



Quick Links	Contacts and Policies	Social Links	Reviews	Features	Zoom	Meeting Info	Join IPMS
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In This Issue

Message from the President	1
In Memoriam: Brian Cahill	3
Review: Eduard P-40E	5
Review: Kato Diorama-kun	11
Feature: Toyota Automobile Museum	16
Feature: McDonnell F-101B Voodoo	25

A New Direction: Moving Forward

Every challenge presents an opportunity, as demonstrated by our transition from the Renton Community Center. This development allows us to fundamentally reassess and potentially improve longstanding issues that were previously insurmountable within our former setting.

There is significant potential for constructive change, and with collective effort and strategic planning, it is realistic to project *substantial* growth—in both attendance and revenue—over the next five years.

It has become apparent that a considerable number of modelers in the area have never attended our meetings or participated in our Spring Show. For example, during visits to Skyway Models on busy weekends, I frequently encounter individuals unfamiliar to our organization. Many local modeling enthusiasts engage exclusively with specialized groups, such as the armor-focused AMPS, car clubs, wooden ship and aircraft communities, Gundam/Sci-Fi groups, and even porcelain figure painters here at Trilogi, often without awareness of what the letters ‘IPMS’ even stand for, or its activities. Even railroaders and RC folks have more in common with us than not. Encounters at major hobby retailers, such as Hobby Lobby or Hobby Town, seldom yield familiar faces, underscoring the limited reach of our current engagement strategies.

Several factors may contribute to this situation. Our club's emphasis on *competition* at shows, our unintentional focus on other IPMS organizations and communities in our communications and invites to our social gatherings, and general lack of public awareness regarding what IPMS represents are all possible reasons. Importantly, responsibility for addressing these barriers lies with us. If we aspire to grow, we must actively foster inclusivity—broadly defined—to accommodate varying interests, whether competitive or non-competitive, and acknowledge diverse approaches to model building. The broader community of creative individuals far exceeds our current membership, presenting a tremendous opportunity for expansion.

A notable example of successful inclusive engagement is The Telford Model Show in England. Although the event features a contest, the primary focus is on extensive displays and vendor areas, supplemented by hundreds of Special Interest Groups (SIGs) catering to a wide range of interests. Their welcoming

approach offers a valuable model for our own annual events. (*Editor's Note: The Shizuoka Model Show also hosts a display-only section every year where clubs from all over Japan and Asia show their work- 2025 had over 12,000 finished models on display*)

Our objective moving forward should be to maintain the core aspects of our show while placing greater emphasis on collaboration with the broader modeling and art community. This will entail greatly expanding display areas, increasing vendor participation, and enhancing overall offerings, capitalizing on the increased space and momentum now available to us at the Monroe fairgrounds.

I recognize that this transition will present challenges and may not run flawlessly during its initial implementation next June. However, with unified commitment and active participation from all members, I think we have something here that can become truly awesome! We will call it:

The Pacific Northwest Scale Model Show and Art Expo

Hosted by Seattle IPMS

I will be unavailable for the next three meetings but welcome your feedback via email. In the meantime, Model On!

Eric

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

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. For more detail, please see the complete Editorial Policy [here](#).

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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.

Seattle IPMS Website and Facebook Page

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

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

In Memoriam: Remembering Brian Cahill

"Mr. TNI Resource Guru"



Brian Cahill was one of those infectious friends in the Seattle Chapter of IPMS-USA: once you met him, he became your friend for life.

Permit me to share some memories of Brian. I first met him at Mike Edwards' American Eagles in his Ballard shop in 1981. Mike suggested that he was a new customer and looking for a 'hobby group' in the Seattle area. Introducing myself, I soon learned he was a recent New York transplant. Brian and I both worked at the same Seattle 'plant' where I became one of his 'friends for life', soon introducing him to some other local modelers including Ted Holochuck, Jim Schubert, Bill Johnson and Georg Pfromm (to name a few).

Brian was a 'cross modeler': belonging to the Northwest Scale Modelers and the Ex-Galaxy groups, in addition to the Seattle Chapter and the TNI 'gang' (Thursday Night Irregulars). He enjoyed building (not always finishing...) model aircraft and more recently space craft.

He not only brought his modeling interests and skills to the TNI group three times each week but his astute wit including his wealth of 'toilets of the day' images. He possessed a keen wit and constantly displayed his acerbic sense of humor. On many occasions he added this comment: "if only there was a device that allowed immediate access to all the world's data?" And at that point, he had pulled such internet references for any number of discussion topics and led the rest of us to that "data."

His passing has been the single thread of news across the known modeling world, with a great many condolences from across the country including, Florida, Michigan, Illinois, British Columbia, Oregon and Washington State, including many who were able only to meet him virtually. They commented in almost every statement about Brian's generosity, friendliness, willingness to help other modelers, his depth of knowledge about modeling, patience and his keen sense of humor. Among the members who expressed themselves, a common thread is evident: "You will be greatly missed Brian, what a loss for us all, that will be a big void to fill, I will dearly miss my friend, our modeling world is not as bright as it was, and There is a little less color in the world today"

Brian is survived by his wife Joann, daughter Meghan and son Kevin and his wife Mary and grandson Owen.

Editor's Note: You can find Brian's obituary [here](#). You can leave a Tribute and find more details of upcoming memorial service and celebration of life.



Back to [top](#)



Eduard P-40E



By Bob LaBouy

Historical & Reference Notes:

As many modelers know the Curtiss P-40 Warhawk was the aircraft which saw much of the early WW II action, especially that in Chinese Nationalist Air Force with the AVG's 1st American Volunteer Group led by the legendary [Claire Chennault](#).¹

The total number of P-40s built before and during World War II was **13,738** of which 820 were constructed.

I recommend the following reference documents to gain a great deal more information about the P-40, and for Seattle area residents, head over to the [Museum of Flight](#) or up to the [Flying Heritage Museum](#) in South Everett to pour over one of the P-40s on display.

[Air Force's Museum](#)

[Military Museum](#)

And my favorite, featuring a pilot, [Don Lopez](#), I met several times.



Photo 1: US Air Force Museum

[National Naval Aviation Museum](#)

You will soon get to know this fighter dimensions, features, strengths and weaknesses and fall in love with the P-40E.

Fit & Finish

This kit's fit overall kit is very good to excellent. The surface details are outstanding and compare favorably with what photographs and

line drawings show. This model, like so many of the new releases from Eduard, just look like the real aircraft themselves.

Usually I dread the prospect of mating the wings and fuselage in most kits and I often run into significant fit issues. This P-40E sets a new very high bar. All my parts fit, with small/tight or very small gaps (and easily filled with Vallejo acrylic Plastic Putty #70.401 and brushed smooth with a wet cotton bud or finger).

Construction Notes:

I should also back up just a bit. This is the Eduard's latest Royal class kit, which means there are not only added 3-D printed parts, but box sized color rendering of the P-40 during a sortie over the Aleutian Islands, magnet (with Australian markings), and two complete P-40 kits. With the Royal boxing at approximately \$120 compared the single boxing of approximately \$60 - \$88, one needs to choose wisely. Don't get me wrong the kit is beautiful, just



saying.....it isn't a cheap venture, and don't even get me started the tariff costs and what that entails.

There are very few, if any aspects of this build which posed any problems—it goes together in a basic patter, from the cockpit area through the fuselage assembly. Believe me, first 13 pages of kit instructions provide you with lots of detailed instruction broken down in multiple steps and panels.

I should also mention there are bazillion after-market parts, decals, masks and masking plugs available for the P-40. A great many of these will allow you to add very detailed parts to your aircraft, many of which are from Eduard themselves. Should you decide to do so, you can easily double or even triple the cost of the basic kit.



Decals

You can again go crazy in deciding just which marking decals you are planning to use (and throughout the kit's instructions you will see which parts and or markings should be applied). In this boxing there are twelve different painting and or marking decals shown in twelve color four view panels.

This may seem to be a bit off the mark, but I have been working on the Eduard decals for some time and studiously avoided the issue of 'decal film.' For some of you this will cause head scratching (*no*, that the result head lice). For the few years now (since June 23, 2020) Eduard has included a thin film layer on their decals, allowing you as the builder to decide to place the decals on conventionally or to allow the decal to be positioned and or then remove the film layer after about 24 hours. The result of removing the film layer provides you with an excellent decal color and a painted-on look not previously seen or thought possible.

I am probably glossing over a topic you may wish to review in more depth, as such I recommend watching one of the now numerous [YouTube](#) videos (and there are more.....):
Eduard Decals, I'm now a fan.

[NEW EDUARD DECALS: THE EASIEST WAY TO REMOVE THE COVER FILM IN 20 SECS IN 1 PIECE](#)

[The new Eduard decals are magic!](#)

Painting

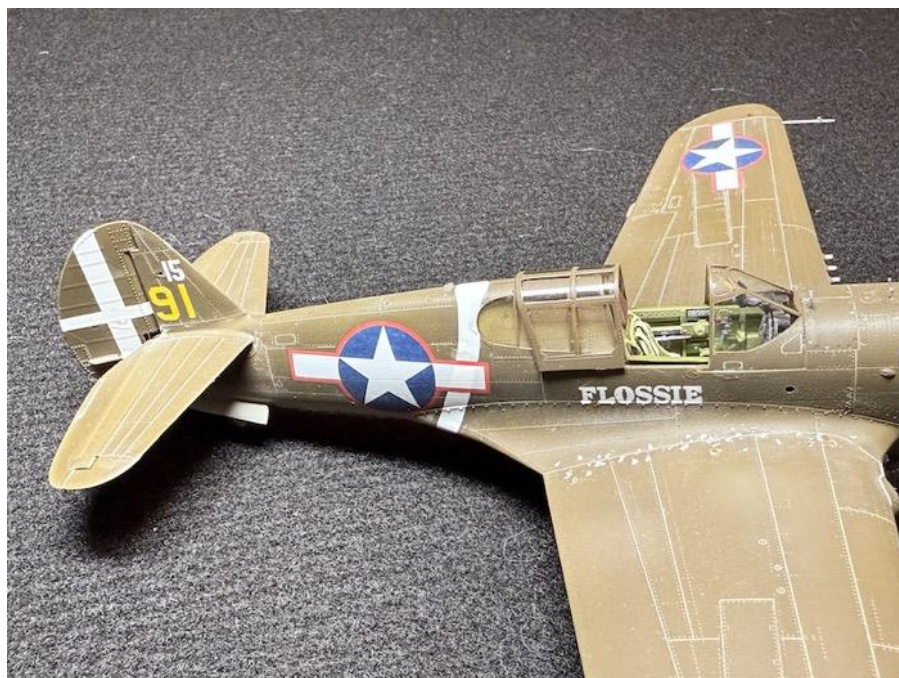
In my choice for painting the well-known P-40E I chose the following Real Color, acrylic and other assorted paints.

Some of you may still be questioning or wondering what the Real Colors Acrylic Lacquer Paint' are and how to use or thin these paints. I

investigated this a bit further just to understand is there a difference a

'lacquer' and 'acrylic

lacquer'? Even though the latest bottles (both glass and plastic dispenser bottles, both of which are the same size at 10ml or 1/3oz) 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 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).



Primer Used:

Mr. Surfacer 500

Surface preparation

The Real Color paints I used:

RC 249	Medium Grey	FS 367270
RC 251	Dark Ghost Grey	FS 36320
RC 001	Flat Black	
RC 006	Red	
RC 028	interior Green	FS 34151
RC 025	Dark Olive Green	No. 31 USAAF
RC 222	Insignia White	FS 17875
RC 267	RLM 04 (yellow)	

The acrylic paints I used:

Atom 20165	Aluminum	
Atom 20167	Gun Metal	
AK 11213.	Clear Red	position lights
AK 11218.	Clear Orange	position lights
A Mig 092.	Crystal Green	position lights

I also used several AK Real Colors Markers for both touchup and to pick out small dials and knobs, etc. I also used water based acrylic markers. They cover well and provide an easy-to-use paint. I am especially enamored with their Rubber Black for all my tire paint.

RCM 001	Rubber Black	
RCM 033	Flat Black	
RCM 034	Flat White	
RCM 004	Yellow	RAL 1003

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

My painting included a small amount of fuselage and pin washes, using 502 Abteilung Brown Wash #ABT080 and 502 Abteilung Neutral Grey #ABT 100 along panel lines to accent the overall olive drab scheme. I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426.

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. However, should you choose to follow the steps outlined the aforementioned (about decal film), these later steps can be eliminated. And for my coat, I spray my overall final finish using Testors Dullcoat Lacquer (#1160).

Reviewer's Comments:

I hadn't built a P-40 in my collection, which surprised me—and I was so glad Eduard's P-40E came along to fill this gap. It's beautiful kit. It just looks and sits

like a P-40. For those who've read this far and may remember my rants about my 'negative' comments, you will be pleased to note my overall '**10**' rating for this kit. I suspect we'll see more from the house of Eduard (i.e; the P-40M) utilizing their basic molds and some of the numerous parts 'blued-out' the part/sprue trees from this initial effort.

To paraphrase that Costner film about baseball (or some kind of ball....), 'build them and they will come' (or something along those lines).

I hope you are as pleased I have been with this Eduard outing!



Back to [top](#)

Kato Diorama-kun Mini Diorama kit



By Alex Hoffman

(Editor's Note: In the spirit of inclusivity, here is a review of a very interesting rail/model hybrid diorama kit.)

Kato is a Japanese manufacturer of model trains. Their primary focus is trains in N-Scale (1/160), and they arrive fully built and ready to run. It is my opinion that their model trains are the best value for their detail and reliability. They also produce their own track; as well as train stations, buildings, and scenery.

Released in 2020, Kato kit #25-917 is an entry level diorama set. The box recommends ages 10 and up. I paid about \$25 in Japan for this kit. Inside the box, you'll find all the necessary materials: laser cut wood, water-based paint, white glue, scenery materials, and a train track. I supplied my own side-cutters, hobby knife, screwdriver, and paint brush. And for extra fun, the kit included a children's picture book about a young boy building his own version of the diorama.

The instructions have good pictures, and there's a QR code that take you to [an instructional video](#). The instructions are in Japanese, so occasionally I made use of Google Translate's *(Editor's Note: +1, an amazing tool.)* camera functionality. For the most part, I just watched the video.

The build starts with glueing the base together from the laser cut wood. It had interlocking pieces, so even though it was white glue, it felt sturdy when dry. Then I installed the curved piece of Kato train track, which needed to be screwed in.

While the base was drying, the next step was assembling the scenery. There was pre-cut card stock in a few colors. The bridge portals were stone gray, textured to look like they were made of stone. If that



wasn't impressive enough, there was a guardrail that slotted right into the top, and it was fairly sturdy for how thin the paper felt. I also assembled a small dock and train crossing signs.

Next was making the trees and shrubbery. There were two plastic trees included. Imagine a tree with no leaves on it, and completely flat. The instructions had me twist the limbs of the tree to

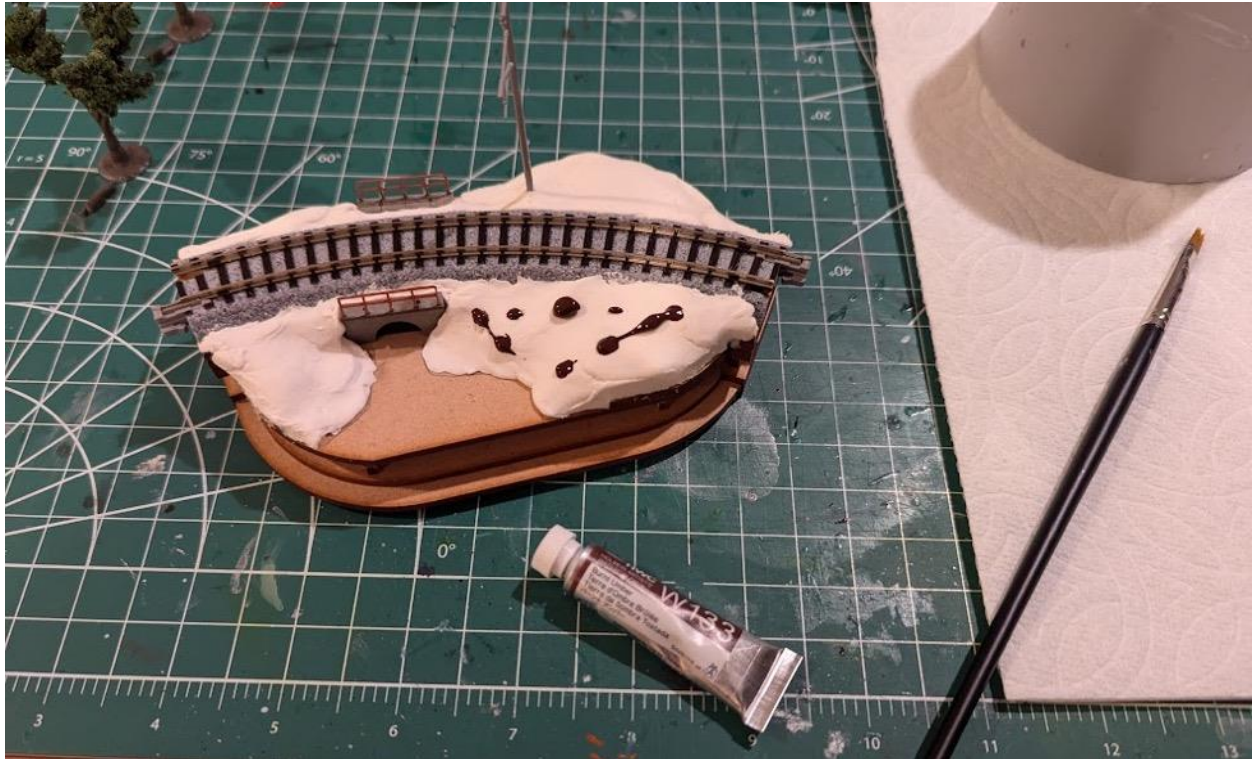
make it more 3D. Then I pulled apart a big piece of moss-colored scenery fluff. It felt similar to cotton, but much thicker. I shredded it into small pieces and glued them to be the leaves of the tree.

Afterwards, I took a few bigger chunks and dipped the tops in glue, then dipped them into yellow fuzz. This was to make it look like large bushes had flowers blooming. I wasn't convinced until I got it onto the full diorama.

Kato is the Japanese distributor of Woodland Scenics, and so the blended turf and shrubbery materials were from them. It was nice to have a more manageable size of these materials. I would have buckets of leftover turf even if I bought the smallest size at my local store.



Next came the terrain. There was a big block of white modeling clay. I used that to shape the dirt and the riverbanks. I gave this a good couple days to dry, but afterwards, it was still springy to the touch.



Next was painting the ground with the included brown paint, which all the paints were watercolor. In hindsight, I should have pulled up the bridge portals so I could paint without having to worry about getting them covered in brown. For the terrain around it, I just used a finer tipped paintbrush, and used a good amount of wet Q-Tip's to sop up my misplaced paint. Luckily it cleaned up well.

The benefits of this kit being made for children was everything cleaned up well. The paint was easy to wipe up with water. The glue was a water-soluble white glue, and the excess clay fell off my hands as soon as water touched it. Sometimes I think there's a lot of benefit to using non-toxic, easy to clean supplies. It saves a lot of hassle of prep and cleanup compared to more permanent and toxic paints. It certainly made it easier for me to find the motivation to get back to this on weekends.

The river was fun. The other two included paints were blue and white. The instructions called for a layer of blue, let that dry, then a second layer of blue. While that layer was still wet, you would dab on white paint to give the river a current. This Bob Ross style of wet-on-wet painting worked pretty well, and I could easily add more blue or white to fix the areas that needed it. I did get my brush a little too wet at one point. I grazed the brown on the riverbank, and that let some brown bleed in. But the muddier look near the riverbank worked for me.

Here is when I tried the only thing the instructions didn't tell me to: I tried to dull the brown color. When dried, the terrain's brown was still glossy. The box's cover has a dull brown, and I wanted that. I tried to put on some Vallejo matte varnish, but the brown paint was getting stripped by it. So, I reapplied the

watercolor brown in the troubled area, and it looked no worse for wear. I decided this diorama would now be a snapshot after rainfall, as opposed to dry.

Next was the blended turf. I dabbed glue on the terrain, doing about 25% at a time. I took my brush, wet



it, and painted the dabbed glue. This stripped some paints as well, but it was making the glue muddy colored, which was just fine. I poured on the blended turf, turned it upside down after a bit, and tapped the excess. I left a small section unglued to be the footpath. Next, I added the tree, bushes, crossing signs, fences, and dock. I left this to dry while I built the papercraft train.

While I supplied my own model train to display, the paper train included was really cute. I needed to cut it from the paper sheet. It was well engineered as it had extra paper pieces getting glued inside to reinforce flimsy joints. The paper train is here so this kit will be complete without any extra purchase. I think that level of care makes this kit special.



After everything was dry, I grabbed my Tomytec brand tram. It's a Nagasaki Street tram, which would be unlikely to go through a scene like this. However, the papercraft train is the Nagasaki's livery inverted. I have an attachment to Nagasaki as my wife's family lives there now, so I figured this tram would be perfect. It makes the finished diorama feel quaint and lovely.

I am so happy with this kit. Everything was well made, especially for the price. I have this placed in an Ikea display case, so I can look at it often. It practically fell together, was forgiving of mistakes, and allowed me to dip my toe into diorama making without having to buy XL sized diorama supplies. Even with the higher price in America, I would recommend it for anyone interested in trying their hand at dioramas.



Back to [top](#)



Toyota Automobile Museum



A photo essay by Andrew Bertschi

I recently had the opportunity to fulfil a long-held intent and traveled to Japan. During the trip, among many other things, it was possible to visit to the Toyota Automobile Museum (Toyota Hakubutsukan), located near the city of Nagoya not far from the company's main corporate headquarters. This is one of three Toyota related museums in the Aichi region, home of the Toyota Motor Corporation.

About the Toyota Automobile Museum (partially Wikipedia)

The Toyota Automobile Museum is located in Nagakute, about 15km east of the center of Nagoya.

Opened in 1989, this is a large, multi-floor museum housed within two large buildings. Beside showcasing the history of Toyota itself, the developmental history of the automobile, the rise of automotive culture and the historical development of the Japanese automotive industry as a whole, the 'Japanese History of Car Making' (as they refer to it) are all highlighted.

Though one might have an expectation to see mainly Toyota vehicles within their own museum, this is not really the case. There are numerous examples from other manufacturers and in fact you see more non-Toyotas than otherwise. The museum also has a really impressive collection of automobilia and related artwork as well as a large reserve collection of different vehicles, including some very rare and valuable types.

Overall, this is a comprehensive and impressive museum. Due to the varied empathizes, it will appeal to gearheads and those less so inclined. Overall, highly recommended and well worth a visit. While there, you can also have lunch, a snack or a drink in their restaurant. There is also a smaller café located by the gift shop.

Adult admission is ¥1,200 (~\$8 USD). Seniors, students, teens and children are less. I had lunch in the main building and later on, a coffee by the gift shop. As I found was the case all across Japan, the food is quite acceptable and reasonably priced. They have a museum shop with all sorts of souvenirs and gifts available for purchase including built-up and un-built scale models. I opted to get some Toyota Model AA cookies. ☺ *(Editor's Note: I got a 2000GT coaster!)*

When thinking to visit, factor in at least several hours (three at an absolute minimum) to do the museum justice. There is a lot to see. The facility is well laid out and the various installations comprehensive and quite engrossing.

[Toyota Automobile Museum](#), 41-100 Yokomichi, Nagakute, Aichi 480-1118, Japan

Phone: +81-561-63-5151

Museum Hours: 9:30 AM - 5:00 PM daily (no entry after 4:30 PM). The museum is closed on Mondays (or Tuesdays when the Monday is a public holiday), as well as on New Years Eve and New Years Day.

Access: I used public transport to get to the museum. From Nagoya (Main Railway) Station it takes roughly an hour each way to do so. Take the Higashiyama Line (commuter rail) to the Fujigaoka Station, then transfer to the Linimo Line (a monorail) and exit it at the Geidaidori station (sign clearly marked with 'Toyota Automobile Museum'). From there it is a roughly 7–10-minute walk to the museum itself. While on board the monorail, you will pass directly by the museums location shortly before you arrive at that station. The museum is also accessible by car and their location has ample public parking,



Japanese Car Maker Lineage

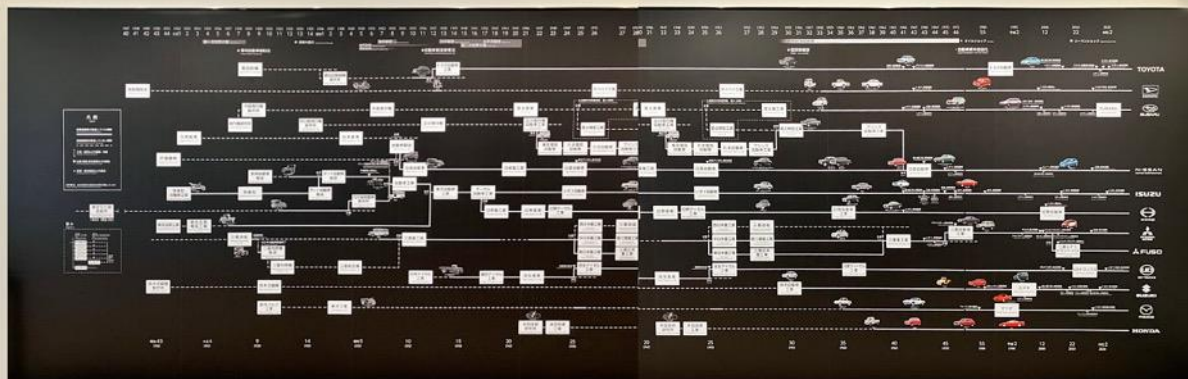


Photo 1: Japanese carmaker lineage chart 1907-2020



Photo 2: 1932 Datsun Model 11 Phaeton, heavily influenced by the British Austin 7. This is the earliest existing Datsun car



Photo 3: A RHD 1937 Oldsmobile Series F assembled for Japan at GM's Osaka Plant



Photo 4: 1945 Toyota Model KC, a simplified wartime spec truck using around 1/3 wood components to save steel



Photo 5: The mid / late 1950s when the license building of European designs dominated much of the market



Photo 6: A 1959 Nissan-Austin A50, a license-built Austin A50 sold in the Japanese market



Photo 7: Starting in the early 1960s, small indigenous vehicles began selling in large numbers



Photo 8: 1960's Auto Hall showing as many foreign models on display as Japanese ones



Photo 9: 1964 Prince Gloria Super-6, a luxury car heavily influenced by American styling



Photo 10: 1967 Toyota 2000 GT, Japan's first supercar. Bond, James Bond.



Photo 11: 1969 Mazda Cosmo L10B, an early rotary engine 2-seater



Photo 12: 1990 Nissan R32 Skyline GTR (Editor's insertion, not author's photo ☺)



Photo 13: Overview of the large automotive culture area



Photo 17: A Prius Popemobile built for the Vatican



Photo 18: My own box of Toyota Model AA cookies

[Back to top](#)

McDonnell F-101B Voodoo



Original Art and Drawings: Norm Filer

Introduction

The B model Voodoo probably saved the F-101 program. After SAC cancelled the long-range bomber escort version, McDonnell redesigned the aircraft as a reconnaissance model.

That version served very well in both Cuba and Viet Nam, but that version did not result in enough sales to offset the vast amount of testing and redesign to get it operational.

The redesigned A/C versions into a strike fighter helped a little but that version only served with one fighter group. It looks like two groups but the 27th at Bergstrom became the 81st in England.

Some wise individuals realized that the attributes, long range and a lot of internal room and more speed than anything else around that time, would make for a great interceptor.

Air Defense Command (ADC) were very willing customers. The current early jets (F-86, F-89s and F-94s) were rapidly proving incapable of intercepting the new Soviet bombers and did not have internal space for the new avionics then ready for service.

Evaluation and Flight Test proved to be a long-involved process. The never solved pitch up tendencies were never really fixed. Engine compressor problems, and fuel control issues were some of the things that contributed to the long delays in getting the bird into service. In June 1959 the 84th FIS at Hamilton AFB, CA, 98th at Dover, DE, 322nd at Kingsley Field, OR all started operations with the Voodoo. And twenty months later it was the most numerous aircraft in the ADC inventory. And would hold that spot for the next four years.

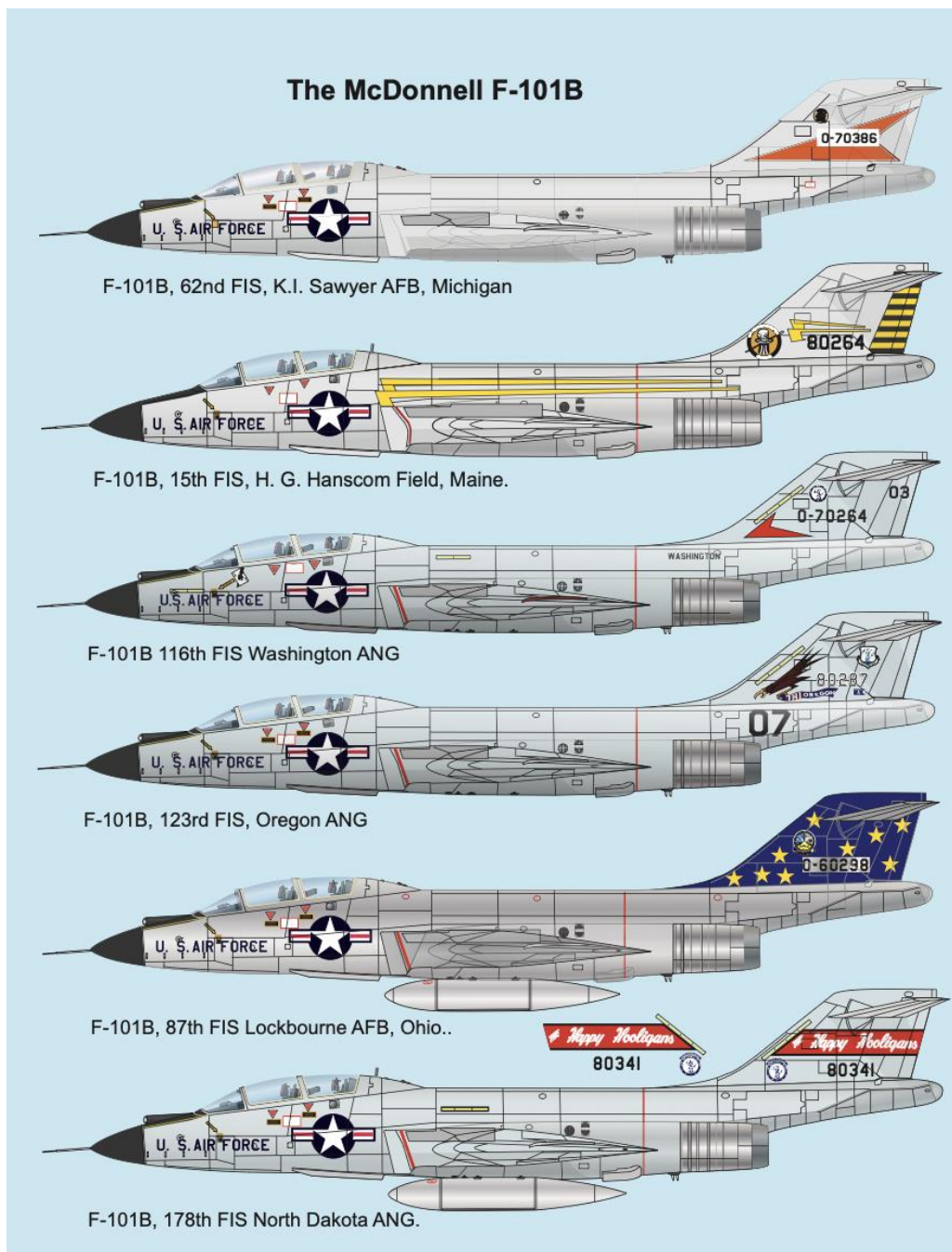
Early deliveries went into service in unpainted bare metal, but the harsh environment at most of the ADC bases and early corrosion problems resulted in the light gray paint the adorned most ADC Interceptors during that era.

Production stopped in March 1961 when the final and 479th F-101B rolled out the production line.

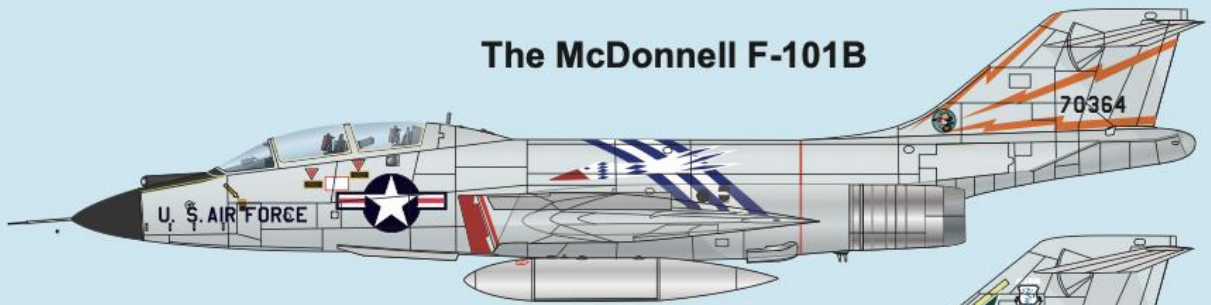
The designation F-101F has been bounced around as the designation of the trainer version of the F-1101B. Then in referred to the first 66 airframes that went to Canada. Eventually all the interceptor aircraft became F-101Bs.

Notes:

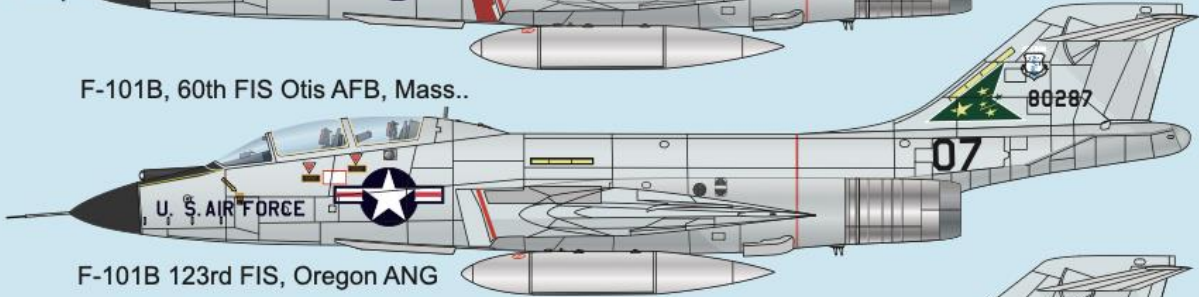
My initial intent was to just cover the U.S. versions of the Voodoo. Bot as I continued to dig into long neglected slide and other references the very interesting Canadian stuff started to nag at me. Several spectacular special schemes, once pristine airplanes covered in mud like water soluble paint, inner upper wings completely painted in Red and Blue. Too much to ignore. So those are all that should show up next month.



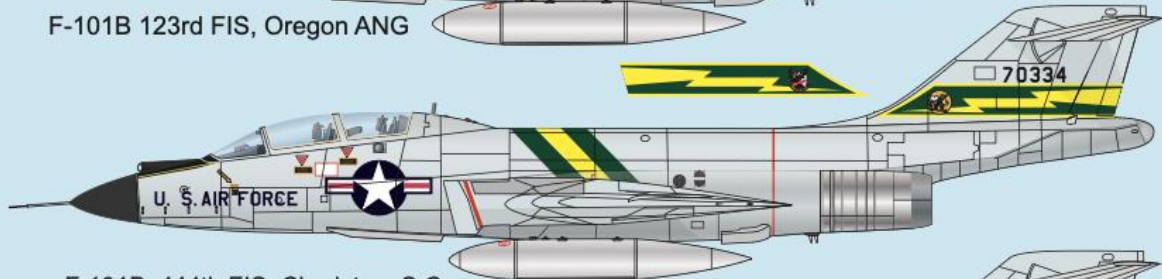
The McDonnell F-101B



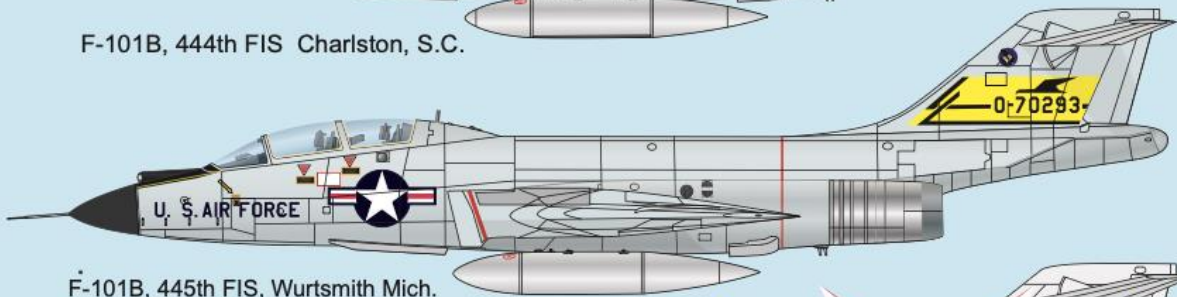
F-101B, 60th FIS Otis AFB, Mass..



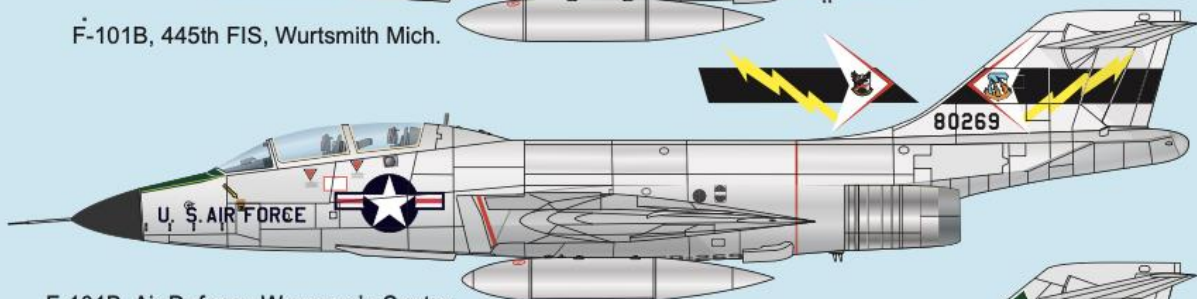
F-101B 123rd FIS, Oregon ANG



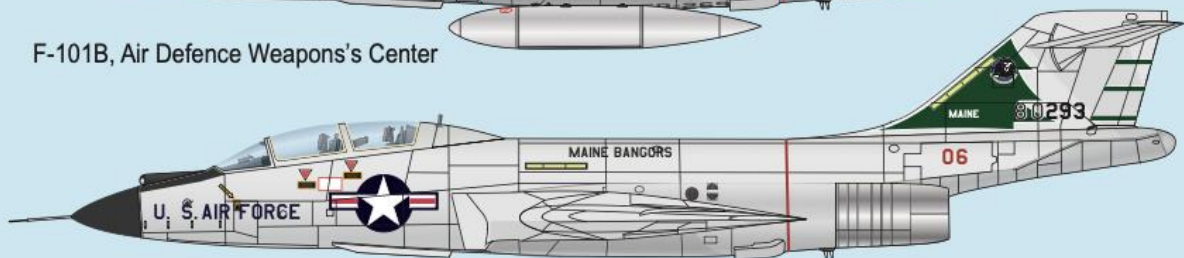
F-101B, 444th FIS Charleston, S.C.



F-101B, 445th FIS, Wurtsmith Mich.



F-101B, Air Defence Weapons's Center



F-101B, 132nd FIS, Maine ANG

The McDonnell F-101B Emblems

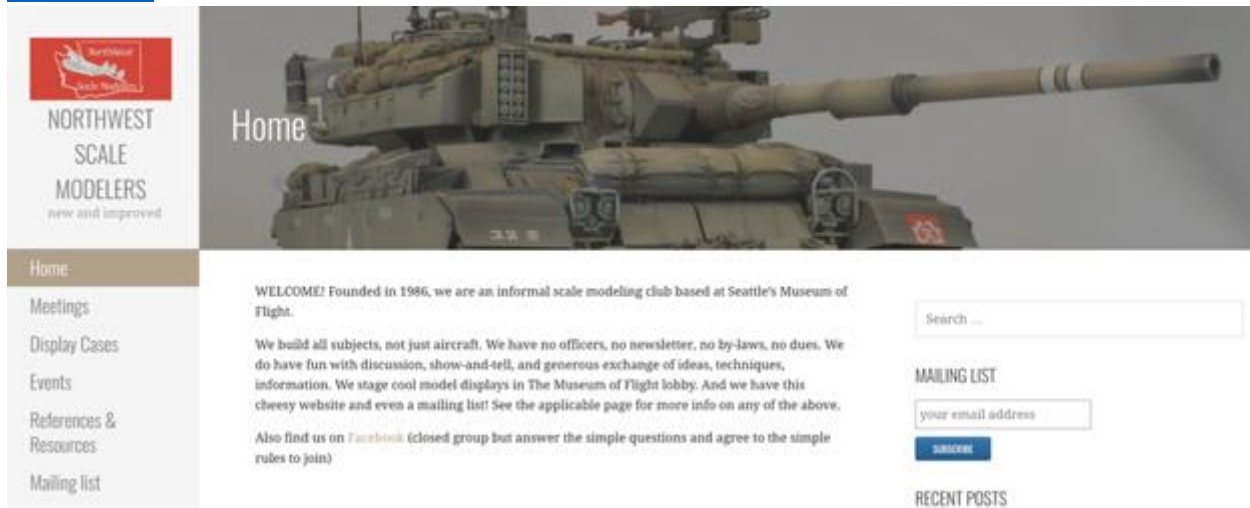


Back to [top](#)



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.



Performance Model Club

The Performance Model Club meets every third-Saturday of the month at the Mt Vernon Roundtable Pizza from Noon to 2:00pm. All modelers are welcome to bring their recently completed models (or ones in work) to 'show and tell.' We have several that drive all the way from West Seattle and Renton as well as from Bellingham. We purely talk models, techniques, etc. With an average attendance of 6-10 at each meeting, we are not prepared to sponsor another PMC Model Show yet, but who knows what might be possible if this club grows!

Questions? Feel free to contact David Kaneshiro – kaneshiro.david@gmail.com or call/text 206-601-1351.

Back to [top](#)



Upcoming Events

August

6-9 — IPMS Nationals - Hampton Roads, VA

16 — Kit Auction - Oregon Modelers Society - Portland, OR

September

20 — Oregon Modeler's Jamboree - Linn County Expo Center - Albany, OR

Oregon Model Show and Contest - hosted by Oregon Mid-Valley Modelers

October

4 — Fall Show - IPMS Palouse Area Modelers - Moscow, ID

11 — Scale Model Fest - Bonsor Recreation Complex - Burnaby, BC, Canada
IPMS Vancouver Annual Fall Show

TBD - Fall Show - IPMS Boise - Boise, ID

Back to [top](#)



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](#)

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

Back to [top](#)



The IPMS Seattle 2025 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.

August 9, 2025

September 13, 2025

October 11, 2025

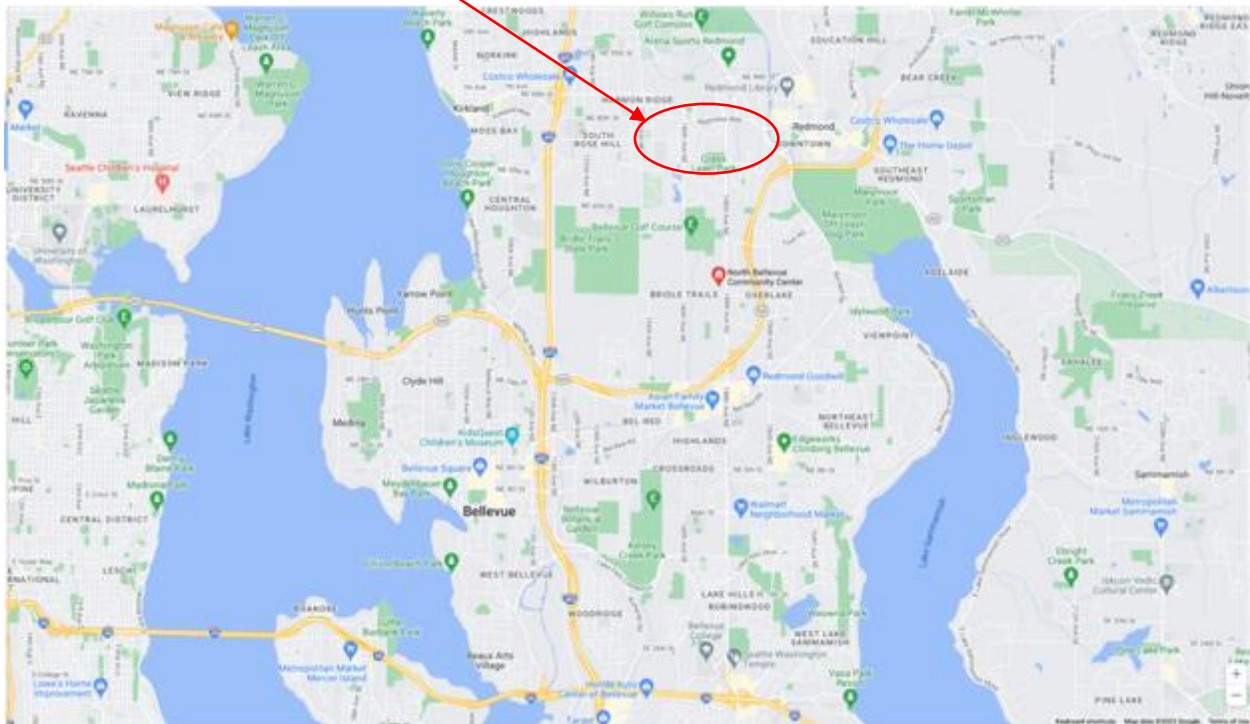
November 8, 2025

Next Meeting: August 9– 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](#)