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Accumulating the Drift... Buying Weathering Products, Part Deux

The variety and cost of weathering products sold these days offers a bewildering array of choices to the modeler. Many of us find that we buy way more than we need, and certainly more than we end up using.

I've been building and weathering models for long enough now to know that the learning process is never-ending. With every build I learn something new, or at least I refine something I've done before. Through it all, however, I keep coming back to a certain small set of products that, together, end up providing about 95% of what I needed to do the job, even when that job kept changing and my skillset improved.

So - I thought I'd create a short list of those items that I feel are indispensable for my own work. I sincerely hope that some folks disagree with me; with what I've included (or excluded). Just opening that discussion will open doors to new ideas, and that's what this is all about.

[Except where noted, all of these products can be purchased at Skyway Model Shop.]

In no particular order...

Mona Lisa Odorless Paint Thinner – I use this to thin all non-acrylic ('distillate') weathering products, including washes, filters and pigments. It is very gentle - will not affect underlying paint, no matter what it is. Mona Lisa comes in several sizes and can be found at Benjamin Franklin's, Michaels, or similar store.

Gunze Self-Leveling Paint Thinner – I use this to thin Tamiya and AK Interactive Real Color paints, my go-to brands of modeling paint. Mixed 50/50 paint/thinner will provide me with an perfect, repeatable airbrush session. Every time.

Mig Wash Brown (tube) Oil Paint – Like all Mig Oils, this has a very fine pigment. I mix it with Mona Lisa before each use, for filters and washes.

Mig Dark Wash (pre-mixed bottle) – I thin this 10-1 as a pin wash. This is nearly identical to Burnt Umber Oil Paint in color and hue.

Mig European Dust Pigment – I apply this wet (for mud or dusty tires) or dry (directly to the model surface).

Mig Russian Earth Pigment – Ditto, but darker.

(Any) Silver (tube) Oil, Wax Paint, or Uschi Chrome Pigment – I dry brush (or apply with my finger and/or an artist's blender) to highlight metal surfaces and guns. It's 'modeling bling'. Uschi's product is akin to Etch-a-Sketch powder.

Vallejo Model Air Light Brown (17ml bottle) – I spray this on as road dust, thinned 5:5:1 (drops Vallejo thinner:Vallejo paint:Liquitex Flow Aid).

Tamiya Buff + Tamiya Light Grey (1:1), thinned 50/50 with Gunze Self Leveling Thinner – Ditto, but lighter.

Vallejo Model Color German Cam Black Brown (17ml bottle) – I use this un-thinned for paint chips and rust spots.

AK Interactive Streaking Grime (bottle) – I streak this on a glossy surface, un-thinned. I let it dry and then work it with a clean brush or Q-Tip, damp with Mona Lisa.

AK Interactive Track Wash (bottle) – I use this un-thinned on armor track after paint but before pigments.

Fine grade craft sand, real dirt ("moon dust"), and Plaster of Paris – I use these for mud. These items can be found at Benjamin Franklin's or Michaels.

Other products I depend on...

(Any) thick Liquid Cement for Plastic Models – I use this when I need time to work, such as assembling track, and with large parts, such as fuselage halves. Sticky in seconds yet workable up to six hours before drying rock hard.

Tamiya (Green Top) Liquid Cement – I use this when I want capillary action to draw the cement into assemblies.

(Any) fortified White Glue ("Elmer's on Steroids") – I use this for photo-etch and other applications when I want a strong and crystal-clear bond.

(Any) Black or 'Tire' CA Glue – I use this CA glue when I need to see (and thus clean up around) the glue application. I use "Looper's" – specialized tools that make an easy task of this.

Alclad Aqua-Gloss (an acrylic) – I use this for all glossy coat applications, un-thinned.

Vallejo Matt Varnish (17ml bottle) – I use this for all flat coat applications, thinned 5:5:1 (drops Vallejo thinner:Vallejo paint:Liquitex Flow Aid).

VMS Finishes, Satin and Flat – I feel these high-end products bring models 'to life' and are worth the money. I spray the entire vehicle with the satin finish, and then the canvas and similar deck equipment, and all figures, with the flat varnish. These can be purchased online, from Michigan Toy Soldier.

Perfect Plastic Putty – I use this to fill seams and other gaps. It thins and cleans with water and requires no sanding. Think model-caulk.

Gunze Mr. Surfacer 1200 or 1500 – These primers come in several colors and can be sprayed and/or brushed on. I use them to prepare surfaces for paint. I also use an old brush with these to stipple the surfaces, adding texture to an otherwise flat and lifeless surface.

And finally...

A scalpel - these last three products are actually the first three you should buy – these are indispensable. A scalpel gives me the edge (pun intended) in cleaning plastic, because making one pass at a tiny, delicate piece of plastic, instead of 3 or 4 passes with an Xacto knife, will produce better, and safer, results.

A pair of God-Hand clippers – I resisted buying these \$50 clippers for years, until I tried them. Once. They cut through plastic like butter, and cut so, so cleanly.

An Opti-Visor – We are aging, and my sight is failing. This \$60 investment will keep my modeling hobby going far longer than it would have without them. And like the God-Hand clippers, don't waste your money on knock-offs. It needs to say *Optivisor* on it!

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.

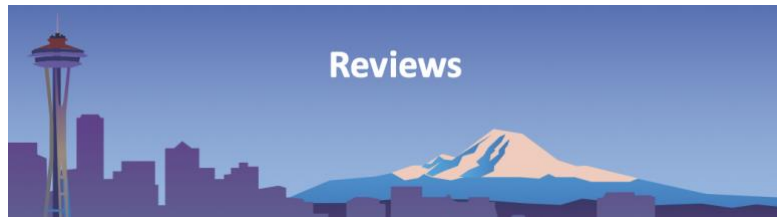
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[Facebook Page \(https://www.facebook.com/groups/IPMSSeattle/\)](https://www.facebook.com/groups/IPMSSeattle/)





Eduard P-51B/C in 1/48 Scale



By Bob LaBouy

I began this product as an 'inexpensive' (you know *cheap*) route to construct the Eduard P-51B kit in the hope that by choosing this approach I could see what differences which might exist between the Overtrees and the 'full' boxing version. For the most part this isn't a real hurdle (see a few specific notes). I have sneaked in a box art image depicting the P-51B in order to illustrate the basic kit, even though I constructed mine from the Overtrees boxing.

To give you some idea, here's what Eduard says in their opening:

Kit contains only plastic sprues. [means no PE or masks]

Have a look at the related products for this Overtrees kit (scroll down) - you can find many interesting and useful items to finish your build with even better look and less work.

Overtrees are cheap way to get a complete set of sprues for this specific scale kit.

Overtrees are released occasionally and are available for purchase for limited period and only at Eduard Store.

I usually order from Sprue Bros. who seems to extensively carry the line.

This kit doesn't contain decals and instruction sheet.

References:

There is a seemingly never-ending amount of information about the P-51 aircraft available online, with a few of my favorite major references. Most of these cover the outstanding WW II history of the Mustang and both its early development and extensive combat record.

North American P-51 Mustang

https://en.wikipedia.org/wiki/North_American_P-51_Mustang

The P-51B Mustang

<https://www.mustangsmustangs.net/p-51/variants/p51b>

North American P-51 Mustang variants

https://en.wikipedia.org/wiki/North_American_P-51_Mustang_variants

How the P-51 Mustang became a legend

<https://www.iwm.org.uk/history/how-the-p-51-mustang-became-a-legend>

Heritage Flight Museum (** one of several local sites in NW Washington worth a visit)

<https://heritageflight.org>

Construction notes for the P-51B:

Building this kit is a great exercise, beginning with basic interior. These steps include the pilot's seat, cockpit floor, control stick, the area behind with the fuel tanks, the radios and cockpit sides. This entire section looks and fits together very nicely.

Next up is the wings, including the interior supports and finally the upper and lower wing sections themselves. The attention to details again stands out when paint and a bit of drybrushing is added. The constant attention to these details, clearly shows the differences (in both the kit ages) when comparing the Tamiya and now Eduard's efforts.



From my vantage, there a marked advantage toward the latter effort.

On to matting the fuselage to the wing, then the ailerons, tail controls and rudder.

Then the dash and gunsight, followed by the bypass and intakes for the engine and finally the wheels, main gear, and tires.

The last few items included gear doors, propellers, cockpit enclosures and exhaust sections.

When working on the assorted underwing stores, I found the Eduard items to be a bit ill-fitting—meaning that the fuel tank halves (and bombs) didn't quite align, requiring some filing and or sanding to finish them. With some Mr. Surfacer and some sanding, these small imperfections faded away. And in the spirit of full disclosure these problems were probably of my own making.

I used Eduard's SPACE interior details which provides both a 3D printed interior and the PE sheet of harnesses and other small details (# 3DL48177). These SPACE sets offer a great buy at a reasonable price and are a 'must have' when combined with the Overtrees kit that I chose.



Painting notes:

The paints I used include:

Mr. Surfacer 500	Surface preparation	
RC 001	Flat Black	
RC 006	Red	
RC 018	Pale Sand	
RC 024	Olive Drab	
RC 262	US Interior Yellow Green	
AK 11213	Clear Red	position lights
AK 11218	Clear Orange	position lights
A Mig 092	Crystal Green	position lights
AK 479	Aluminum	AK Xtreme Metal
MMP-105	Worn Black Grey Tires	
MMM-003	Aluminum	
RCM 033	Flat Black	Real Color Acrylic Markers
RCM 034	Flat White	

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



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

My painting included a small amount of pin washes, using 502 Abteilung Brown Wash #ABT080. I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426. I used JV's 'Got Metal?' for the metallic dry brushing effect.

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

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

As you will see from the following images, I chose the paint and mark my P-51B with invasion strip on the wings and control surfaces as well as under the fuselage.

Conclusion:

I loved this diminutive kit and hope to build at least two more P-51B models. As alluded previously, I didn't find any advantage to my purchase of the Overtrees kit (aside from providing a significant supply of spare parts). This will be especially true if you're interested the kit instructions (which again are worth full kit price alone), the PE frets and the multiple markings finishes contained with the complete boxing. I highly recommend purchasing the whole kit in one of its many



boxes currently available. I have purchased the ProfiPACK P-51B and the dual combo Overlord boxes—I know a gluten for punishment.... right?



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M53 155mm Self-Propelled Gun from I Love Kit



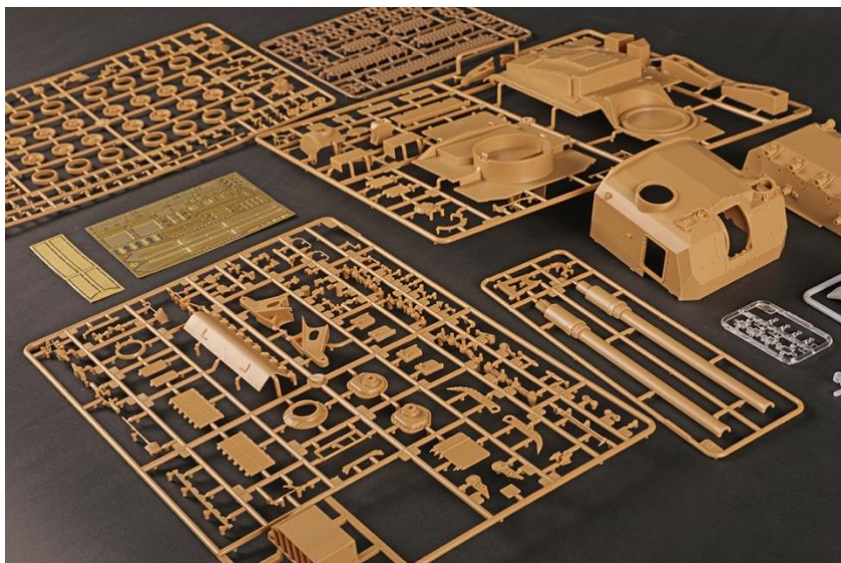
By Rick Taylor

Introduction

Through the Korean War, all self-propelled artillery featured open top fighting compartments. As the US Army contemplated fighting and winning on a nuclear battlefield, they realized that open-top half-tracks and artillery were not survivable. The M53 155mm self-propelled gun and M55 8-inch self-propelled howitzer were designed for that nuclear battlefield with a fully enclosed turret. The only difference between the two weapons were the barrel and the ammunition racks. These were the world's first fully enclosed self-propelled artillery weapons. They leveraged the automotives from the M46 and M47 tanks. Pacific Car and Foundry began producing the M53 in late 1952. However, testing revealed many problems that required rework in 1955. The US Marines fielded the M53 and used it early in the Vietnam War. However, the US Army does not appear to have fielded it and converted all of its M53 155mm guns to 8-inch M55 howitzers by swapping the barrels and ammunition racks. The downside to survivability on a nuclear battlefield was the lack of strategic mobility. In the end, the Army viewed the M53 as too big and too heavy for its caliber.

The Kit

Cold War artillery pieces just don't receive much love from the model manufacturers. Although a lot of innovations and interesting designs appeared, very few kits have been produced of these interesting subjects. Until recently, anyone wanting an M53 in 1:35 either had to deal with the old, challenging Elite Models resin kit; or convert the even older Renwal 1:32 scale M55 and just live with the scale difference. I Love Kit, a newer brand from the same people as Trumpeter and Hobby Boss has come to the rescue. The 2023 I



Love Kit M53, part number 63547, delivers a decent model with much less work. I purchased my kit at Skyway Model Shop.

The kit consists of 850 parts including a small sprue of clear parts, two frets of PE parts, and a vinyl mantlet dust cover. Much of the parts count is driven by the included link and length tracks. The kit is cleanly molded in tan styrene. The level of detail is good and the molding is crisp. The turret includes nicely molded weld seams along the joints. The instructions are easy to follow. Painting instructions and decals are for USMC vehicles.

The Build

Upon close examination, a couple of issues presented themselves. On an artillery piece the eye is drawn



to the barrel. Unfortunately, the kit barrel is far too large in diameter and far too short. It measures out to be an 8-inch bore vs. 155mm, and it is 13mm too short. The canvas mantel cover is molded in vinyl and is lacking the many folds and creases shown in pictures. Rather unbelievably, four of the roadwheels are lacking the molded in hubs... Fortunately, a corrected barrel and roadwheels were CADed and 3D printed for me by James Lee. The roadwheels from an M26, M46, or M47 kit can be used in place of the incomplete roadwheels. I played with sculpting a replacement mantlet cover with Milliput

but decided my sculpting skills were no better than I Love Kit's. In the end I built the model without the canvas cover. The kit comes with link and length tracks; but I was not satisfied with the detail and the mold seam on the end connectors; so, I opted for AFV Club T84E1 Track for M26 Pershing and M46 Patton. Other than the above issues, the kit is not bad. The details are acceptable. The fit is good. There were a couple of ejector pin marks that had to be addressed but nothing out of the norm.

I really struggle to build any kit out of the box. I ended up with a fairly long list of improvements / additions to the kit. Most of these changes were just my need to improve upon a kit.

- Replaced barrel and road wheels with 3D printed corrected versions.
- Replaced kit tracks with AFV Club M26/46 T84E1 workable Tracks, part number AF35037.



- Reworked the travel lock to fit the corrected barrel.
- Added a couple of missing weld beads to the turret top and spade with Archer surface details.
- Textured the mantlet with Mr. Surfacer 500 and added foundry marks from Archer.
- Replaced kit gas cans with PE water can holders and resin water cans.
- Added towing shackles from the spares box.
- Fitted a tow cable from Eureka XXL.
- Replaced kit pioneer tool rack with a PE one from the spares box.
- Replaced a couple of the kit pioneer tools with resin aftermarket ones.
- Added pioneer tool / OVM retaining straps from lead strips with PE buckles and PE footman loops.
- Scratched a DR-8 commo wire spool from PE spares and fine copper wire.
- Scratch built the pully system/locking mechanism for raising and lowering the spade.
- Soldered brass rod to the PE equipment stowage racks vs the kit styrene rods for more strength.



- Designed custom decals for one of the US Army vehicles and had them printed by Mike Blackwell.

Painting

As I could find no evidence of this weapon being issued to US Army artillery units, I opted to finish it as one of the Army test and evaluation units. I primed it with Mr. Surfacer 1500 black from a rattle can. I preshaded with Tamiya XF-2 White. The base paint job started with a light coat of Tamiya XF-62 Olive Drab allowing the black and white to show through. I then switched to a lightened mix of 3 parts XF-62 OD and 1 part SF-60 Dark Yellow for the centers of the panels. I highlighted with 50-50 XF-62 and XF-60.



I applied a dot filter of various Winsor & Newton oil paints. After applying my custom decals, I sealed



them in with VMS Satin Varnish. That stuff is great for making the decals disappear into the paint. As I am depicting a test and eval unit, it was only very lightly weathered.

Conclusion

This kit was a lot more work than I envisioned; but I am happy with the results, and it looks great in the display case. Others on-line have bashed the kit for its issues. As I am a glass-half-full guy, I am pleased to have a kit of this subject and am looking forward to building

it's 8-inch big brother from I Love Kit.



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Indoor Paint Booth Vent System

by: Sam Croft

Getting a paint booth is such an amazing time for a model builder. The ability to paint models in a clean environment makes for dreams becoming a reality. But that dream needs a vent system to work properly. How do I vent my paint booth? What do I use? Do I drill a 6-inch diameter hole in my wall and mount a dryer vent to the outside of my house? Can I use a window venting system like portable air conditioners use? Can I use an indoor dryer vent system? Well, read on to find out.



I had been venting my paint booth out a window using a connector specifically designed for venting a portable air conditioner. See photo at left.

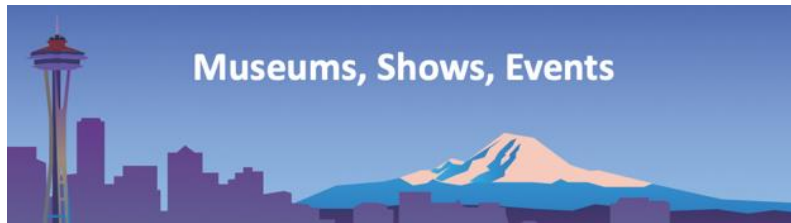
Specifically using two pieces of plastic that adjusted to span the height of the windowsill while allowing the window to close kind of tightly against it to minimize air infiltration. A specialty adaptor allowed me to attach a dryer vent hose from my paint booth to the opening in the plastic spacer. This system worked great during the summer months. But when winter finally arrived, I had to come up with a new solution to minimize cold air infiltration into my model room. I bought a cheap indoor dryer vent, from Amazon, that acted like a water air filter. See photo below.



I must admit, this new system has proven to work quite effectively. See photo below. I have noticed less dust and harsh smells when painting because of the new indoor vent system. I usually paint 1/32 scale aircraft, and I paint for long periods of time. I am amazed at how well this new indoor vent system works in controlling dust, paint particulates and nasty odors. The water basin is easy to fill and remove to wash. The air filtration system house simply slips out and the filter is very easy to remove and replace when needed. I know a dryer vent would work better, but my lovely wife would never let me cut a 6-inch hole in a bedroom wall to vent my paint booth. I recommend using this system to keep everyone happy. Happy modeling! Cheers!



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American Automotive Museum

By Eric Christianson

A few months ago, I wrote about the excellent Auburn Cord Duesenberg (ACD) Museum, one of five museums Andrew Birkbeck and I visited while attending the AMPS show at the Victory Museum in Auburn, Indiana. We went to the show a few days early to spend time investigating several automotive and armor museums we heard were in the area. Suffice it to say, we were blown away by the quality and inventory at four museums that were literally minutes away from each other and the AMPS venue, and, by coincidence, just down the road from where IPMS will be holding their 2026 National Convention.

This second installment (of a five-part series) highlights another car museum just minutes away from the ACD called the American Automotive Museum (AAM). The AAM is all about muscle, American muscle – cars that date from somewhere in the 60's and 70's – those sweet automotive years when many of us came of age. At least that was true for me – I drove a 1966 Daytona Yellow GTO in high school, with a brown hood, glass pax, hurst shifter, and a 389hp engine that *roared* – when I could get the car started, that is! That sound, that rumble, that smell... it was all part of my growing up.



Walking into the AAM fills your senses with an oily, musky smell – that of a hard-packed dirt floor of an old-timer garage. I remember that smell from the cab of my grandfather's Gulf Oil truck one summer in the early sixties, when I rode with him on his deliveries, feeding on 2-cent Gulf Oil lollipops. Diametrically opposite from the spit-shine floors and polished chrome of the ACD museum, the AAM is all about the speed and fury of the American muscle age.

(NOTE: This museum also had an extensive truck collection – huge – that displayed trucks and other heavy equipment from the dawn of the American automotive age... busses, trucks, fire equipment, excavation machines, ambulatory vehicles, etc., etc.. Unfortunately, my 35mm SLR camera ran out of juice from taking so many pictures at the ACD. I wish I could have included those truck images here as well.)









The next installments in this series will be the Anderson Armor Museum, the Ropkey Armor Museum, and the Victory Museum itself.

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A Brief History of NAS Sand Point

Original Art and Drawings By Norm Filer

Introduction

Although interest existed during WWI, the war ended before anything significant happened. In 1920 King County started buying small properties and on June 19th 1920 local officials and Navy officers held a groundbreaking ceremony that included a symbolic tree cutting on the site.

Things progressed very slowly during the 1920's. The first landing on the site occurred in Oct. 1921, The Navy accepted 268 acres for the county on a 10-year lease. And Congress authorized \$800 for development of an Army/Navy airfield. And the first permanent hanger was finished in April 1923.

The first real significant event was April, April 7, 1924, when the four Douglas DWC biplanes departed Sand Point headed North on their around the world Cruise. On September 28th, 1924, an estimated crowd of Fifty thousand people came out to Sand Point to greet the two remaining planes.

In 1925 the Chief of Naval Operations formally established a Naval Air Reserve squadron at Sand Point. On March 4th, 1926, Congress authorized the Navy to accept 413 acres as a naval air station. At the time this was one of only five naval air stations in the nation. At that time the station was little more than a series of farms with a field serving as a runway. With the station commander working out of a farmhouse.

During the Great Depression progress slowed due to lack of funds. By the end of 1935 the number of buildings on site had reached 17.

In 1939 Pan American Airways began Clipper service using S-42 flying Boats from Matthews Beach, just North of Sand Point. They also used the hangers and runways at Sand Point.

Also in 1936, five Navy patrol squadrons, initially with P2Ys and later PBYs were assigned. The primary mission was long range North Pacific patrols.

At this point Seattle had encroached upon the facility enough to require that aircraft no longer carry live bombs and naval Air Station Whidbey Island was established to handle the arming of aircraft for combat. At this time the cinder runways were paved with Asphalt. Eventually four runways offered eight different landing directions.

During the War years the population ballooned to over 8,000 Naval and Civilian workers, several headquarters' functions, an overseas terminal for the Naval Air Transport service and over a hundred and fifty various shops and it provided transit for all kinds of service personnel.

In 1946 the post-war decline began, and the Navy announced it would close permanently in September 1950, but the Korean War delayed that indifferently and the base returned to its role as a Naval Reserve training base.

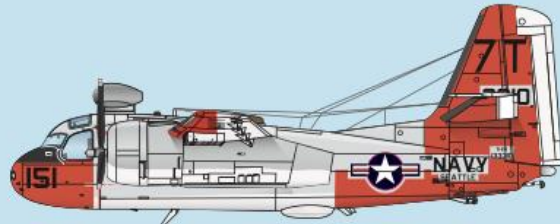
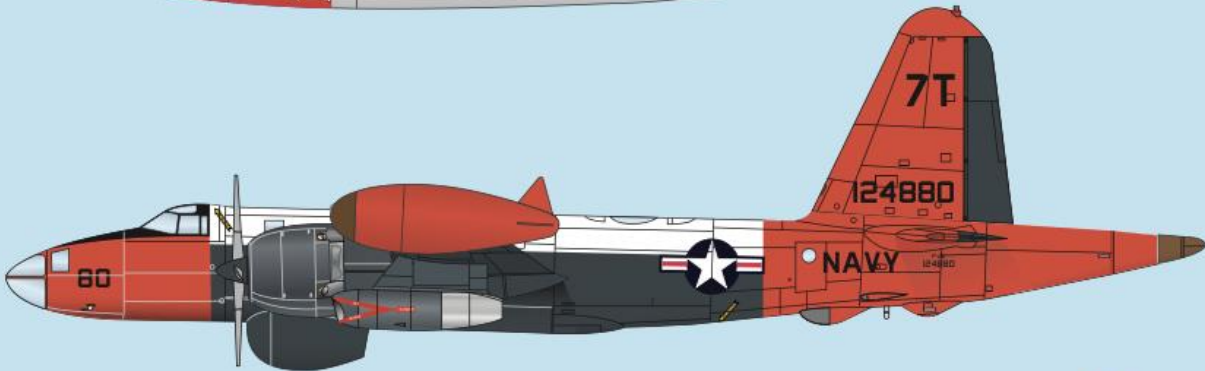
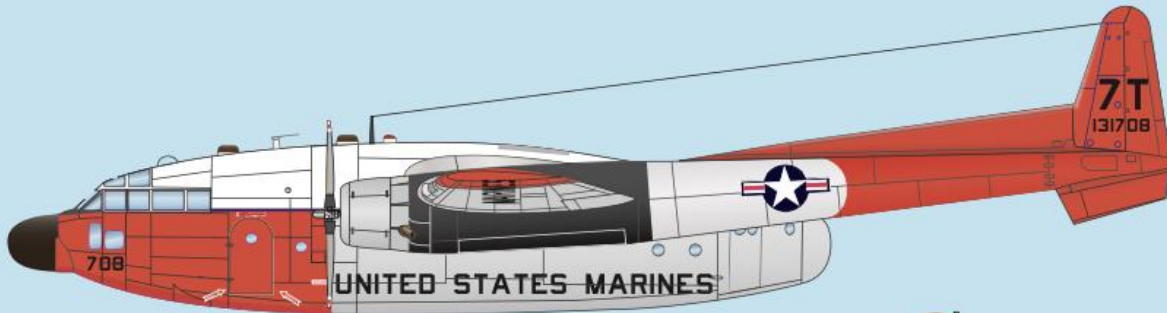
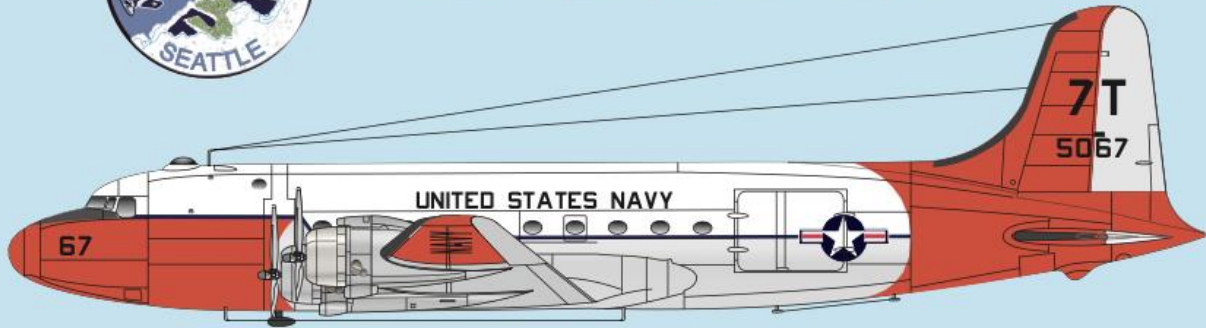
The development of NAS Whidbey Island made NAS Sand Point redundant in 1970 when flight operations ceased

Today most of the former base is gone. What little remains of the original base is used by several organizations and is now renamed Magnusson Park.





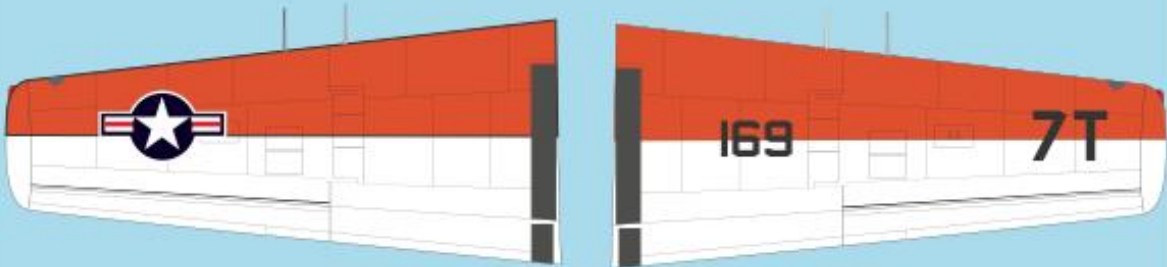
NAVAL AIR RESERVE TRAINING UNIT
SAND POINT NAS, SEATTLE, WA





U.S. NAVY AD-5

NAS SAND POINT, SEATTLE, WA 1963-65



FS 17925 Insignia White FS 28913 Fluorescent Red Orange

Notes:
The Red Orange color on the underside continues through the center section of the wing.
The fuselage under the canopy is very stained and weathered due to exhaust residue.

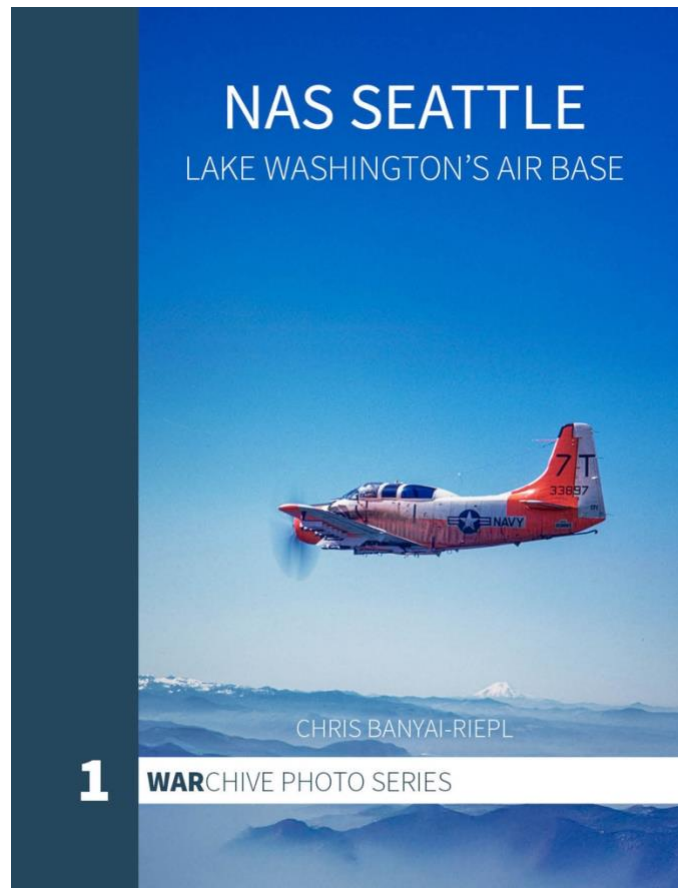


Author's Notes

Sand Point was on my occasional photo visit list from the time I moved to Seattle until its closure. The Canadian F-85 Golden Hawks visited in Aug. 1967 and other events over the years.

I have some of those in the early stages of future In Our Own Backyard articles.

Most of the reference for the profiles came from the Wil Riepl collection. Wil and I often stood together shooting aircraft over the years. Chris, his son is currently putting together several books of Wil's aircraft photos.

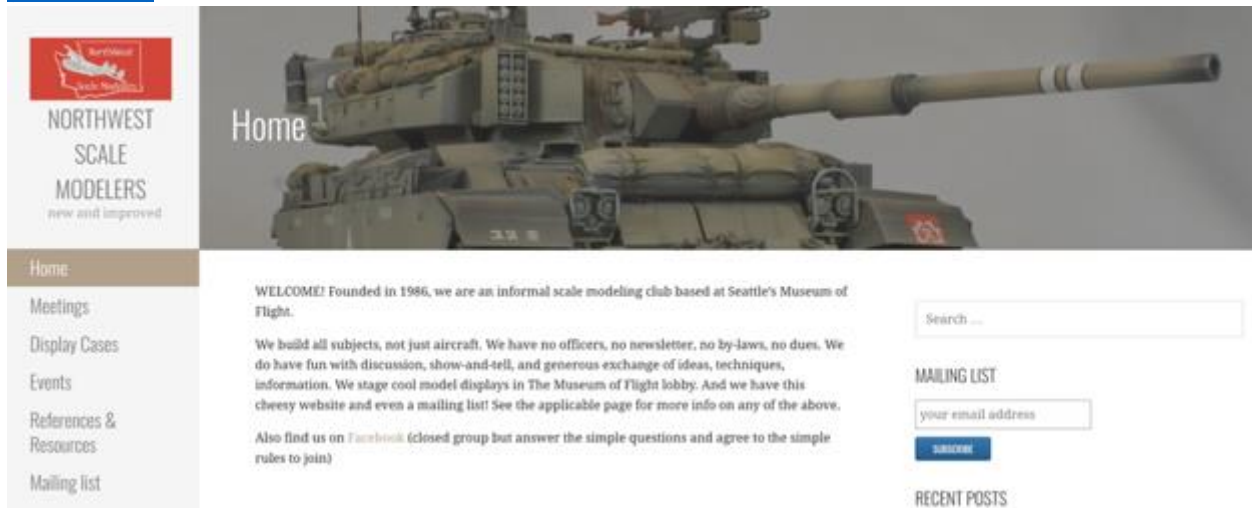


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Northwest Scale Modelers (NWSM)

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 \(nwsm.club\)](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.



IPMS SEATTLE PRESENTS

IPMS PACIFIC NORTHWEST REGION 7 REGIONAL SHOW

SPRING SHOW 2025

Scale Model Contest and Exhibition
SATURDAY, APRIL 26TH
DOORS OPEN AT 9 AM
Contest Entries Close at 12 Noon
Awards at 3:30 PM

- Model Contest with 75 Different Award Categories!
- 1,000 plus Scale Models! Over 15,000 Square Feet!
- Huge Raffle All Day!
- 80 Vendor Tables!
- Every Junior entry wins an award!

MAKE 'N' TAKE FOR THE KIDS! **HUGE RAFFLE DRAWING ALL DAY!**

Adult Entries: \$20 (unlimited) • Junior Entries: \$5 (unlimited) • Spectators: \$5



Categories, model registration forms available online at: <http://www.ipms-seattle.org/Springshow>

Renton Community Center
1715 Maple Valley Hwy, Renton, WA 98057
From I-405, take exit #4, Renton-Enumclaw exit. At Maple Valley Hwy, drive east to the second light and turn right into RCC.



For additional information contact:
Rick Taylor at
show-coord@ipms-seattle.org
Designed by KaylinMae Design - www.kaylinmae.com



Event Calendar

Upcoming Events

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.

March 8, 2025

April 12, 2025

May 10, 2025

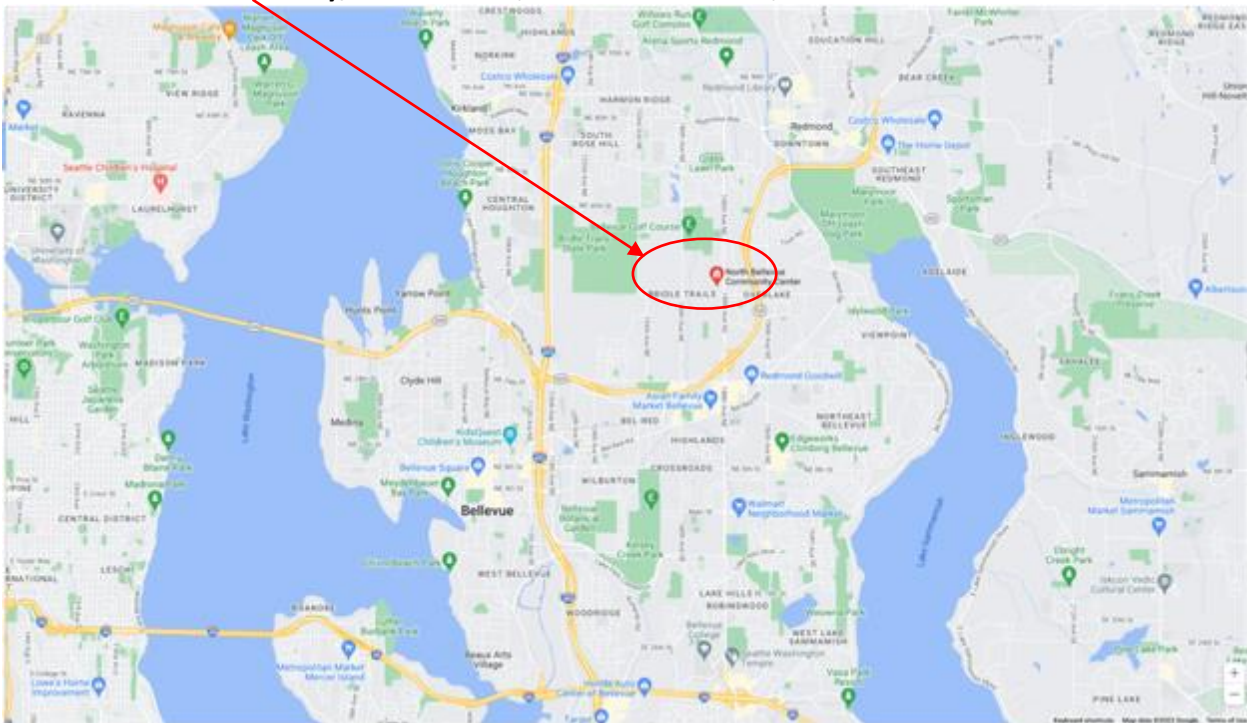
June 14, 2025

Next Meeting: March 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.

Model Paint Solutions (<https://modelpaintsol.com/>)

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