In This Issue

Revisiting Winter Weathering

Casting aside the debate over whether we should weather our models or not, there are new acrylic products that deserve attention, and just might change some minds on the subject.

And I am not just talking about armor – the cruise ship I am on, as well as the airliner that brought me here show all kinds of weathering if you take the time to look, and as a modeler I try to reflect that reality in my work. You can use these techniques with combat aircraft, figures (think Warhammer/Gundam), ships – anything that gets dirty over time. I have a three-foot submarine in my model room that incorporates everything you see below.

Accordingly, I would like to revisit ***winter*** weathering, since this season reflects the most extreme usage of these techniques, and incorporates products that keep getting easier and easier to use. One of these new products is AK Interactive's new line of acrylic Gouache (pronounced '/g/wash') paints, which is the subject of a separate review in this newsletter. **So off we go!**

Winter weathering starts once a model is completed*, and completely painted.* I purposely select dull, drab colors for the stowage, pioneer tools and other detail, since bright and shiny things turn dull pretty quickly in freezing weather, especially in combat.

My process can be broken down into four distinct steps:

1. I start with a lightly airbrushed coat of acrylic flat white. This requires a little faith in what I'm doing since it will cover what would otherwise be a perfectly good, finished model! The image of the four barreled German SPAA reflects the general idea of this step. The Wirbelwind pictured was an early attempt at winter weathering, before I knew much about gouache paints.
2. I follow this step with an overall coat of Mig Winter Camouflage Wash, or any similar, nearly-translucent product. I dabble it on with a brush, working in sections and pushing it into corners, making sure that nothing looks even or symmetrical. It dries clear-ish with a slightly whitish hue,

meant to represent dirty ice. The Mig product is an enamel, so I will follow this with a rattlecan coat of clear, flat acrylic, since the next step works best on a non-distillate (acrylic) surface.

3. This third step is the most important – I selectively apply an overall splotchy coat of acrylic gouache flat white (a review of this product is covered in a separate article in this newsletter). This product leaves a fine, chalky textured surface when dry - perfect for gripping highlights added later. The hue and opacity of gouache can be changed with water and/or other colors, and remains workable until, well, until I'm done-done. Later, I will seal everything with a coat of varnish, which locks in the gouache and protects it from being changed.
4. Finally, I apply my standard array of oil and enamel weathering products such as washes, filters, dry brushing, mud, dirt, splattering – whatever seems appropriate to the look I'm going after. The distillates will not affect the gouache surfaces underneath. **Note: If you use only acrylics for health purposes**, you can simply lock in your gouache work with a clear, flat varnish coat first before using your favorite acrylic weathering products.
5. The most important step from above is the gouache application, which is why it is covered separately in this newsletter.

I would be more than happy to demonstrate any of these steps and/or techniques in person at one of our meetings - just ask. At this Saturday's meeting I will bring a progression of 'winterized' builds, reflecting my progression, over the years, trying to get the cold of winter *right*.

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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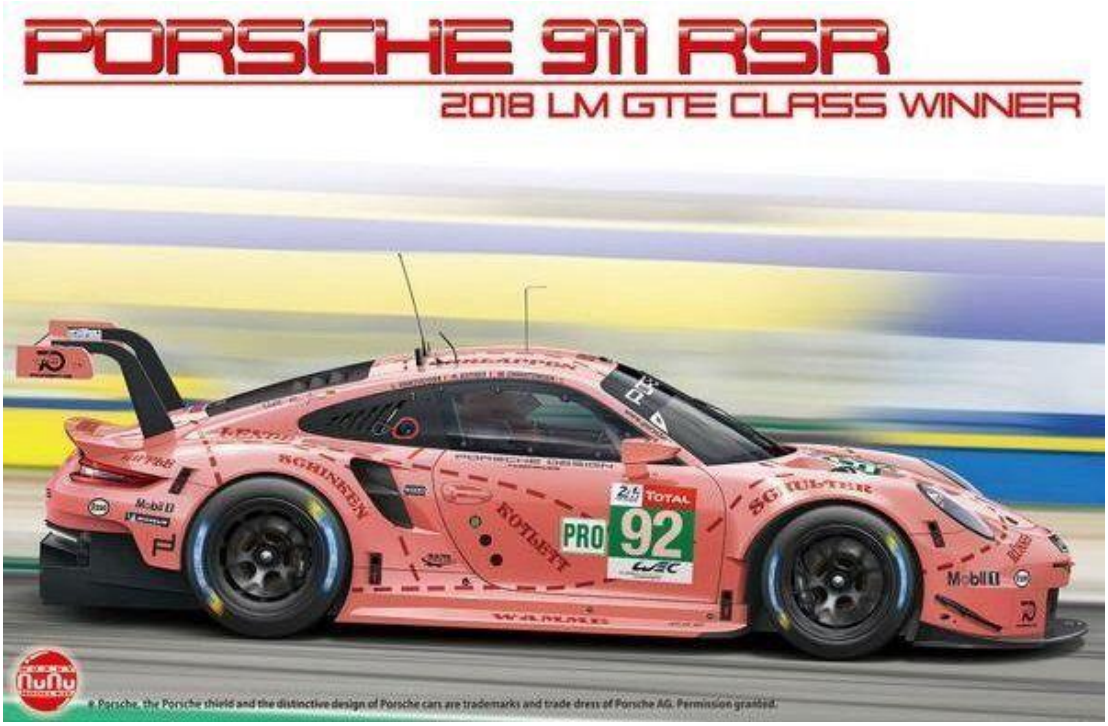
If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document.

Seattle IPMS Website and Facebook Page

IPMS - International Plastic Modelers Society - Seattle Chapter (ipms-seattle.org)

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

NuNu 1/24 scale Porsche 911 RSR 2018 Le Mans GTE Class Winner



By Elbert Lin

The Car

The 2018 Porsche 911 RSR was a formidable competitor in the GTE-Pro class at the 24 Hours of Le Mans, designed specifically for endurance racing. Featuring a mid-engine layout—a departure from the traditional rear-engine setup of the 911 road cars—the RSR was powered by a 4.0-liter naturally aspirated flat-six engine, producing around 510 horsepower. Its lightweight carbon-fiber body, advanced aerodynamics, and optimized chassis provided exceptional handling and stability over long stints. Competing under the Porsche GT Team, the 2018 911 RSR played a crucial role in celebrating Porsche's 70th anniversary, with a special retro-inspired livery based on the 1971

Photo: The Original Pink Pig

Porsche 917 "Pink Pig", paying homage to the brand's racing heritage. Raced by the Porsche GT team, and piloted by drivers Michael Christensen, Kévin Estre and Laurens Vanthoor, the #92 car would ultimately have a far more successful outing than the car from which it took inspiration. Car #92, the new Pink Pig, finished first in the GTE Pro category after 344 laps of the 2018 24 Hours of Le Mans. The original livery was a play by the Porsche art department on a comment by one of their main sponsors at the time that the 917/20 looked like a "fat pig", and features the names of cuts of pork that butchers use (in Germany, or course).

The Kit

The NuNu 1/24 scale Porsche 911 RSR 2018 is the latest release from the Macau-based company Hobby NuNu. Word on the street is that NuNu does the engineering and outsources the molding to companies in China. The kit features a one-piece body mold, without separate hood, doors, or engine compartment access. The undertray consists of one main piece with a separate piece for the rear. The interior consists of multiple pieces with basic molded detail. This is a curbside kit, with just a transmission-like block to support the rear suspension and no engine details. Suspension details are likewise minimal, but are totally blocked by the wheels and tires which would render them invisible anyway.

The kit comes with four rubber tires (more on this later), clear parts for the windows, mesh to simulate air intake covers, and a very handy masking sheet with both exterior and interior masks. Exterior to cover the windows during body painting, and interior to help paint the black window frame color. Decals are made in-house, and are clean although a little thick. Instructions are basic and a bit wonky, examples of which I will point out.

I also used the purchased separately NuNu Detail-Up Parts kit, which actually costs almost as much as the kit itself. It is a feature packed kit, however, with full carbon decals, two photo-etch sheets, metal parts for the radio antenna, and fabric for the seat belts. As the kit itself is pretty basic the photo-etch is a welcome addition to upgrading the build especially for the rear-wing supports and intake mesh(s). The carbon decals, while tedious to apply, really add a lot

to the final look especially for the interior, although most of it is for the undertray which you can't see when the car is displayed.

The Build

The build starts with the undertray and construction of the rear and front suspensions. As these are very basic, the process is pretty quick, but as with most car models it is best to paint first then build. This is also where most of the upgrade kit carbon decals are applied, which adds time. Lots of decal application for things you will not see unless the car is displayed upside down. Brakes are another area where the upgrade kit does help, adding the photo-etch rotors really brings out better detail than in the main kit.

Overall, the fit of the kit is good, things go together like they are supposed to, without any fancy engineering that requires Tamiya-like precision. In that respect, the low parts count and lack of detail helps as there isn't too much to screw up. No major issues were encountered during the build.

The interior consists of 5 main pieces, along with separate piece for the center console and the roll cage. This is one area where the instructions are quite fuzzy, with little to no detail on what colors to paint. Following the instructions, the inside door panels and the rear panel are all painted white. However, with the upgrade kit come a number of carbon decals to be put on the door panels and the rear. Likewise, the instructions have you paint the driver's seat all black. But the upgrade kit comes with a large decal for the rear of the seat in an interior greenish Kevlar color.

This brings us to the tires and wheels. The wheels look good, but the size difference between front and rear is very slight, so care is required so as to not mix them up. What is most odd and a first for any car kit I have built is the tires. They are actually molded at an angle, tapered, higher on one side, sloping down toward the other side. NuNu has you mount the tires with the narrow side on the inside of the wheels all the way around. The theory I read on Britmodeller is that NuNu was trying to compensate for the camber angle of the suspension, so that the tires would sit flat. Perhaps, but the end result is that the car sits on the outsides of the four tires, with a strange gap on the inside of every tire. Apparently, this is a common NuNu design, and appears in their other car kits.

Some have resorted to vigorous sanding to make the tires even. Being lazy and not wanting to make more of a mess in my workspace than I usually do, my solution was to purchase 3-D printed aftermarket wheel/tire sets from Decalcas, producer of some of the best after-market car decals and accessories.

Not only are the details of the wheels a level above the kit (even comes with tiny 3-D printed air valve caps), but most important of all….the tires have no taper.

The body build is basic, with additions inside for the headlights, taillights, and engine intakes. The engine intakes are a bit tricky out of the box, as you have to cut small pieces of the included fabric mesh to cover the front and side inlets. This mesh isn't the greatest material, and tends to fall apart when you look at. Also getting it to stick to the plastic parts at the right tension can be tricky as well. Enter the upgrade kit photo-etch intake covers. Fit well, look great, and 10 times easier to handle. I left them off until after paining so as not to clog them up with paint. Instructions have you putting the glass on before painting, and with the included masks you could do that. However, being old-school (or just knowing my propensity for screwing things up) I left the glass off at this stage.

Paint

Pink is not a color I usually encounter in my modeling adventures. In fact, I think this is the first time I have ever painted a plastic model, Pink. The instructions have you mix the color, 9 parts of Tamiya X-17 (Pink) with 1 part X-6 Orange. These are Tamiya acrylics, whereas all the other color instructions have you using Gunze acrylic/lacquers. Why all the sudden a Tamiya paint recommendation? Who knows. In any case, I don't trust myself mixing paint consistently, and was hoping to find a more convenient solution. I found it in a Gunze color set for Gundam I have been carting around between Japan and the

US for 20 years. Back in the day, Gunze produced color sets for each Gundam, with three of the main colors in each set. I picked up a bunch of those back in 2004 when I was building Gundam for my kids, and never used them as I skipped painting. And they have sat, for 20 years, living through 4 moves. But, as I was about to despair, I find the Justice Gundam (ZGMF-XO9A Justice Gundam to be exact) paint set whose main color is….Pink! And a good shade of pink, almost exactly the right one for the Porsche, or at least close enough for government work.

So, after adding some Gunze Mr. Color Replenishing Agent to the 20-year old paint, it was as good as new. And on to the body it went. After a couple coats of Gunze UV Cut Gloss Coat, polishing and sanding, on went the decals. Used straight kit decals, which went on fine but were a little thick. After drying for a few days, and more gloss coat, polish, etc., on went the windows and detail parts.

Conclusion

The NuNu Porsche 911 RSR is a basic kit that captures the essence of the car look and shape. The lack of detail is a double-edged sword, on the one hand that makes it an easier project built out of the box, on the other there are a lot of details that would be nice to have. Which is where the Upgrade Kit comes in, although with a hefty price tag. However, it builds up well, and with a little work can be made to look great. And, there are a number of after-market decal sets to make other cool liveries which is an added attraction.

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Using Gouache to Weather your Models

By Eric Christianson

Links

[TUTORIAL GOUACHES | AKG1-AKG12 | AKG25 - AKG26]

As touched on in this month's editorial, the decision to weather models is personal. If you do want to try some hard-core weathering, I highly recommend you try adding gouache ('/g/wash') to your weathering arsenal.

Simply described, gouache is a watercolor paint that dries opaque. In other words, unlike normal water colors, the paint is not see-though or translucent, unless you thin it to be so. For modelers, gouache is not meant to use as a base color, but as an adjunct to a completely painted model.

Gouache has two unique properties that are key for weathering models. The first is that it can be reconstituted, with water, forever, or at least until it is sealed with a coat of varnish. This means that if

you don't think your finish is perfect the way it is, you can easily change it, even a year later (just keep your model out of the rain!).

Many times, I will spend a couple of days weathering my model before putting it aside for a week or so, just to mull it over. With gouache, that's no problem. Maybe I want to uncover the white stars on a tank hull, or create rough edges of camouflage - just like a G.I. with a bucket of white wash and not much time in the field to work. That freedom does not exist with any other medium – even oil paints dry eventually. Gouache remains workable until I decide to cover it up with a thin layer of (any) protective varnish.

The second key benefit of using gouache is that it leaves a fine, chalky surface when dry, almost like an extremely fine sandpaper. This surface picks up other weathering products like no other, especially when using techniques like washes, filters, and dry-brushing. Distillate products will have no effect on the underlying gouache surface, and if you use acrylic products for health reasons, that's cool too – just lay down a thin protective layer of varnish first before using other acrylic products on top.

Personally, I use enamel and oil weathering products exclusively, and being able to change the underlying gouache layer, even after applying all this other stuff on top, is brilliant. There are essentially no limits to what I can accomplish.

Using gouache is easy; simply squeeze a small smudge of paint on to a wet pallet, and a drop of water nearby. Then pick up a couple of mission-specific paint brushes and off you go. Gouache works best on an acrylic surface – distillates (enamels/oils/lacquers) sometimes cause it to bead up. If that happens,

simply cover the area with a rattlecan shot of flat acrylic, wait ten minutes, and carry on. Keep in mind – the area where you sprayed will then be 'fixed', so you may need to re-apply the gouache on top again.

One of the main reasons I decided to bring this painting medium up again in our newsletter is because AK Interactive has cobbled together two sets of modeler-specific colors for us to use – like what they did with their ABT oils, Acrylic Pencils, and Oil Brushers. These mediums all existed already – AK just made them easier to use for modelers. Unlike the commercial gouache paint, which comes in primary colors and is meant for artists, AKI has put out paints that are pre-mixed to match the kind of colors that modelers want. The sets are not expensive and will last you a lifetime. In the past, I've only used black and white gouache, and a brown that 'resembled' burnt sienna. But now there are a variety of greens and ochers and grays and browns, as well as white and off whites. I have not used gouache on aircraft – but I know they would work great – especially in wheel wells and the splotchy gray surfaces of Navy aircraft (think Top Gun and Flight of the Intruder).

I am a modeler who loves to weather models, and I wish I had another lifetime of modeling to explore how I could use these great paints!

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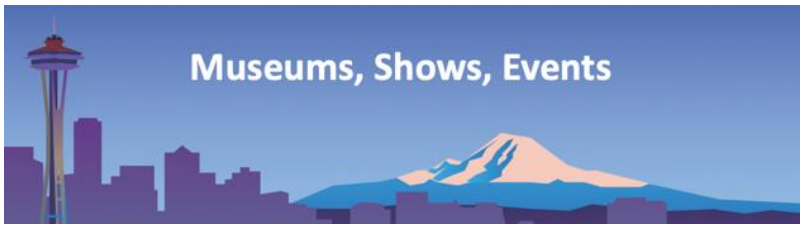

National Museum of Military Vehicles Dubois, WY

By Bob LaBouy

Website

And now for something entirely different…..

This past summer, Helen and I finally got to one of the best museums we've ever visited following the Madison IPMS/USA national convention. While it's a bit of a jaunt to get there, we find ourselves every couple of years in the Yellowstone and Jackson Wyoming areas for photography trips. From there is only a couple of hours to small Southwest town of Dubois, Wyoming. Believe me when I say this is the finest armor collection and museum I've ever seen.

For most of you, I suspect you may not be familiar with the name National Museum of Military Vehicles (referred to hereafter as just the acronym the NMMV Museum). For a small number of Seattle Chapter members, you have had the opportunity to visit the NMMV, I trust you'll be able to set back and

possibly learn something new or at least not fall to sleep as I share these thoughts. If you're interested in armor (aka 'targets'*) you'll go crazy when you visit this museum and then want to go again because of what you missed when you were there previously.

(*Editor's Note: Old-school IPMS terminology, not suitable for work)

Rather than prolonging your anxiety I will say several things about the Museum: it is much larger than any museum of its type, it's ***HUGE***. As you enter the main museum (and I'm skipping the covered outdoor collection of a few more hundred vehicles and about 60-70 pieces of artillery and armor just sitting outdoors). A two-day entry fee runs $23.00 and it's very cheap once you begin your journey into the museum proper. And I failed to mention there is a separate Poolaw building which also houses several very large collections of swords and bayonets beautifully displayed with no charge and a terrific sit-down cafeteria (and great a very reasonably price selection of breakfast, lunch, dinner, a variety of soft and hard drinks and a great of ice cream.

Moving back to NMMV building itself, is where the 'rubber really meets the road (wheels)' literally. The initial 'walk' is 1.5 miles long to give you an idea of what you are facing. This allows your understanding of what and why you purchased a 2-day ticket! You'll also discover that the museum provides free use of electric scooters; for the first time in my life, I opted for the scooter and a staff member showed me the basics and I was 'off like a herd of turtles.'

For more information on the museum contents and mission, see the link here.


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UNCOMMON VALOR


THE CALL OF DUTY


NOV 1950
DEFEAT
AT CHOSIN
FROZEN RETREAT


ROLLING
THUNDER
B BATRY
3-16 ARTY


SSU
502
1941-1945
ARMY
NAVY


WORLD WAR


HELMET DEVELOPMENT
YOU'VE GOT WHAT IT TAKES SOLDIER
I need you on the job full time...
DON'T GET HURT

MUSEUM Hours

Summer Hours: May 25 - Sep. 30
Museum Galleries - 9:30 a.m. - 5 p.m.
The Canteen Restaurant - 7 a.m. - 6 p.m.

While there are a large number of YouTube videos about the NMMV (which I highly recommend), the official museum's basic web location is at:
https://nmmv.org/about_nmmv.php

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The Bell P-59 Aircomet in US Service Profiles

Original Art and Drawings By Norm Filer

***Editor's Note**

This is the second in a planned series of original aircraft profiles and squadron artwork that will chronicle US aircraft development in the post-WWII era. These have never before been published until now, and represent an amazing archive of resources for the modeler. This harkens back to the spirit of the old IPMS Magazine, modelers producing original research for modelers. Shout out to our esteemed elder Norm Filer for giving it up and sharing!

The Bell P-59 Aircomet Introduction

The Bell P-59 Airacomet was the first jet aircraft built and flown in the United States. Like many aviation "firsts," it has largely faded into history, but remembering its contributions remains important.

Development and First Flight

The XP-59A first flew in October 1942. Perhaps the existence of the German Messerschmitt Me 262, which had its first flight in October 1941, provided additional incentive for the U.S. to explore jet-powered flight.

In April 1941, General Henry "Hap" Arnold, then Commander of the United States Army Air Corps, visited Britain, where he was shown the Gloster E.28/39 Pioneer jet aircraft. He witnessed some of its initial taxi tests, which influenced his decision to pursue jet engine development in the U.S. Upon returning, he contacted General Electric (GE) engineers who had accompanied him to Britain and urged them to explore jet engine production domestically. GE, with years of experience in turbo-supercharger technology, was already studying British gas turbine designs.

As a result, a contract was signed for Bell Aircraft and GE to build three XP-59A prototypes. A British team arrived in October 1941 with a prototype engine and a full set of technical drawings to assist the effort.

Construction and Testing
Construction of the XP-59A began just a month after the attack on Pearl Harbor. The aircraft was completed—without engines—by August 1942. Two General Electric I-A jet engines arrived later that month.

On September 26, 1942, the aircraft was shipped from Buffalo, NY, to the remote test site at Muroc Army Air Field (now Edwards Air Force Base) in California's high desert. Once assembled, testing began. Because of its groundbreaking nature, many officials and engineers were eager to observe the jet in action.

The XP-59A's airframe was conventional, designed for reliability so that engineers could focus on developing the jet engines. However, early trials were plagued by engine issues. The I-A engines produced only 800 pounds of thrust each, and engine run time was limited to just three hours before requiring a full teardown and inspection. Until the Pratt & Whitney J57 emerged a decade later, jet engines produced very limited power compared to their piston-engine counterparts.

Operational Performance and Legacy
With a total production run of only 66 aircraft, the P-59 never reached frontline operational service. Its top speed of 403 mph was slower than contemporary propeller-driven fighters, including the P-38 Lightning, P-47 Thunderbolt, and P-51 Mustang. As a result, the aircraft was used primarily for testing and pilot transition training rather than combat.

Surviving Aircraft
Only six P-59 aircraft are known to survive today:
1. XP-59A (first prototype) – *Smithsonian National Air and Space Museum*, Washington, D.C.
2. YP-59A – *Planes of Fame Museum*, Chino, CA (under restoration to flight status).
3. P-59B (20th production model) – *Purdue University*.
4. P-59B – *On display at Edwards Air Force Base* as a former Orange Drone controller.
5. P-59B – *National Museum of the U.S. Air Force*, Dayton, OH.

While it was never a frontline fighter, the Bell P-59 played a crucial role in pioneering jet-powered aviation in the U.S., paving the way for the more advanced aircraft that followed.


The Bell P-59 Airacomet
XP-59A At First Flight 2 Oct. 1942
2108776
76
YP-59A
2108783
YP-59A "Mystic Mistress" Drone Controller
422633
P-59B "Reluctant Robot" Drone
NATC
YP-59A Naval Air Test Center
P
YP-59A, Royal Air Force
© 2025
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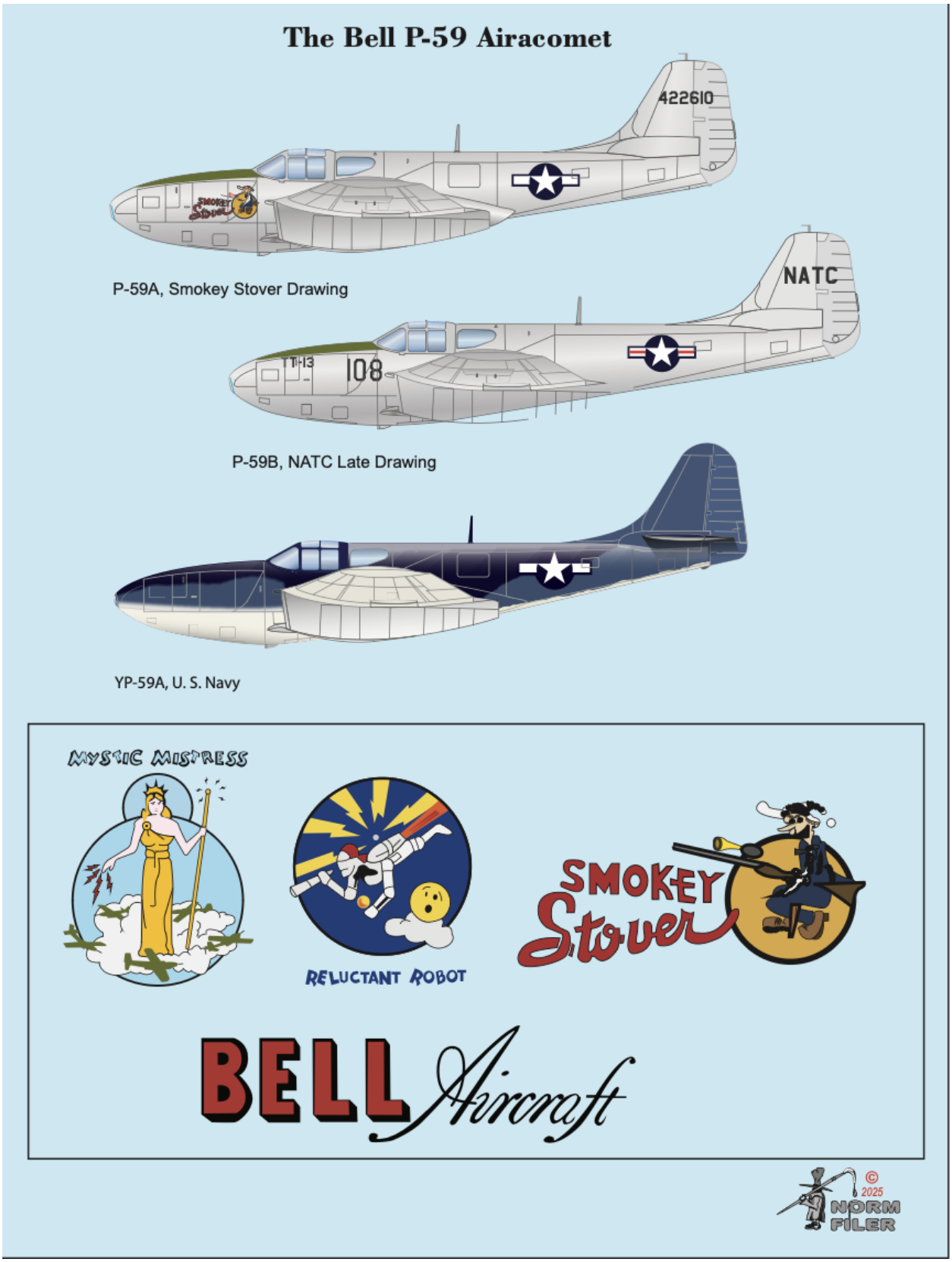
The Bell P-59 Airacomet
422610
P-59A, Smokey Stover Drawing
NATC
108
P-59B, NATC Late Drawing
YP-59A, U. S. Navy
MYSTIC MISTRESS
RELUCTANT ROBOT
SMOKEY Stover
BELL Aircraft
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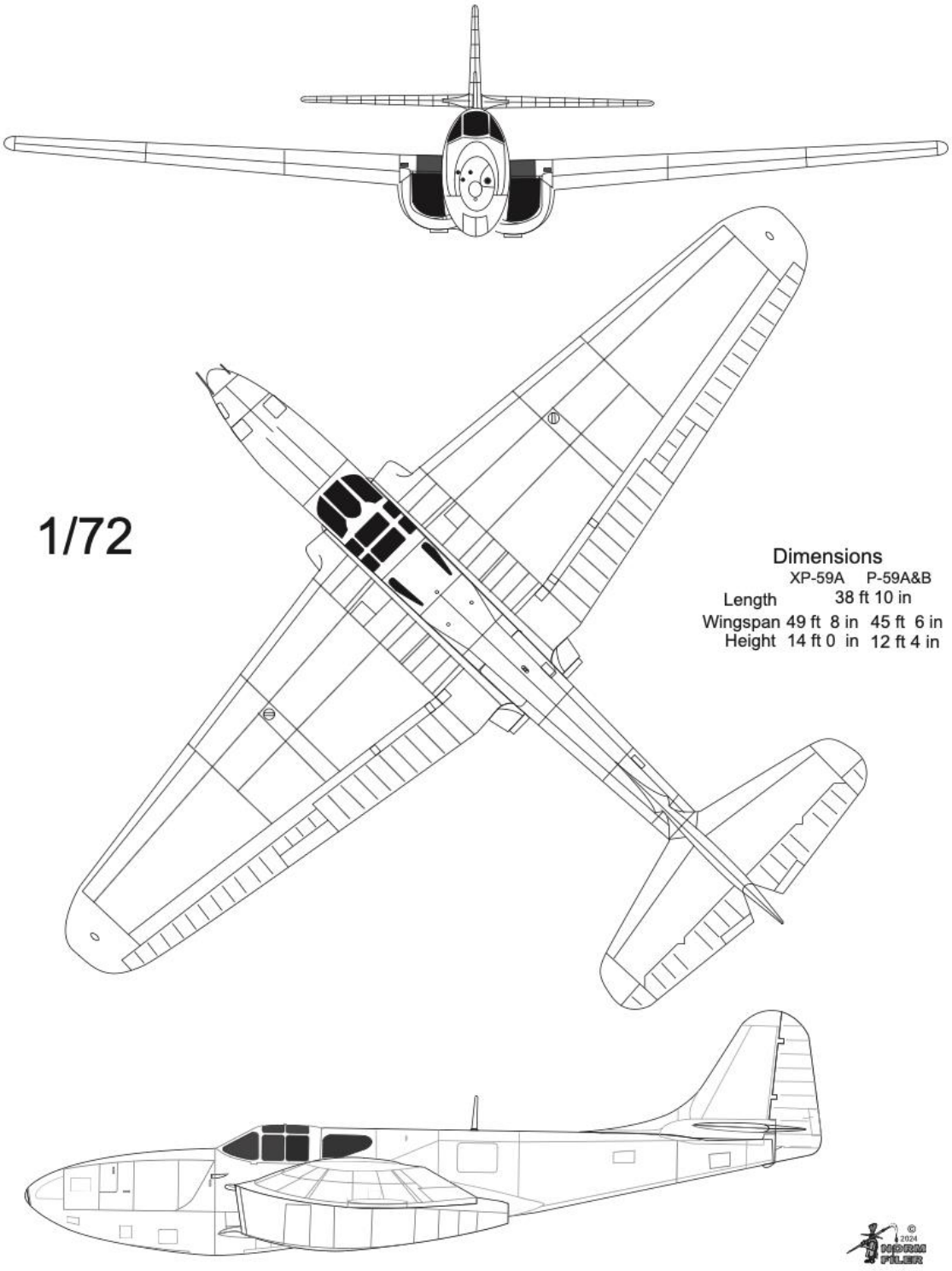
P-59A Aircomet Drawing



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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)]

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.

Upcoming Events

February

15-16 — Model Madness - Museum of Flight - Seattle, WA
NW Scale Modelers - Model Display

March

15 — PNW Model Car Fest - Holiday Inn Airport - Portland, OR
Scale Auto Builders - Model Car Show and Swap Meet

22 — Model Contest and Swap Meet - Cottage Grove, OR
Tuesday Nite Modelers

29 — Swap Meet - Oregon Modelers Society - Portland, OR

April

26 — IPMS Seattle Spring Show - Renton Community Center - Renton, WA
IPMS Seattle - Annual Show and Swap Meet - IPMS Region 7 Regional Contest

May

17 — Oregon Modelers Society - Event TDB

24 — Best of the West Model Contest - Orleans Hotel Casino - Las Vegas, NV
IPMS Las Vegas - Annual Contest

June

July

12 — Sprue-Man Group Model Swap Meet - Vancouver, WA

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

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

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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.

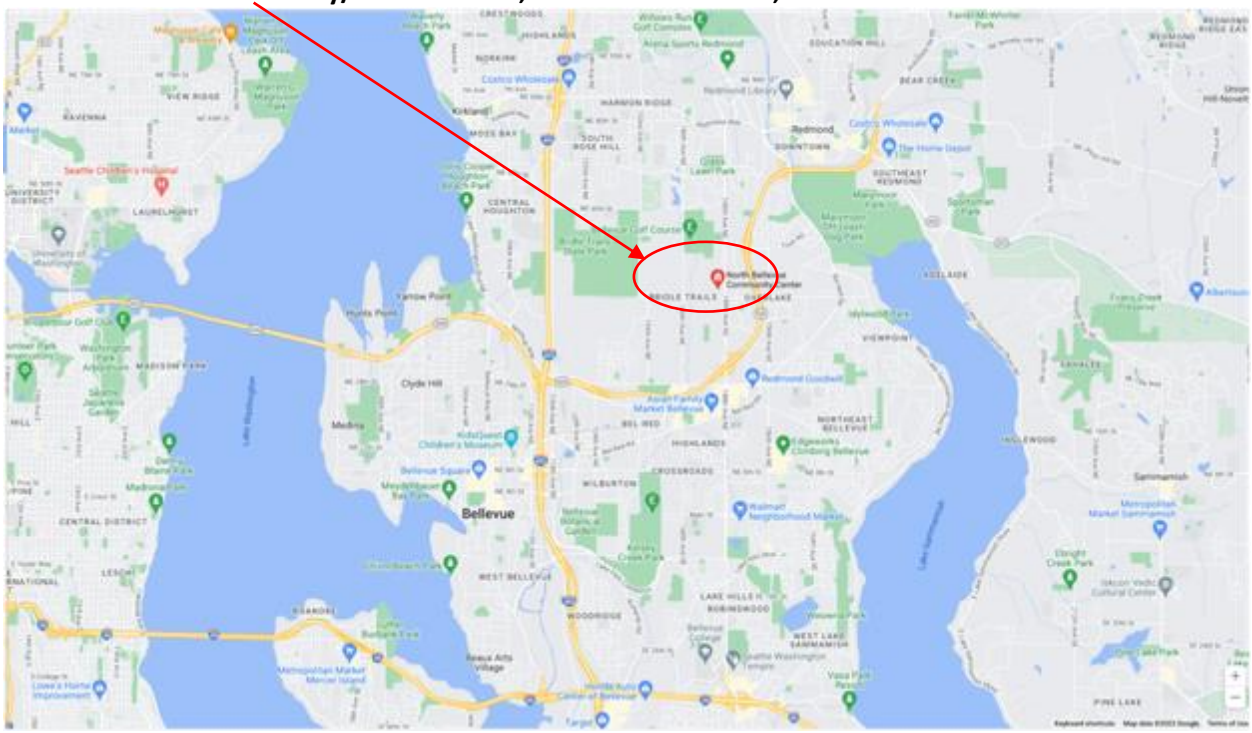
February 8, 2025 **March 8, 2025** **April 12, 2025** **May 10, 2025**

Next Meeting: February 8– 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.

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