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Solvent-based products vs. pure acrylics, what's a modeler to do?

Before I dive into this sometimes-contentious subject, let me just say that I have been an *evangelical* champion of Tamiya **acrylic lacquers**, thinned 50/50 with Gunze Self-Leveling thinner, for literally decades. Several

years ago, AK Interactive released their own version of this unique kind of paint (Real Colors), and together, in my opinion, there is no better, and no more consistent, painting experience available to the modeler today. The combination of this durable paint and 'hot' thinner goes on beautifully every time, without the 'clutter' of issues that come with using pure acrylics. But there is a price I pay when I use solvent-based distillates, even with proper ventilation and a weapons-grade paint mask... headaches, chest pains, skin irritation, smell – the kinds of things my body tells me when it wants me STOP. So, let's dive in.

Years ago, for health reasons, I investigated changing my paints, thinners and cleaning supplies from



solvent-based products over to pure-acrylic products. Some of you may recall my well documented journey from the Model Master/Tamiya/Alclad II/Gunze ecosystem over to (first) the Vallejo lines, and (then) to Mission Models.

I spent a lot of time and (a not-insignificant amount of) money ironing out the various kinks common to an all-acrylic system; from additives such as Flow Aid and Retarders, to thinners, cleaning products, on

up to tip-dry, priming and masking. All of these are small challenges that come with using acrylics vs. solvents/distillates.

Vallejo worked (and still works) well, and while **Mission Models** added a few more hoops to jump through, it also fares well once you get used to the new routine. I stopped using Mission Models paints for airbrushing due to manufacturing and QC issues, but I still use what paints I still have for hand brushing, from time to time. Vallejo paints are good enough for anything – especially detail hand-painting – but suffer from the normal acrylic issues mentioned above, as well as 17ml bottles that are problematic (paint crust, broken tops, and inability to easily pop the tops to add unused paint and/or mixing balls).

Some of these issues have been solved by new lines of acrylic paint from Mig/Ammo, AK Interactive, and a few other lesser-known brands. The new kid on the acrylic block is Mig's new line called **Atom** paints. I really like the utility of the new bottle design, and I had planned to possibly purchase a bunch of these paints at the Nationals in July. Mig himself is giving a seminar on Atom paints (and other Ammo products) at the show.

But then I talked to our in-house airbrushing guru, John Miller, owner of Model Paint Solutions (ModelPaintSol.com). He recounted his recent experience with the new paint, and his opinion was, shall I say, less than stellar. Rather than repeat his particular issues with the Atom line, which may be different than someone else's, I'll just say that I will have to be *sold* on these paints before switching.

But John told me something else, something that long-time IPMS member Tim Nelson had recently mentioned in a Zoom session. What both knowledgeable modelers said might have been common knowledge to many but was certainly news to me; all of my Tamiya and AK Interactive paints can be thinned and cleaned using non-solvent based products, products right here on my bench, such as AKI High Compatibility Thinner and my Windex/Denatured Alcohol mix for cleaning. It has to do with the unique chemistry of both products, and why they are called *acrylic-lacquers*. Both gentlemen swear that the finish achieved is identical to that of using lacquers for thinning and cleaning up. **I admit – I am skeptical.** And I will have to re-acquaint myself with using flow-aids and retarders, and I will have to chase tip-dry and all the other acrylic issues endemic to the medium. I will even have to (eventually) replace over 200 white plastic vials of pre-mixed paint.

But if this works, it will be a win-win-win... for my body, my checkbook, and my marriage! I will let you know what I find out.

See you Saturday, and **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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[Facebook Page \(https://www.facebook.com/groups/IPMSSeattle/\)](https://www.facebook.com/groups/IPMSSeattle/)



Reviews

Hobby Boss U-2S



By Bob LaBouy

My Apologies:

I feel some introductory apology note is in order; as it has been pointed out to me that I am continually saying or suggesting that a kit is poorly made or otherwise not a good kit, book, decal sheet or aftermarket item. I apologize for my apparently negativity, although as I have tackled this HobbyBoss U-2S build, I have to 'call them as I see them' and this kit requires quite a bit of additional effort on the builder's part to get through the build.

Historical & Reference Notes:

As you delve into this project, you should really become familiar with the basic U-2 story from its origins in 1953 all the way to its usage in 2025 – that's over 72 years.

I recommend [Wikipedia's history](#), which I warn you is extensive:

[US Air Force History Online](#)

Several terrific YouTube videos (each of contain U-2S a/c):

- (1) <https://www.youtube.com/watch?v=OpcKKAhhGiw>
- (2) <https://www.youtube.com/watch?v=wAFYws37JWA&t=8s>
- (3) https://www.youtube.com/watch?v=tAPNg8p_Umg

[Lockheed Martin's references](#)

U-2S Senior Span "Dragon Lady"

Where does the name 'senior span' come from you may ask?

On top of this U-2 is the prominent "Senior Span" or "Senior Spur" data uplink dome. This dome is an antenna used to communicate with satellites and other over-the-horizon assets. In simple language, this large dome transmits intelligence data captured by the U-2 sensors to users on the ground. This is part of a data link relay system. This data link allows real time information to be gathered, analyzed, and disseminated.

The U-2's other capability is referred to as 'SIGINT' – signals intelligence. Inside pods on the wings are antennas able to soak up radio signals and intercept mobile phone signals that would otherwise be blocked by high terrain. One analogy stated 'the basic design of the U-2 is to act like a Lego set. Don't like a sensor for this mission, take it off, plop another on, and away you go. These sensors are valuable and only get used when they are needed.'

The HobbyBoss statement includes these introductory items:

"U-2 built in complete secrecy by Kelly Johnson and the Lockheed Skunk Works, the original U-2A first flew in August 1955. Early flights over the Soviet Union in the late 1950s provided the president and other U.S. decision makers with key intelligence on Soviet military capability. In October 1962, the U-2 photographed the buildup of Soviet offensive nuclear missiles in Cuba, touching off the Cuban Missile Crisis."

Construction Notes:

This kit is an easy build....*well sort of*..... The instruction booklet is a mere 8 pages long, detailing the 8 sprue sections molded grey plastic with 130+ parts. You might be surprised as you pull the pieces from the box, this is a very large kit, with wingspan of 25.7 inches and length of 15.8 inches.



I really appreciate the basic sprue diagram. The construction begins with the hull sections including some notes detailing where holes require drilling and continues with the cockpit area and wheel wells. Then onto a few areas where I decided to jump around in construction sequences, namely when to attach the numerous antennae (17 on the bottom of the fuselage and 3 on the top side, and 'rear view' mirror). I suspect you will conclude as I did, that some or all of which would be broken off unless I waited until the last possible (and still managed to break off two more than once).

The balance of the building steps is all clearly laid out and easily followed, with my remaining caveat: with the very large wing span (which also begs the question and hurdle of where to store such a kit) as you can see from a few of my amateur images, this kit possess a significant issue. Just picking the kit up and handling it is challenging to say the least.

Fit & Finish

The fit is generally not good and not up to the prevailing standards we see from many of manufacturers, including that which I have found in other kits from HobbyBoss themselves. There are a significant number of areas where added attention should be directed, with some of most egregious noted below:

- (a) There is a very significant number of area which require some body putty (Vallejo Plastic Putty); this is a totally water soluble;
- (b) There are a few places where there are attachment stubs, which I found needed both filing and sanding;



- (c) The decals are finicky to say the least after some experimenting decided the adhesive used is not great. I encountered several decal areas where the paper backing would not release parts of the decal. For painting my U-2S I chose the following finishing products and color paints:

I used Mr. Hobby's Mr. Color Leveling Thinner (#T-106:300) performing my all my cleanup denatured alcohol (as suggested by John Miller).

Vallejo Plastic Putty (Acrylic) #70.401

Mr. Surfacer Finishing Surfacer Black 500 & 150 (surface preparation)

RC 001	Flat Black
RC 251	Dark Ghost Grey (interior area)
RC 222	Insignia White (intakes)
ATOM 20169	Burnt Iron



AK Real Colors Markers for both touchup and to pick out small dials and knobs, etc.

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). And I spray my overall final finish using Testors Dullcoat Lacquer (#1160) (again diluted about 30% with Mr. Color Leveling Thinner).

One other miscellaneous expense the darn very large case I had to purchase just to transport this critter in (@ \$39.99). There are apparently no ends to the pain as modeler we must endure.....

Recommendation:

Overall this is an impressive kit, especially when considering the relatively small part count and six pages of instructions. On balance, I recommend the HobbyBoss U-2S kit. It's not a kit I would



recommend for a novice builder, though a more experienced builder should be able to overcome the issues I mentioned.



The dimensions and unusual shape of the U-2S are captured very well. I did run into some 'bumps' along the way; however they are correctible and certainly do not affect the end result. The greatest issue appears how to display this very large aircraft model and how to store it.

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An Introduction to Podcasts: Your Gateway to Entertaining Model Talk!

ModelPodcasts — Listing Scale Modeling Podcasts Around The World

Podcast Listings



The AMSHOW Plastic Modeling Podcast



By Gil Vincent

In today's fast-paced world, podcasts have emerged as a popular and convenient way to consume information, stories, and entertainment. This is so true for us scale modelers as well. But what exactly are podcasts, where can you find them, and how can you start listening? Let's dive into this fascinating medium.

What Are Podcasts?

Podcasts are audio programs available on the internet, covering a wide range of topics, from storytelling and comedy to news, education, and even niche interests like true crime or even scale modeling! Think of them as modern-day radio shows, but with the flexibility to choose what you want to hear, when you want to hear it. Many podcasts follow a series format, releasing episodes regularly, while others might be stand-alone, deep dives into specific subjects. When it comes to most of the scale modeling podcasts, I like to think of them as being like the modern equivalent of standing around the local hobby shop, "talking models".

How to Find Podcasts

Whether you're looking for free options or paid subscription platforms with premium content, there's something for everyone.

- **Free Platforms:** These platforms provide access to a wide variety of podcasts at no cost:
 - **Spotify (Free Tier):** While Spotify has a paid premium option, its free tier offers access to most podcasts with occasional ads.
 - **Apple Podcasts:** Free for all iPhone users, with a massive library of content.
 - **Google Podcasts:** Available for free on Android and iOS devices, perfect for casual listeners.

- **Pocket Casts (Free Version):** Allows free access to basic podcast features.
- **Paid Platforms or Features:** These platforms or features often include premium podcasts or an ad-free experience for a subscription fee:
 - **Spotify Premium:** Removes ads and provides higher audio quality along with other benefits. (Not an endorsement, but this is what I use. Another benefit is that you can download podcasts and song lists to your phone, so you can listen when not connected, such as on a plane)
 - **Audible:** Primarily an audiobook platform, but it also includes a library of exclusive podcasts with a subscription.
 - **Patreon:** Many podcasters offer additional content, bonus episodes, or ad-free versions for supporters on Patreon.

Most free platforms give you access to an incredible array of podcasts, but paid options can enhance your listening experience or provide exclusive content if that's what you're after.

How to Listen to Podcasts

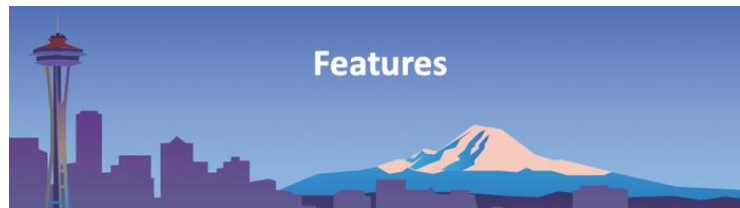
Listening to podcasts is as simple as pressing play. Here are the basic steps:

1. **Choose a platform:** Download your preferred podcast app onto your device.
2. **Search for a podcast:** While you can use the search bar to look up topics, genres, or specific names, <https://modelpodcasts.com/> lists the podcasts most applicable to us scale modelers!
3. **Subscribe:** Many apps allow you to subscribe to podcasts so you don't miss new episodes.
4. **Stream or Download:** You can stream episodes directly if you're connected to the internet or download them to listen offline.
5. **Enjoy:** Grab your headphones or play them through speakers—podcasts are versatile and can be enjoyed almost anywhere!

You can listen while you're commuting, exercising, at the model bench, or just relaxing. Podcasts offer an engaging and hands-free way to learn and enjoy. I find it easiest to listen when I'm doing something mindless, like commuting on public transit or mowing the lawn. I'm sure the neighbors have seen me laugh hysterically while mowing the lawn, not knowing why.

My personal favorites (which I also support on Patreon - not something that is required), are the [ModelGeeks Podcast](#) (Navy Aviation guys that build mainly airplanes) and the [Plastic Posse Podcast](#) (Triple-P - a mix of builders). I also occasionally listen to the [Plastic Model Mojo](#) (Mike and Kentucky Dave - famous for the "Mojo Dojo" hotel room at Nats) - they have lots of really interesting guest speakers. There are lots of podcasters to choose from, and there are many interesting episodes. Into car models or Gundam? There are podcasts for you! Once you take the dip, you might even venture out past scale modeling. For you former Boeing folks and followers of aviation safety, check out [Warning Bells](#). I hope you check out podcasts and find them as entertaining as I do!

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North American F-100D and F-100F Super Sabre

Original Art and Drawings: Norm Filer

Introduction

The North American F-100 Super Sabre, often referred to simply as the "Hun" (short for "Hundred"), holds a special place in aviation history as the first U.S. Air Force fighter capable of supersonic speed in level flight. Developed in the 1950s by North American Aviation, the F-100 was an evolution of jet fighter design and a symbol of the transition to supersonic air combat. Among its various models, the F-100D and F-100F are particularly noteworthy for their roles in enhancing operational capability and pilot training.

A Legacy of Supersonic Innovation

The F-100 Super Sabre was introduced to replace the F-86 Sabre, a jet famous for its performance in the Korean War. The transition marked a significant leap forward in jet propulsion and aerodynamics, with the F-100 becoming the first aircraft to achieve supersonic speeds in level flight. The Super Sabre served as a frontline fighter for the United States and several allied nations during the Cold War.

The F-100D: A Versatile Workhorse

The F-100D was the definitive model of the Super Sabre. Introduced in the mid-1950s, it was designed with a focus on improving the shortcomings of earlier variants, particularly the F-100A and F-100C. These earlier models had demonstrated instability at high speeds, along with limited operational versatility.

Key Features of the F-100D:

- **Enhanced Stability:** The F-100D incorporated a larger vertical stabilizer and improved flight control systems to address the high-speed handling issues of its predecessors.
- **Increased Payload Capacity:** This variant was equipped with additional hardpoints under its wings, allowing it to carry a greater variety and quantity of ordnance, including bombs, rockets, and external fuel tanks.
- **Advanced Avionics:** The F-100D featured more sophisticated avionics, including a LABS (Low Altitude Bombing System), which allowed for more precise delivery of nuclear and conventional ordnance.

The F-100D played a prominent role in the Vietnam War, where it was primarily used in ground-attack missions. Its ability to carry diverse payloads made it an effective platform for close air support, interdiction strikes, and troop convoy protection. Pilots praised the aircraft for its ruggedness and reliability, though its high-speed design required significant skill to handle, particularly during low-level missions.

The North American F-100D thru F-100F Super Sabre

F-100D



20th TFW, 55th TFS, Gunnery Meet, Nellis AFB, 1962/63.



8th TFW., 80th TFS, Itazuke, Japan, 1958.



21st TFW., 531st TFS, Misawa, Japan, 1958.



27th TFW, 481st TFS, Cannon AFB

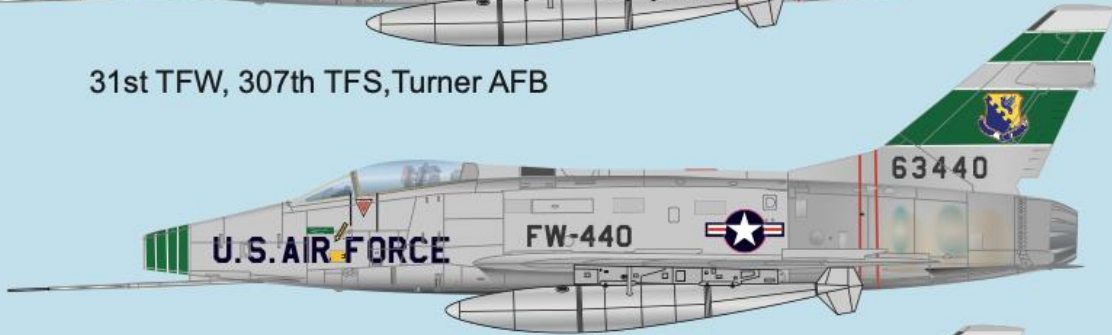


27th TFW, 481st TFS, Cannon AFB

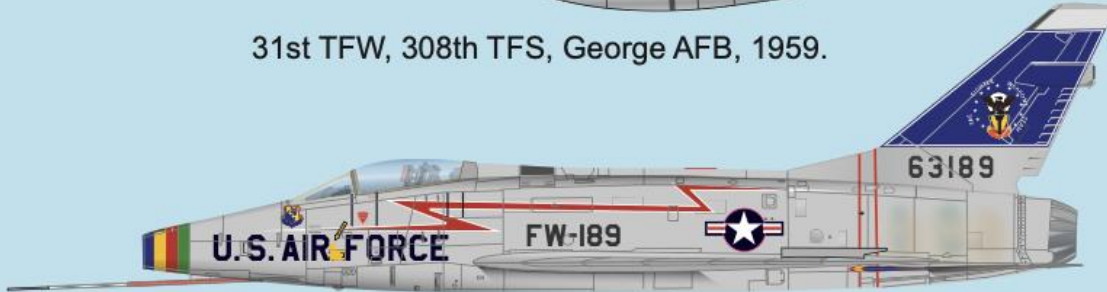
The North American F-100D thru F-100F Super Sabre



31st TFW, 307th TFS, Turner AFB



31st TFW, 308th TFS, George AFB, 1959.



31st TFW, 309th TFS, Weapons Team, 1958.



48th TFW, William Tell, C.O. 1959.



48th TFW, 493rd TFS, Chaumont, 1959.

The North American F-100D thru F-100F Super Sabre



49th Tactical Fighter Wing



49th TFW, 8thTFS. Etain-Rouvres, 1957.



57th TFW, Nellis AFB, Las Vegas.



354thTFW, 356thTactical Fighter Sqdn.,



401st TFW, 413thTactical Fighter Sqdn.,

The North American F-100D thru F-100F Super Sabre



27th TFW, 481st TFS, Cannon AFB



413th TFW, 34th TFS, Wing C.O., George AFB, 1959.



474th TFW, 429th TFS, Cannon AFB, 1959.



SMAMA, (Sacramento Air Material Area).

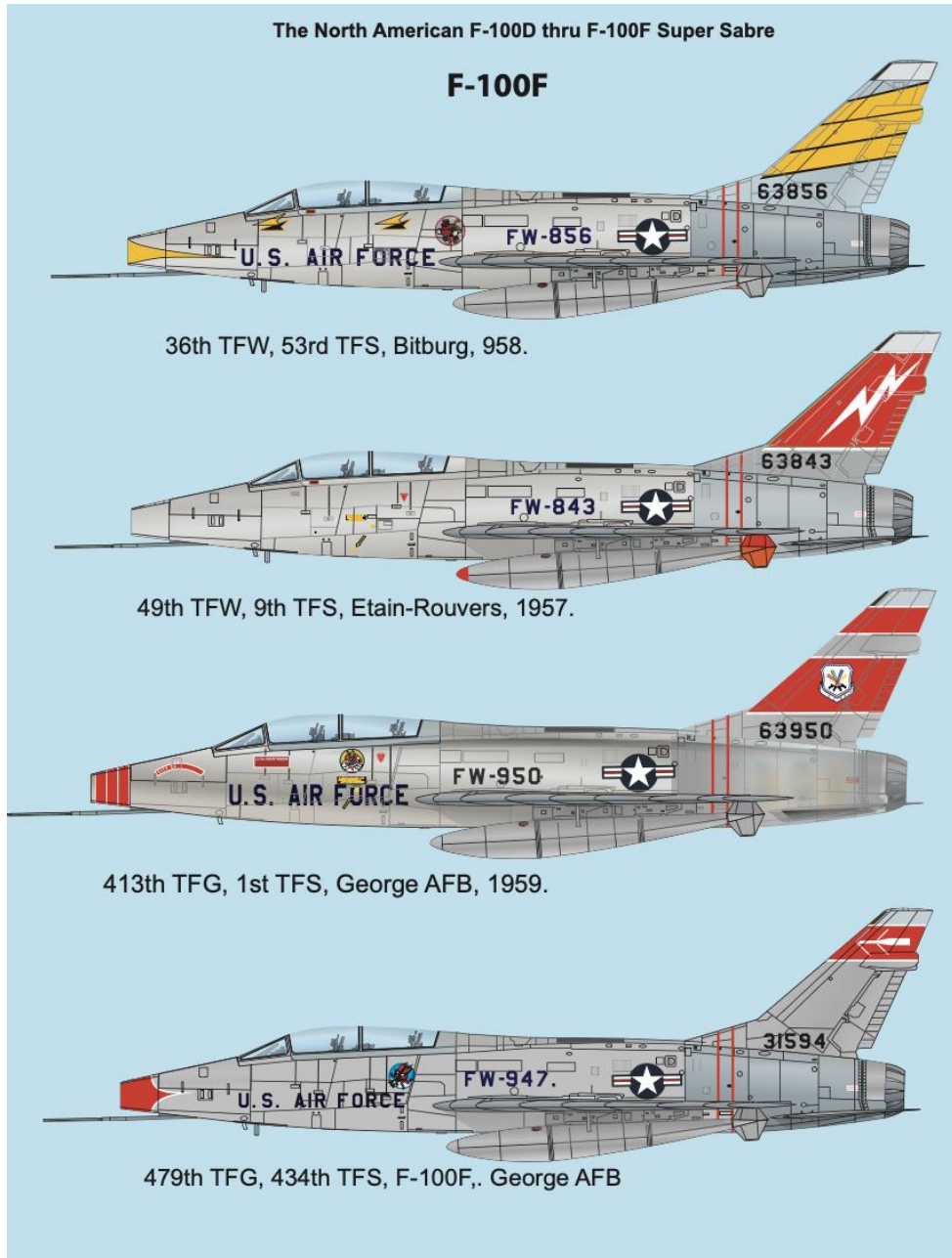


USAF Thunderbirds Demonstration Team, 1967.

The F-100F: A Dual-Role Trainer and Combat Aircraft

The F-100F was a two-seat variant of the Super Sabre, introduced to address the need for advanced pilot training and operational flexibility. While initially developed as a trainer, the F-100F soon found itself adapting to combat roles, especially during the Vietnam War.

Key Features of the F-100F:



- **Two-Seat Configuration:** The addition of a second cockpit allowed for in-flight instruction, making the F-100F ideal for training pilots transitioning to supersonic jet operations.
- **Combat Capabilities:** Despite being a trainer, the F-100F retained the ability to carry weapons and was often deployed in combat roles, including forward air control and reconnaissance.
- **Wild Weasel Missions:** The F-100F was one of the first aircraft adapted for "Wild Weasel" missions, which involved locating and suppressing enemy radar and surface-

to-air missile sites.

The versatility of the F-100F made it indispensable in Vietnam, where it served as a bridge between training and combat operations. Its dual-role capability demonstrated the adaptability of the Super Sabre platform and set a precedent for subsequent aircraft design.



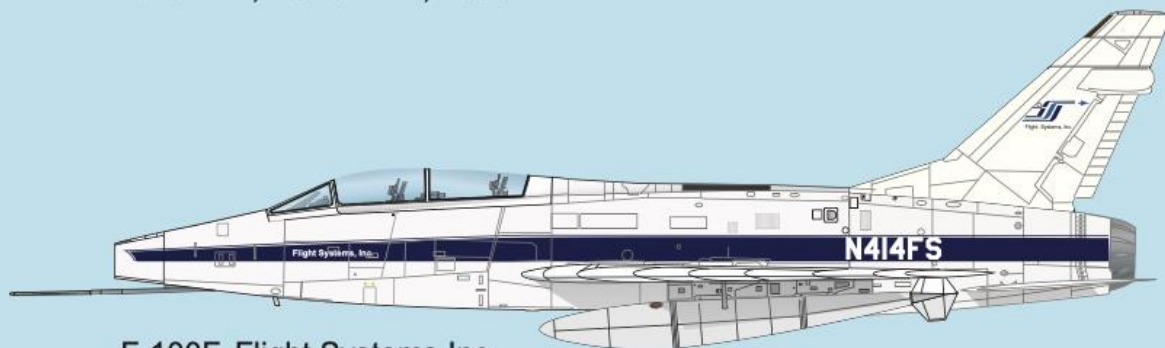
506th FBW, 458th FBS, Tinker AFB, 1959.



F-100F, Aerospace Medical Research Labs.



57th FW, Nellis AFB, 1959.



F-100F, Flight Systems Inc.

Operational Legacy

The F-100D and F-100F served with distinction throughout their operational life. Although eventually replaced by more advanced aircraft like the F-4 Phantom II and the F-105 Thunderchief, the Super Sabre left a lasting impact on the evolution of jet fighters.

Service Highlights:

- **Global Reach:** In addition to the U.S. Air Force, the F-100 was operated by allied nations such as France, Turkey, Denmark, and Taiwan, showcasing its international appeal.
- **Vietnam War Contributions:** Both the F-100D and F-100F played pivotal roles in the early years of the Vietnam War, performing over 360,000 sorties and proving their effectiveness in a variety of missions.
- **Technological Influence:** The innovations introduced in the F-100 series paved the way for more advanced supersonic and multirole fighters, influencing aircraft design for decades to come.

The End of an Era

By the late 1970s, the F-100 had been retired from active U.S. Air Force service, though it continued to serve in allied air forces for several more years. Its decommissioning marked the end of an era, but the legacy of the Super Sabre lives on in the history of aviation.

The F-100D and F-100F remain iconic representations of the early Cold War period, reflecting the rapid advancements in technology and the shifting demands of aerial warfare. Their contributions, both in combat and training, underscore the importance of adaptability and innovation in military aviation.

Conclusion

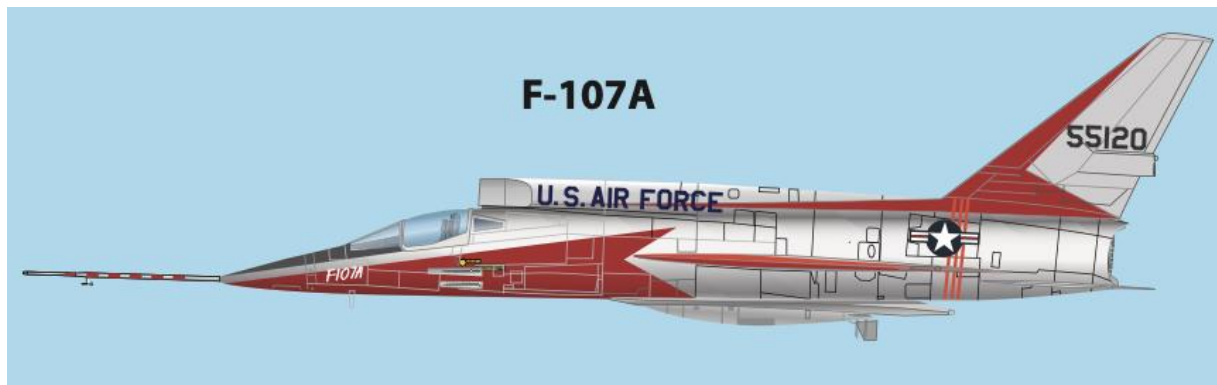
The North American F-100D and F-100F Super Sabre exemplify the pioneering spirit of 20th-century aviation. As the first aircraft to break the supersonic barrier in level flight and excel in diverse roles, they stand as a testament to the ingenuity and dedication of the engineers and pilots who brought them to life. Though their time in the skies has passed, their influence continues to inspire the evolution of modern fighter jets.

But wait! There's More!

There is the F-107A

Frequently referenced as the F-100B, this is inaccurate. Both the F-100B and what became the F-107 program were ongoing North American projects. The F-100B project never reached the hardware stage, while the Air Force showed interest in what was to become the F-107A. A Contract for three prototypes was awarded as a competitor for the F-105.

The F-105 won that competition. The debate continues today as to which was actually the better airplane. I think the answer is the F-107 was the product of a long line of improvements that evolved to the maximum the design offered. The F-105 was a new, then current design with considerable potential. And here is the F-107A.



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(Editor's Note: The [Shizuoka Hobby Show 2025](#) was held on May 14-18 at the Shizuoka Twin Messe Convention Centre. It is held annually, and is the largest model show in Japan featuring major manufacturers of plastic models, railway models, diecast models, and RC models showing their latest and greatest. We were fortunate enough to attend this year, courtesy of the Kobe-based model club [Tobanai-kai](#). We thank them for their hospitality and warm welcome.)



第63回 静岡ホビーショー

SHIZUOKA HOBBY SHOW 2025

業者招待日 メーカー各社新製品展示 業者商談会
小中高校生招待日
一般公開日 第34回モデラースクラブ合同作品展 各社ブースにて大公開会

5/14水・15木 16金 17土・18日

9:30-16:30 9:30-16:30 9:00-17:00 9:00-17:00 9:00-16:00

会場: ツインメッセ静岡 (静岡市駿河区曲金3丁目1-10) お問い合わせ: 静岡模型教材協同組合 054-287-5931

ご入場には事前登録が必要です。



Thoughts on the Shizuoka Hobby Show by Andrew Bertschi

During our recent trip to Japan; the three of us spent two fascinating days at the annual Shizuoka Hobby Show in Shizuoka, the scale modelling industries 'heart' in Japan and the largest such show there as well. This was my first time attending a scale model related event outside of North America. We were hosted by a regional club and were asked to bring along one of our own aircraft models which were then included within their larger club display. To say I was 'blown away' by what I saw there is a huge understatement - the quantity, high quality and sheer variety of models on display was almost overwhelming.

To my eyes, it seemed like just about every type of 'scale model' one could think of as well as several that had never crossed my mind before could be found. I've included a few of my own photos to underscore this. Beside those clubs from within Japan, there were others from nations across the region including Taiwan, South Korea and even China there as well. If you have the opportunity to attend this

show in the future, it is well worth the effort of doing so. I would also humbly suggest bringing along an extra bag or suitcase for what you end up finding there.

To close here I want to again thank our esteemed newsletter editor Elbert for his hard pre-trip work as well as ongoing general dedication to duty in being our host, guide and 'cultural intermediary' during this visit. His knowledge of the country, its customs and idiosyncrasies as well as ongoing input and guidance were invaluable in making our visit a very memorable one. His knowledge of and choices made beforehand dispelled any pre-trip uncertainties that might have been in place prior to our actually leaving.

A Modeling Geek's Impressions of Japan

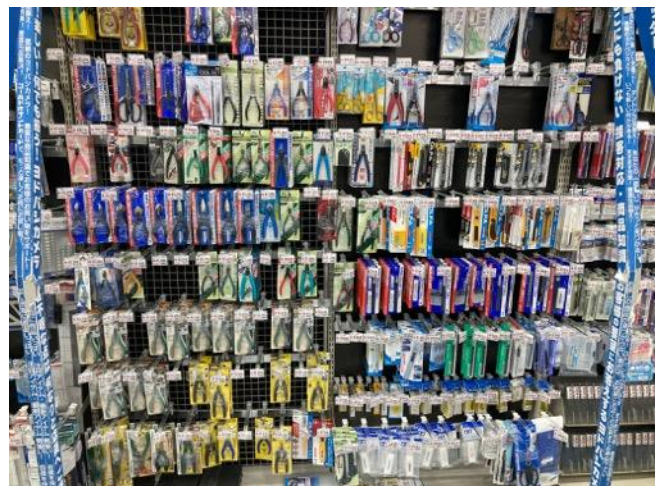
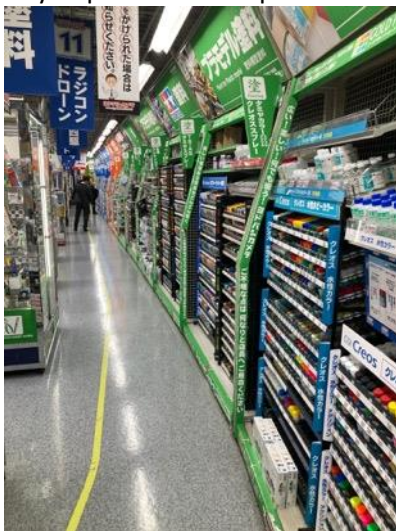
By Andrew Birkbeck

I have been a massive fan of Japanese model kits since discovering Tamiya's 1/35th scale Flak 88 with crew and motorcycles back in December 1972. From Santa Claus that same year, I also received a Fujimi King Tiger in the smaller 1/76th scale, and then the following year, my first Hasegawa aircraft kit, a Ki-44 Shoki/Tojo in 1/72nd scale. Not only were the kits a huge step above the Airfix kits I had cut my teeth on in earlier days, but the box art was to me mind blowing. From those early days until this year, top of my bucket list had been a trip to Japan: home of the Shizuoka Hobby Show and as a lover of trains, the Shinkansen! Thanks to longtime friend Elbert Lin, editor of IPMS Seattle's Newsletter, I was able to achieve this goal a few weeks ago!

My impressions of Japan were as follows: ENORMOUS: the size of Tokyo. While the largest conurbation in the USA is the County of Los Angeles, at 10 million people, and which incorporates 88 cities and towns, the greater Tokyo metropolitan area has nearly FOUR times as many citizens.

ENORMOUS: the size of the Japanese railway transportation network. Looking out the window while eating lunch at a café in Tokyo, I counted NINE railway lines side by side, with trains travelling back and forth constantly, both commuter and freight. ENORMOUS: the number of hobby stores in Tokyo, but also in Nagoya and Shizuoka City which we also visited on this trip. ENORMOUS: the size of many of these stores, a couple of which were three stories tall. And entire stores devoted to just one facet of the hobby:

all Anime models, all automobile models etc. ENORMOUS: the vast array of kits of all subjects, all scales. The massive number of paint ranges, the scope of the tools available for the hobby, and the number of people shopping in the various locations. Modeling is a "big deal" in Japan.





HOSPITABLE: The Japanese people are nothing if not super friendly and extremely polite. Their customer service is second to none. We were constantly greeted politely by the hotel staff, by the staff at restaurants, by the staff at model shops, and museums. And everything is incredibly tidy. Litter is noticeable by its absence. Graffiti too. And the trains run on time, all the time. And despite the enormous population in a small space, things seem orderly. Even at rush hour on the public transport networks.

A SCALE MODELER'S DELIGHT: as mentioned earlier, the model shops are amazing. The hobby is huge in Japan, and nothing depicts this better than our trip to the Shizuoka Hobby Show in Shizuoka Prefecture, home to the crown jewels of the Japanese hobby industry: Tamiya, Hasegawa, Fujimi, Aoshima, Bandai etc. This show, which takes place each May, lasts for five days. The first three are open only to trade people, while the last two, Saturday and Sunday, are open to the public, and incorporate a MASSIVE number of displays put on by invited Japanese model clubs plus a few from overseas. The crowds of people lined up to get into the show are reminiscent of a major professional sporting event, not a hobby show. Outside the venue the Japanese Ground Self Defense Force takes the opportunity to show off their hardware, as this must be a major recruiting opportunity. There were seven or eight military vehicles on display this year. And inside the event.....WOW. Huge trade stands by all the major and many of the minor players in the scale model and RC hobbies. With the big firms requiring crowd control personnel to help manage the



huge numbers of people into orderly lines to see their latest wares. With the biggest crowds of all lined up to see the latest GUNDAM kits from Bandai.

But for me, the biggest WOW of all was reserved for the displays put on by the various model clubs. Most of these were incredibly well laid out, with custom-built or commercially bought display stands. The quality of the modeling was extremely high in most instances, and the subjects on display were all over the place. Having been to the



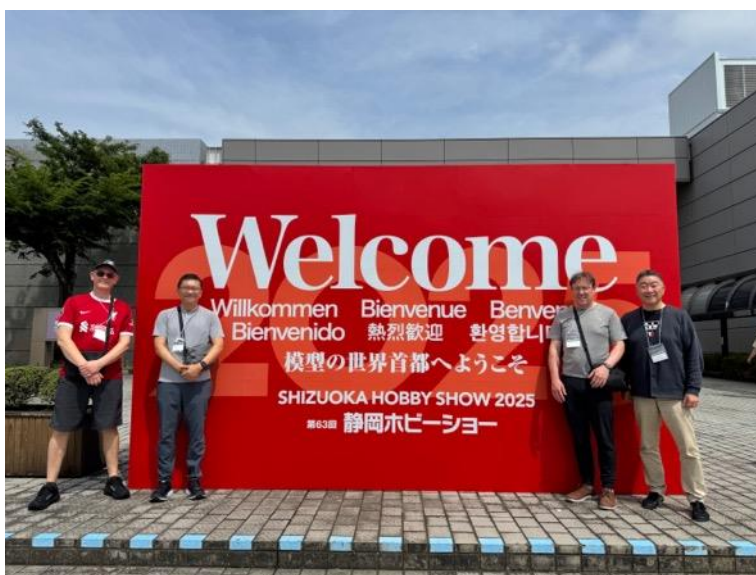
IPMS USA Nationals 15 times and the Telford IPMS UK Nationals three times, I have never seen a more diverse group of models than at Shizuoka, nor so many models. The Gundam and Anime displays were enormous and numerous, as were the automobile and motorcycle displays. There was more than one club, for example, that was exclusively devoted to building 1/43rd racing cars, while others were devoted exclusively to 1/700th ships. There was a one man “club” who was clearly a rock drummer fanatic, as he had scratch built over a dozen drum kits (“kits” as in drums, cymbals etc),

each with a little photo of the drummer from the rock group mounted on the display next to the drum kit. The quality of this gentleman’s work was second to none I have seen, and he was SO enthusiastic about his work, and determined to talk to me in his best broken English until a very nice lady came up to volunteer her services as English/Japanese translator so we could improve the communication!

Everywhere I went, you could FEEL the enthusiasm for the hobby. And all ages were present, from young kids to elderly seniors, and men and women both in large numbers. And despite the HUGE numbers of people over the two days we were there, everything seemed to be move along in an orderly fashion.

If you consider yourself a modeler, I feel you MUST try to visit Japan on a model geek’s pilgrimage.

(my sincere thanks to Elbert for all his help in the preplanning stages of this trip and his able guidance throughout the Japan trip)





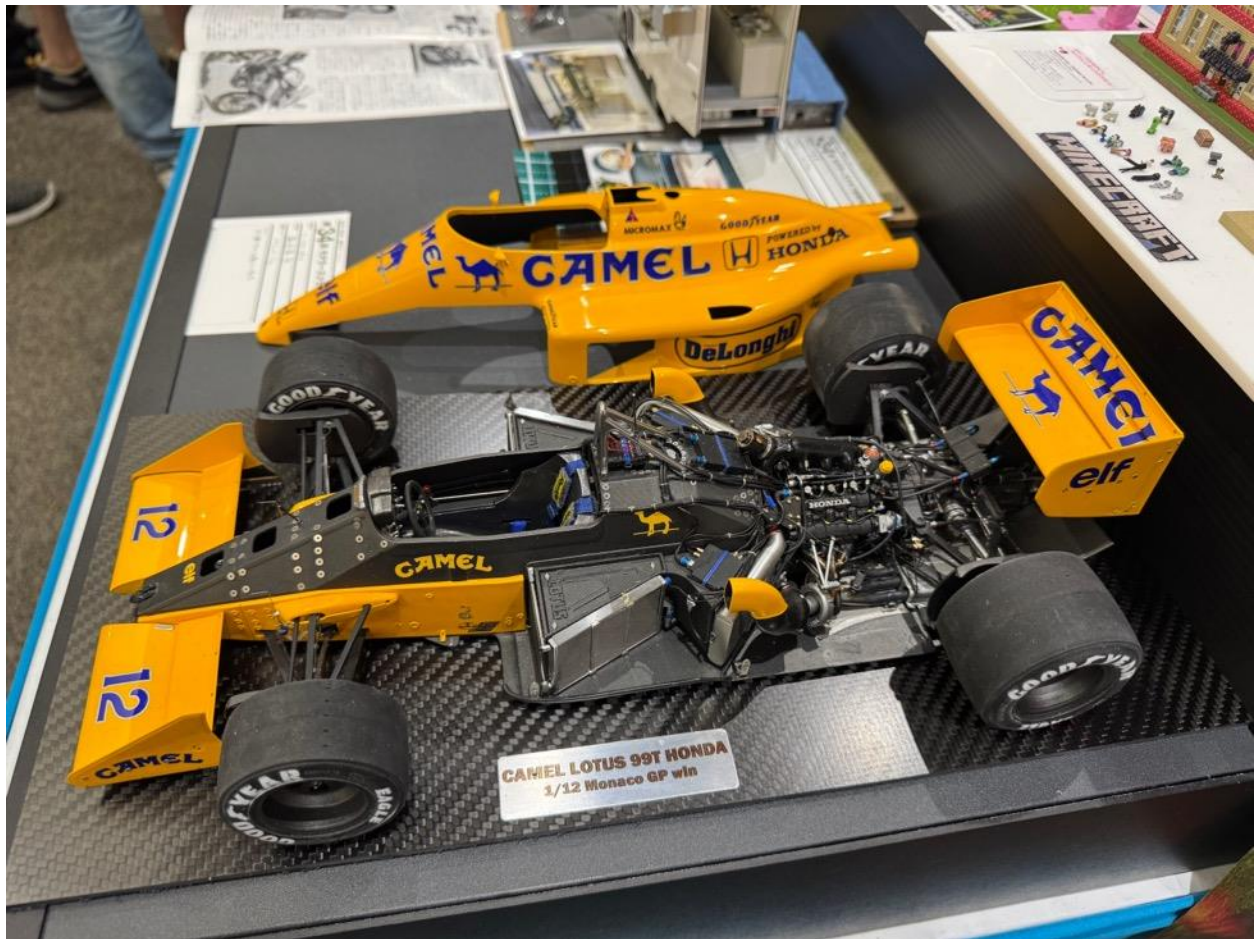














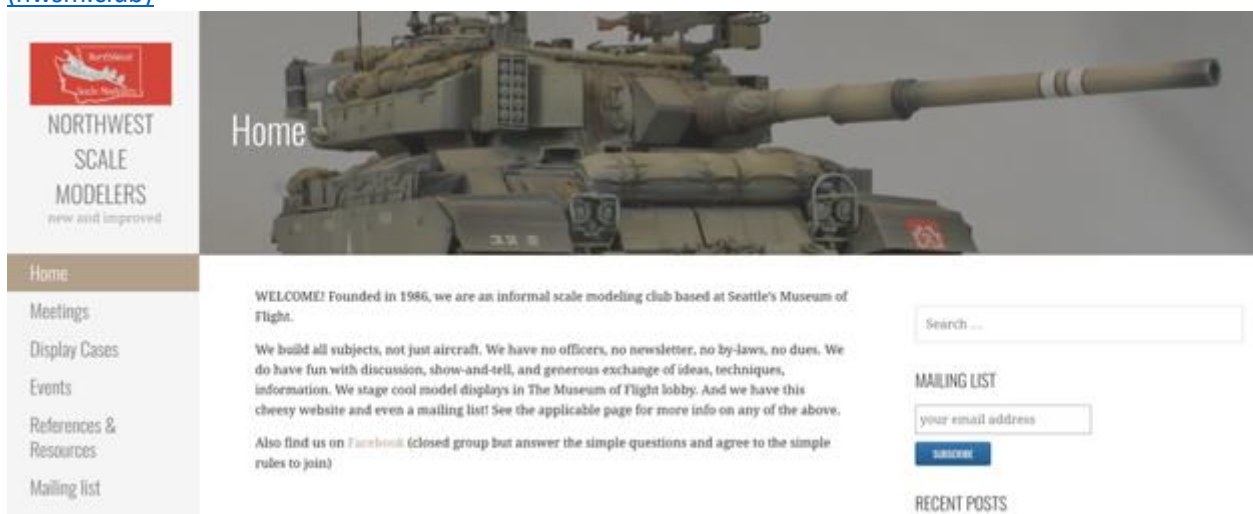


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Northwest Scale Modelers (NWSM)

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 \(nwsml.club\)](http://nwsml.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.



Upcoming Events

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.

June 14, 2025

July 12, 2025

August 9, 2025

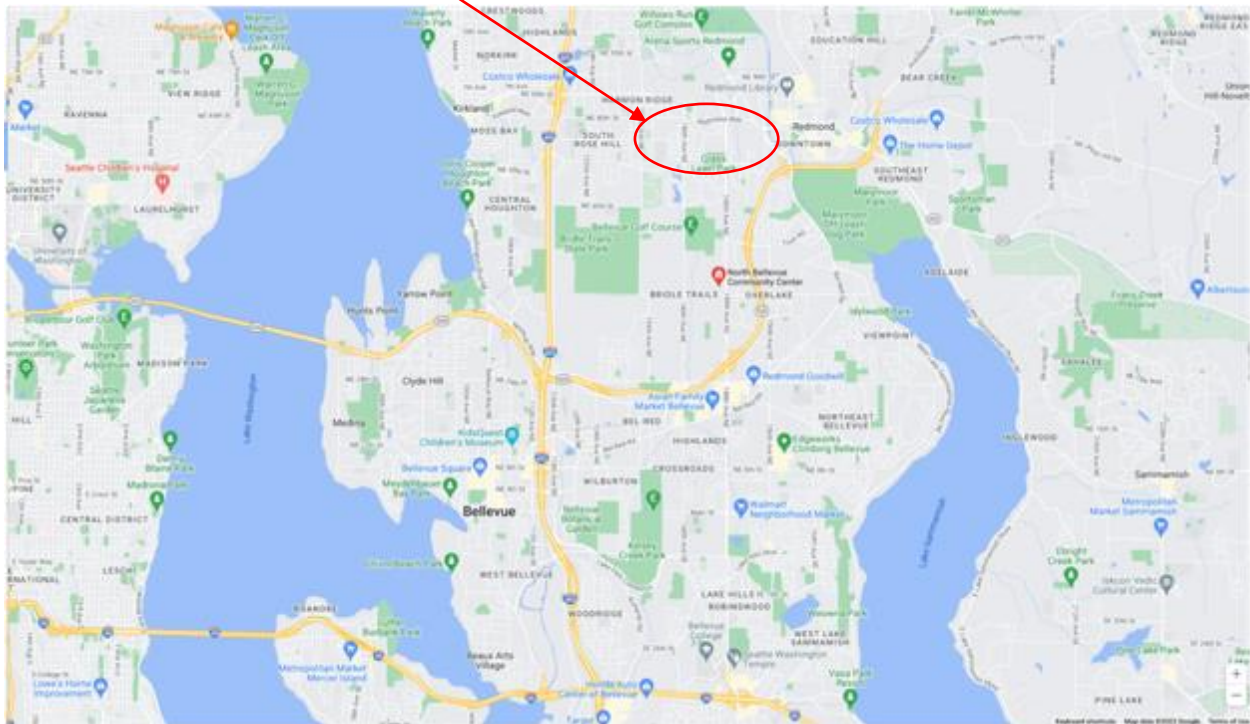
September 13, 2025

Next Meeting: June 14– 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/>)

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