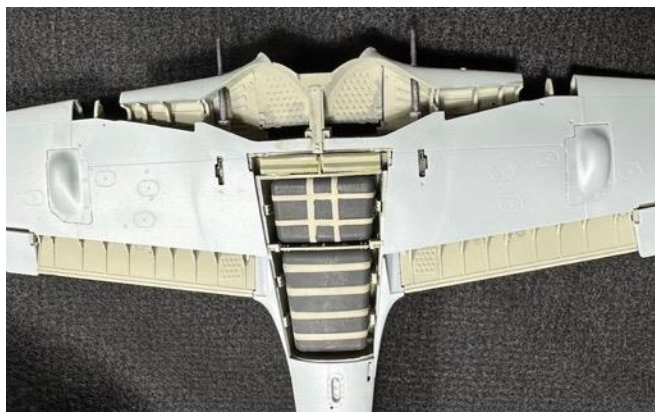
begin to pick out the details and just how these details differ between the two a/c.

Building the SWS Fw 190 A-4 requires a bit of modeler's strategy. In short this means that you're advised to spend a considerable amount of time in your analysis and review of each of the individual step called out in this 59-page instruction manual.

Watch the leading edges of the wings where alignment is critical, and I found some basic sanding was needed. My building experience also required some careful dry fitting and some

minor 'surgery' to insure the best fit. In my case I feel this boils down to just how much of the aircraft details are shown and believe me, there are a huge number of places for you to clearly display your approach to details. With that caveat, I still found myself using my trusty Vallejo Plastic Putty (# 70.401) to bridge the gaps in my construction of this kit.

As mentioned previously, I ran into several steps where this kit simply didn't 'fall together.' I found this to be especially bothersome when constructing the cowl area (steps 3-4.N through 3-4.P). While the constructing the MG 17 machine guns and installing them in the top cowl support frame and the machine gun cover matched the drawings perfectly, I wound up with







angles (draw. 3-4.W).

### Paints Used:

In my choice for painting the infamous 'butcher bird' I chose the following Real Color paints.

As an aside there seems to be some confusion about just what these paints are, and do they differ from what they are listed as 'NEW Real Colors Acrylic Lacquer Paint'. I know I was forced to investigate this a bit further just to understand is there a difference a 'lacquer' and 'acrylic lacquer'? Even though the latest bottles of the Real Colors paints clearly list them as 'lacquer' paints, the confusion is one of semantics when their advertising an 'acrylic lacquer' with a new *improved format*. The bottom line seems to be that these are still lacquer paints and they need to be



rather large gaps around those pieces. The same problems were evident with the upper and lower engine cowl sections. Plastic putty is how I solved (or attempted to solve) these issues.

Installing the main gear was a bit of a slog as well; the positioning of both wheels requires them to be canted both inward towards the fuselage and forward. You need to reference several detail drawings to insure they are positioned correctly, and the main gear struts and support arms (G-15 & -19) are just right, at least I achieved the correct stance and gear



thinned or cleaned with their High Compatibility Thinner (RC 702). I am continuing to use Mr. Hobby's Mr. Color Leveling Thinner (#T-106:300) performing my all my cleanup denatured alcohol (as suggested by John Miller).

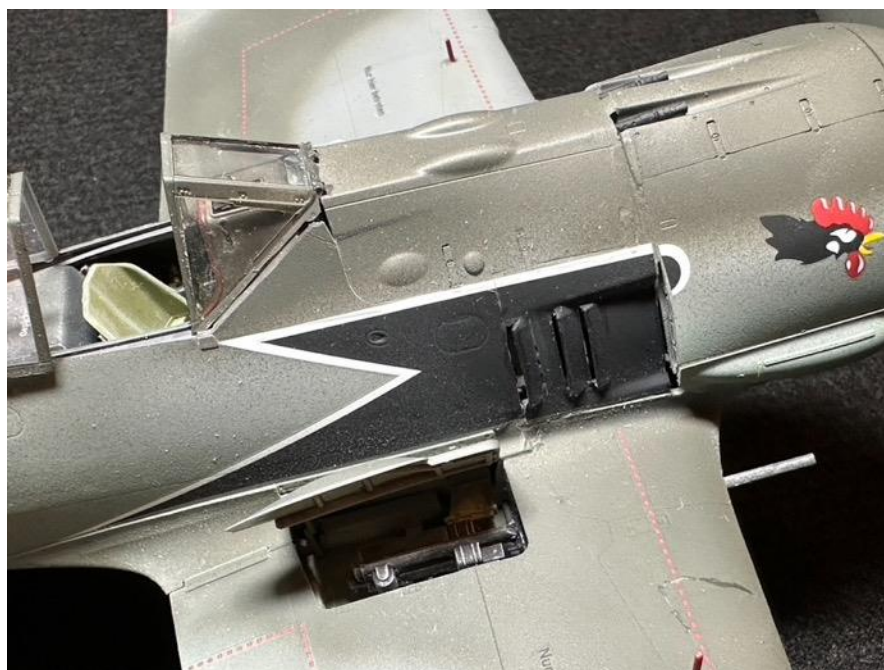
I chose the first color scheme for the 'Yellow 4' aircraft flown by Staffelkapitan Siegfried Schnell of 9./JG 2 in January 1943. Of special interest are the stylized eagle head on the port side and rooster head on the starboard side of fuselage.

Back to the Real Color paints I used:

RLM 04	Yellow	RC 267	rudder and cowl underside
RLM 02	Grau	RC 056	
RLM 65	Light Blue (1941)	RC 272	underside & lower fuselage
RLM 66	Black Green	RC 273	
RLM 70	Dark Green	RC 274	upper wing/fuselage camo
RAL 7003	Grau *	RC 052	
RLM 74	Dark Grey	RC 278	upper wing/fuselage camo
	Flat Black	RC 001	

\* I found RLM 70 to be far too dark and mixed about 30% of Grau into the mix, which I hope more closely resembles the dark grey shown on the side/top view shown on pages 51, 53, 54 & 55

(also used several AK Real Colors Markers for both touchup and to pick out small dials and knobs, etc. I am quickly becoming addicted to these water based acrylic markers.)



Followed by an overcoat sprayed coat of Alclad II Lacquer's Aqua Gloss Clear (#ALC 600). This is my personal favorite which produces a great clear finish (though in the bottle it appears cloudy, not to worry).

My painting included a small amount of pin washes, using 502 Abteilung Brown Wash #ABT080. I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples

Yellow Light, No. 426. I used JV's 'Got Metal?' for the metallic dry brushing effect.

I used a small amount of Microscales Micro Set #MI-1 and Walters Solvaset #904-470, which allows the decals to snuggle down and fit tighter when dry.

And I sprayed my overall final finish using Testors Dullcoat Lacquer (#1160).





### Overall Impressions and recommendation

I really enjoyed constructing this kit of one of the iconic Axis fighter aircraft of WW II. In several aspects, it was a challenging build, though the finished model was a rewarding project. In this specific boxing you are also provided with a beautiful 1/32<sup>nd</sup> scale figure of Siegfried Schnell. I also was

a bit concerned about the size of this kit, although I found it to no larger than many of the quarter scale kits I normally build.

I recommend this kit.



*Back to [Top](#)*



## Kitbashing

By Bill Pugnetti

'Kitbashing' is the process of blending parts from several different model kits to create an entirely new model, and is my model-building proclivity. I slowly moved from mostly out-of-the-box builds to making occasional modifications during elementary through high school. Later, during my last year of college when rooming with my cousin, I was introduced to true kitbashing. Together we built a sizable army comprising 1/32nd to 1/50th scale kits by freely mixing parts. Whatever seemed to work was good enough, running the gamut of feasibilities.

Along came retirement and more time to build models anew. Leaving work mid-day on retirement day, I stopped at Skyway Model Shop where I did some serious kit browsing - contemplating what to buy and build. Comparing many kits, it became apparent that some could be combined with others - this wing probably fits on that other fuselage and so on. Hmm.... Suddenly I had a new aircraft design. Yes; decided that this is what I want to try! One personal stipulation was that the resulting build(s) would be identifiable as 1/72nd scale because it matches a long-held Monogram B-36 purchased when they first came out. I have fond memories of B-36s flying over our home in California. Models using a common scale would display well together and lend to making dioramas.

Once a model building room was set up at home, I began the process of comparing and combining many



aircraft kits to figure out what might go with what. It was an adventure going through the kits, getting ideas, and setting possibilities aside – AND a lot of fun, which was what the hobby is about.

One concept presented here became the 'Spider Venom' fighter. Was looking at a 1/48th Venom kit and wondered how I could make this part of a 1/72nd scale something. I then opened a P-61 kit and, to my surprise, the wing-root match was near-perfect. So, I went from

there. The Spider Venom started from several kits; a 1/48th De Havilland Venom, and four 1/72nd scale kits: two P-61s, an A-37, and F-86.





The trickiest part was fitting the 1/72nd A-37 cockpit into the 1/48th Venom fuselage, which was barely wide enough to fit it. The tailplane is from two P-61s. It was rewarding to figure out parts configuration and then to successfully build it. With this first post-retirement build done, I was hooked on doing kitbashes. So, after the Spider Venom, I moved on to building others.

A straight forward and simpler kitbash was the SBDJ version of a Douglas Dauntless. I found that the wings from a 1/72nd Airfix Meteor are near-perfect for the 1/72 Testors Dauntless fuselage. With a modest amount of cutting and filing, they fit well and it was off to figure out the rest, resulting in a mixed-power Dauntless. The jet engine fans are from a 1/100th A-10 and the tail wings come from a 1/48th Me-262. Drilled holes where the front 50 cal's are and went with metal 20mm barrels. For a modern attack mission, the SBDJ carries two GBU-12 Paveway II 500lb laser guided bombs, two 19-round Hydra 70 rocket launchers, and two 250lb bombs.



Sometimes I tend to get involved in more complicated kitbashes, a sort of a 'modelling fate' I fall into. One of several is the PBH-417. Starting with a 1/200th Spruce Goose (H-4), I took a while looking at other kits for 1/72 possibilities.



I noticed that the rear of a B-17 fuselage was an okay fit to replace the rear of an H-4, and the blisters from a Catalina fit as well. Since the B-17 was cut up, I went for a surgical insertion of the cockpit portion to give a '1/72nd identity' to the forward fuselage. Next, it needed 1/72nd scale engines. Noticed that Lancaster engines did not require the top of the wing blending typical of radials, so went with that. The engines are placed at two of the H-4 positions on each wing so only had to fill in two remaining holes. The finished product has a Lancaster nose turret and the wingtip tanks from a Neptune.

Have plenty more kitbashes - perhaps I will report on them at another time!

*Back to [Top](#)*



### **First World Flight Centennial, Magnuson Park, Sept 28, 2024**



**By Tom Dunford**

The [First World Flight Centennial](#) was held on the grounds of NOAA at Magnuson Park, Sept 28, 2024 from 10 AM - 5 PM. There was a Navy Band playing and a series of talks got underway at 1 pm. The presentation program was scheduled from 1-4 pm.

Retired General Frank Goodell organized the event and celebrated his 91st birthday (on September 28.) He kicked off the program and spoke of the significance of the First World Flight to the country, its fledgling aviation interests (especially to Seattle), the State of Washington and the Pacific Northwest (including Boeing - Boeing built the floats, Douglas Aircraft built the rest in Santa Monica, CA). The centennial was funded with \$527k by the Washington State legislature.

There were numerous engaging speakers including:

- Pat Hooks-Bass (Moderator)
- General Frank Goodell (retired US AirForce, Centennial Celebration Co-chair )
- Denny Heck (Lt Governor Wa State)
- Knute Berger (Cascade PBS 'Mossback')
- Jennifer Ferdinand (Deputy Director, NOAA Bureau of Fisheries)
- Col. John Berger (acting CO of 62nd Air Wing, JBLM) - apparently, he was deployed so his deputy spoke, or Col. Berger is the CO's deputy, regardless it was a nice brief speech)

A panel discussion was held with General Goodell, Knute Berger (PBS 'mossback'), Mike Lombardi



(Boeing Historian), and Shinji Maeda (one-eyed circumnavigating pilot). After the panel discussion a fly-by was scheduled with 'Vintage and Earthrunder' Aircraft. There was a long wait for the fly-by. One of the planes in the fly-by was B-29 Fifi, which flew by about a mile away. Fly-by doesn't mean fly-over. There were other planes flying but I'm not sure what they were. I guess it's fair to say that there were some other planes flying over Lake Washington, some maybe part of the show, some maybe not.



There was a very nice 1/5 scale replica of the Douglas World Cruiser.

The First World Flight was also celebrated over a series of events from Thursday 26-29 Sept at the [Museum of Flight](#). These events included aircraft displays (including FiFi from the Fly-by.) The aircraft displays included several 'adventure aircraft' to accompany the talks at MoF by "adventure pilots". Adventure aircraft include those that can boast 'record-breaking', around

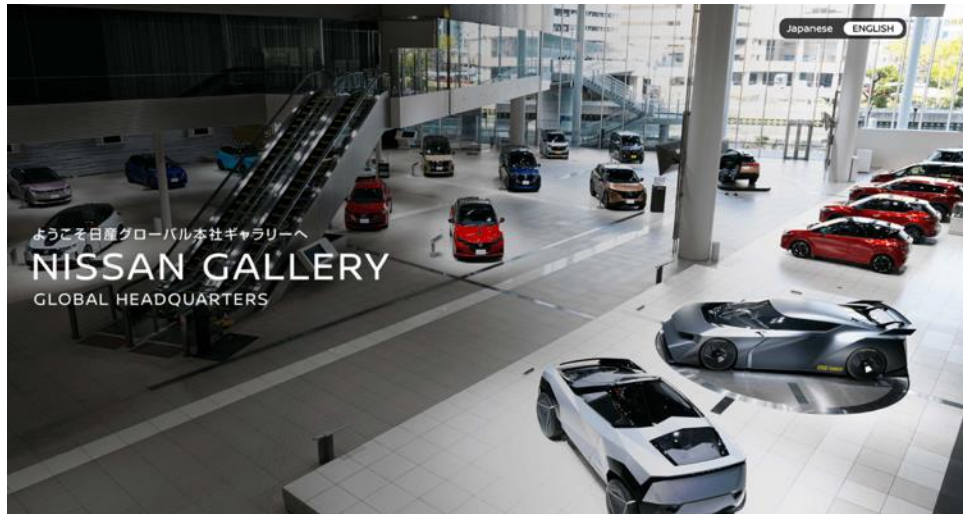
the world and other award-winning flights. Not able to attend these other activities;

I'm confident that other IPMS members attended these events even though none were seen at Magnuson Park). There were also numerous celebration or recognition activities across the country including a [celebration](#) at Santa Monica, CA on 22 Sept (where the Douglas World Cruisers were built.)

There is a nice [article](#) on the First World Flight from NPR that includes information on the beautiful replica of the Douglas World Cruiser built by Bob and Dianne Dempster. They'd hoped to fly the replica around the world but Russia denied access to its airspace and the trip was scrubbed. I never saw the replica but it is supposed to be donated to the Museum of Flight at some point.

*Back to [Top](#)*

## Nissan Global HQ Gallery, Yokohama, Japan



By Elbert Lin

This summer there was a special event at Nissan Global HQ in Yokohama celebrating the 40<sup>th</sup> anniversary of NISMO, which is the in-house tuning and performance arm of Nissan. [NISMO](#) stands for “Nissan Motorsports International”, and the division has helped produced some of the world’s most iconic performance and race cars. NISMO produced [race cars](#) have competed and won the 24 hours at Le Mans, the 24 hours at Daytona, and Japan Touring Cup Championship (JTCC) among others. NISMO has taken learning from the track and applied it to select modified [road vehicles](#) that are sought-after around the world. This display featured both past and present NISMO vehicles, some quite rare. Having just finished up the Hasegawa Calsonic Skyline GTR, it was amazing to see the actual car up close.











1990 Calsonic Skyline GT-R (R32)









1998 R390GT1 (3<sup>rd</sup> place 1998 Le Mans)











1992 R92CP JSPC Champion











Motul Autech Z 2024 Japan GT





2024 Nissan Formula E







40<sup>th</sup> Anniversary NISMO Road Car Display: 380RS, 400R, 270R







2024 GT-R





## [Nissan Global HQ Gallery](#)

Address: Takashima 1-1-1, Nishi-ku, Yokohama, Kanagawa, Japan

Phone: +81-045-523-5555

Hours: 10:00 AM to 8:00 PM Daily

Access: 7-minute walk from JR Yokohama station, East exit

Before you go: You can test drive the latest Nissan cars, including the mighty GT-R. Go online and reserve a spot, they go quickly.

### Test Drive



The Nissan Global Headquarters Gallery offers a test drive every day, giving visitors an opportunity to test-drive Nissan vehicles including NISSAN GT-R, NISSAN LEAF e+.

Test-driving car



(Continued from Page 1)

I could try to sell what I *know* I won't use, but Jackie and I are fortunate enough not to need the money, at least not enough to make it worth the hassle. I could also donate everything and have the proceeds go to the club – which is commendable, and it may end up being the best way to do it all at once, but the club is doing fine.

No, for me, I am thinking of a more personally-satisfying approach. I think the best way to resolve this issue would be to give things away to modelers (or would-be modelers) individually. If that sounds a little self-centered, so be it. It will work for me.

Each of us, at some point in time, will need to confront what we all know is coming, in our golden modeling years. It doesn't have to be bad – in fact – it can be very good.

Let's make this Saturday, this pre-Thanksgiving event, something to be truly thankful for. Good people, good models, and a good hobby! Let's model on!

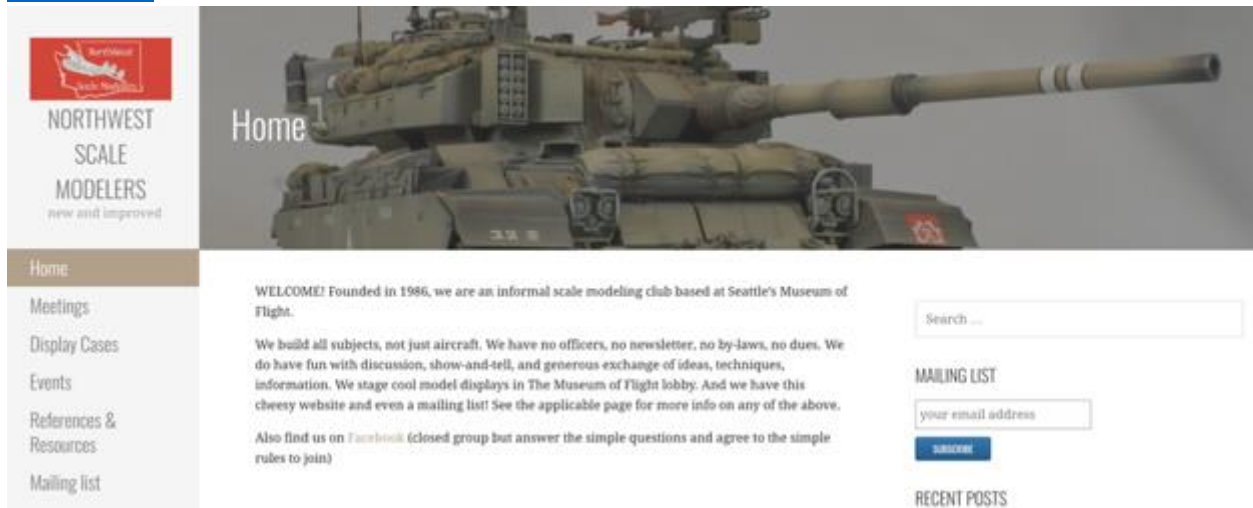
Eric





## 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](mailto:johncmorel@gmail.com) or see their Facebook page for more information.



**NOVEMBER 30: Oregon Modelers Society** – Special Event TBD Oregon Stamp Society  
4828 NE 33<sup>rd</sup> Ave., Portland OR

**DECEMBER 14: Seattle IPMS Monthly Meeting**-Annual X-Mas Pot-Luck and Model Swap, North  
Bellevue Community Center, Bellevue WA



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, 3<sup>rd</sup>, and 5th) from 6pm - 10pm. [LINK](#)

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

**Sundays:** 4:00pm CDT-5:00pm CDT. [LINK](#)

*Back to [Top](#)*





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.

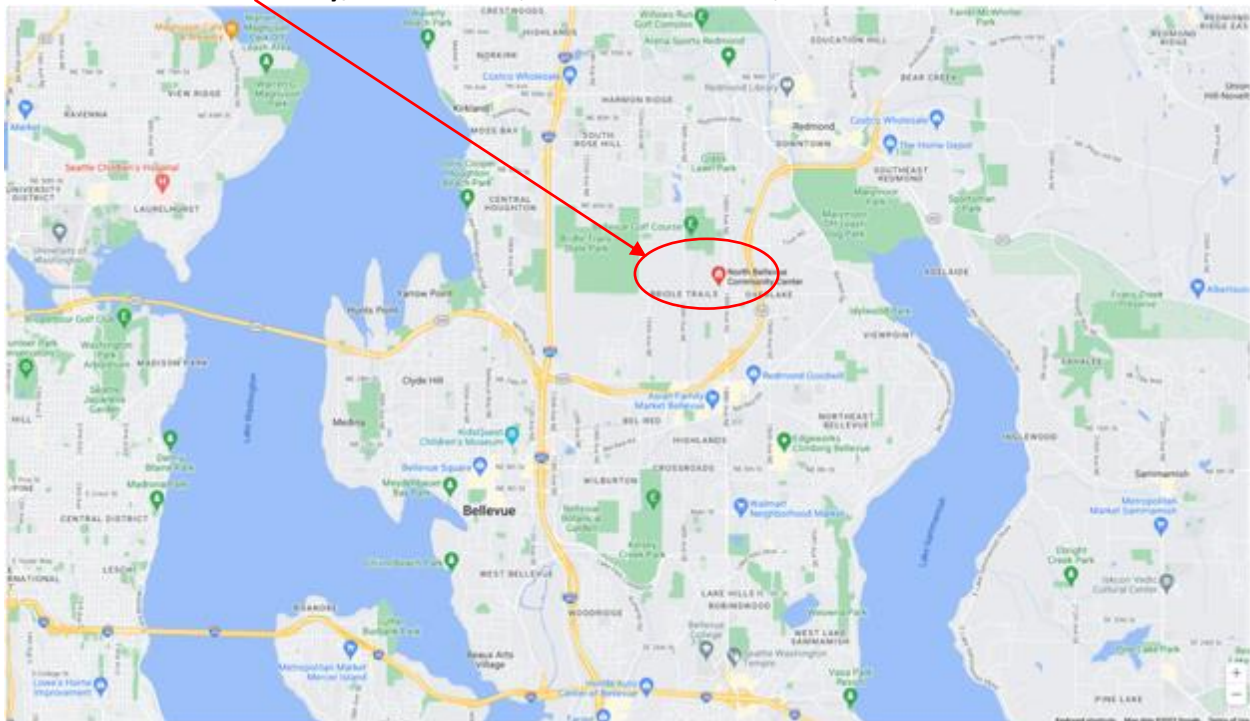
**November 9, 2024      December 14, 2024      January 11, 2025      February 8, 2025**

**Next Meeting: November 9, 2024– 10:30 AM to 1:00 PM**

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

[Map Link](#) [Site Link](#)

**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/>)

*Back to [Top](#)*