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

In This Issue

Here we *Grow* Again!

Our annual summer show is coming into focus.

We are now good to go for June 27th, 2026, at the Evergreen State Fairgrounds, in Monroe, WA. I thought I'd take some time to outline what to expect, and what kind of work we have ahead of us. All lights are green, and unless it snows in late June, we will have a heck of a show.

First and foremost; **Our Goals**:

1. We aren't going to reinvent the wheel; we'll retain effective aspects from previous shows and replace less successful components with improved alternatives.
2. We'll expand participation to include groups and clubs that have not previously attended IPMS meetings and events, aiming to address their interests and needs.
3. We'll foster an environment conducive to vendor participation, facilitating customer engagement and product accessibility.
4. We'll allocate significant space for attendees focused on display-only and organizational promotion rather than contest participation.
5. Finally, we'll ensure a safe and welcoming setting for all participants, including parking, food options, and exhibitions of the most amazing miniatures the Great Pacific Northwest has to offer!

How we intend to achieve these goals while adhering to the budget will be detailed below. Additional (lead) volunteers are needed for various new positions, and constructive feedback or suggestions are encouraged.

(Continued on Page 36)

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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/)

Back to top

In Memoriam

Steven Richard Holmes

FEBRUARY 17, 1953 – SEPTEMBER 22, 2025

Steven Richard Holmes, beloved father, grandfather, modeler, and friend, passed away peacefully September 22, 2025, leaving behind a legacy of creativity, skill, and laughter. Born on February 17th, 1953, in Seattle, Washington, Steven was raised in his hometown of Seattle and graduated from Ingraham High School.

A brief history of Steve's involvement in model building covers roughly 35 years. His entrance into model making was sparked by visiting Seattle's "Auto Hot Boat & Speed Shows" at Seattle Center as a teenager and getting hooked on Craig Breedlove land speed racers.

His first model was a hand carved wooden block of Breedlove's LSR.

In 1979 Steve attended a few LA Formula One races and was fascinated with the 6-wheel Tyrrel F1 Car. Shortly after he began buying F1 models from the Ballard American Eagles Hobby Shop. He followed brother Dave when the "Original Five" (Dave Holmes, Brian Cahill, Tim Lawson, Ted Holowchuk, Jeff Firgnoca) approached the Museum of Flight to gain approval for allowing the museum to be a model club meeting site and to have/sponsor model shows. The early founders named the club "Northwest Scale Modelers". Steve took over leadership for a year or two after Dave stepped down after the first year getting the club off the ground. Not too soon afterward Steve lost interest in aircraft models and focused on his love of cars and joined up with PSAMA – "Puget Sound Auto Modeling Association".

Dave Holmes and Ted Holowchuk started the TNI (Thursday Night Irregulars) group build sessions which Steve participated in. As the years moved on Steve built some amazing and controversial dioramas of F1 crashes and built many very creative modified cars and won many top awards locally and in Canada. Steve attended IPMS Spring Shows and attended the IPMS Nationals in 1992 at the Red Lion Hotel in Sea-Tac. Along the way Steve got into slot cars and he built a big slot car track in his rec room. He would have brothers and friends over to race. A decade or so ago Steve became fascinated with N scale trains and railroad scene building and joined a couple local enthusiast groups. His large train set project inspired many of the Northwest train set builders. He had an acute attention to detail and quality in his train modeling.

It was always humorous to imagine Steven, who stood at a tall 6'8", working on the tiniest of models with efficient intricacy. Around 2015 Steve enticed older brother John to try modeling and ever since the "three Holmes brothers" would compete between themselves and enter projects into the local shows.

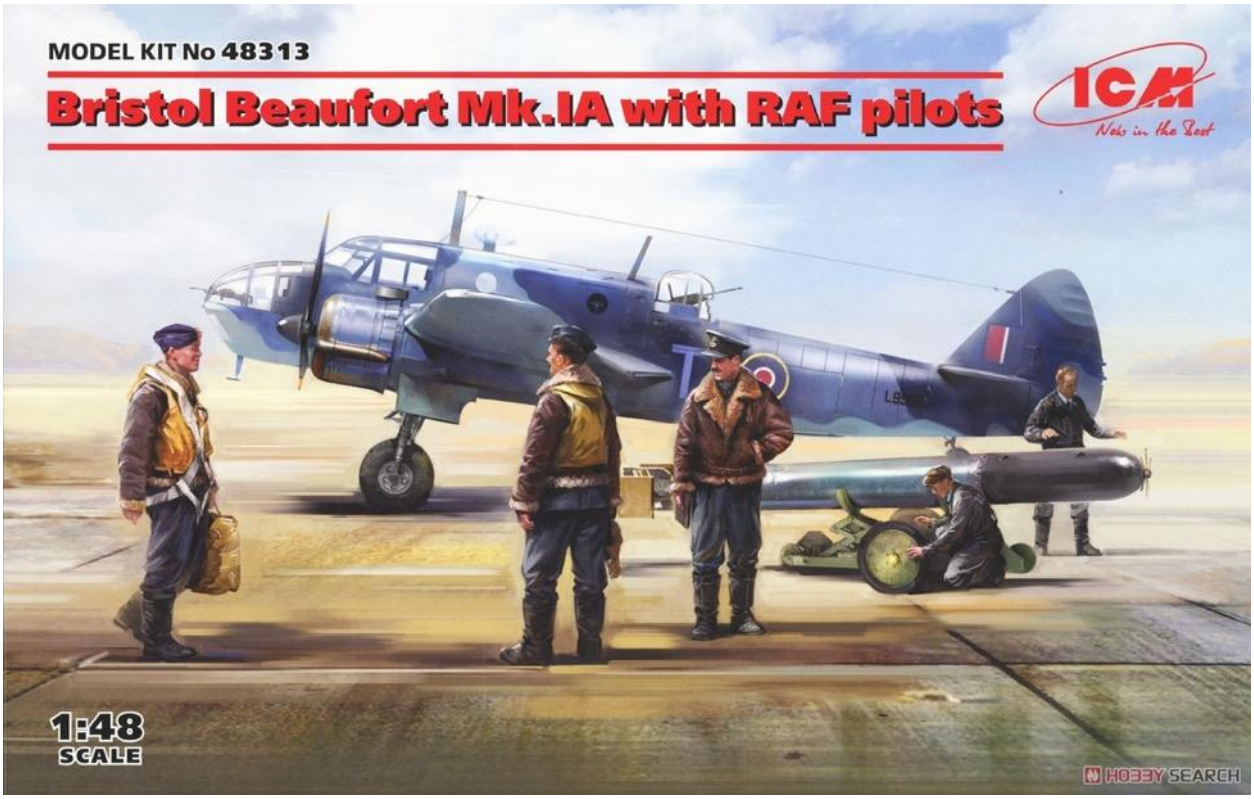
You would always find him enjoying a crisp, cold Coca-Cola. He especially had a soft spot for a trip to Dick's Drive-In for a Dick's Deluxe and fries. He cherished time at the family cabin in Silverton and would regularly take drives up to Big 4. He could name every mountain and its elevation. Steven will be remembered for his kindness, ability to strike up a conversation with anyone, and his ever-present

humor, and a fierce model show competitiveness that could often get him into trouble. His ability to play lighthearted pranks and make someone laugh was a highlight of his day—a skill of wit and creativity he passed down to his daughters. Steven was a devoted father and never missed his daughters' sports games, musical performances or theater plays.

Steven is preceded in death by his beloved wife Debbie. He is survived by his daughters, Heather and Kelsey, his grandchildren, brothers John and David, and a host of extended family and friends who will miss him dearly.

Back to top

ICM Bristol Beaufort Mk.1A with RAF Pilots 1/48 scale



By Chris Martin

Summary

ICM continues their run of “dioramas in a box,” this time by kitting their recently released Bristol Beaufort Mk1A with tropical air filters (Kit 48311) with their RAF bomber and torpedo pilots (Kit 48090).

Background

The Bristol Beaufort torpedo bomber entered service with RAF Coastal Command in late 1939. In the spring of 1942, all of Coastal Commands Beauforts were sent to the Mediterranean for use in attacking German convoys that were resupplying the Afrika Korp in North Africa. The high temperatures encountered in this region of the world required the carburetor air intakes to be modified to allow greater air intake.

The Beauforts were initially stationed in Malta, but would later be moved to Egypt and the Pacific and Far East.

What's in the Box

1 large bag with 8 sprues of gray plastic for the Beaufort.

1 medium-size bag with 1 sprue of gray plastic for the RAF pilot and torpedo handler figures.

1 small bag of clear parts.

An 8-inch by 11.5-inch instruction booklet assembly and painting of the Bristol Beaufort.

An 8-inch by 11.5-inch sheet for assembly and painting for the five figures.

A flyer for ICM water based acrylic paints, with a partial color chart.

The Instructions

The instructions consist of a 24-page glossy 8-inch by 11.5-inch instruction booklet. The front cover provides a brief description/history of the aircraft, including technical data, in both Ukrainian and English. ICM paint colors and descriptions of the various pictorial symbol/notes are also on this page. The paint color chart has the letter call-out used in the instructions, a color name on a background of the color, the ICM paint number, and cross-references to Revell and Tamiya paint colors.

Pages 2 through 4 are the parts maps for the eight sprues of the Bristol Beaufort and one sprue of the British torpedo and trailer. Pages 5 thru 18 are the assembly instructions for the Beaufort. The images are sharp and show the assembly as an exploded ¾ view. Page 19 covers assembly of the torpedo and torpedo trailer.

A really nice touch is page 20. This page has mask templates and placement diagrams. Pages 21 through 24 are four-view painting guides for four decal options included in the kit.

A separate two-sided sheet covers the five figures. One side has a parts map, paint guide, and descriptions of the various pictorial symbol/notes. The other side is a combined assembly and painting guide figures.

Things to consider before starting

As with many kits the various decal options also have aircraft specific details. So, one must decide which decal option they wish to complete so the proper options can be added. In the case of this kit there are two variants with a torpedo load and two with a bomb load

Construction

I start all my builds by scrubbing the sprues with an old toothbrush in warm water and dish soap (Dawn) to remove any residual mold release residue.

I have built and reviewed other ICM kits and a nice touch here the note at the beginning of the assembly instructions that notes all internal detail and elements are color A (US Dark Green) except marked separately.

Many parts are scale thin, so use caution when removing these parts as they are prone to breaking or disappearing into the ether if not carefully cut from the sprue.

Cockpit and Interior Details.
As noted in other online reviews the cockpit is rather Spartan given the amount of glass that allows a good view into the area. Only a throttle quadrant and instrument panel are supplied. For those looking to add more, Eduard has a photo-etched set that provides much of the missing equipment.

I assembled all the interior parts that would be US Dark Green in steps 1 through 23. I then primed and painted these parts. At the same time, I primed and painted the non-green interior parts. Once dry these parts are added to the interior. If I to build this kit again I would leave the wing spars loose, as it would make attaching the radio equipment (Steps 8 - 10) much easier. I also did not attach the tail wheel in Step 22, instead opting to attach it towards the end of the build and thus avoiding breaking it off. In step 23 DO NOT forget to drill the two holes in the left fuselage half for the antennas that are added later. In Step 24 leave Part F2-9 off until later (See Rear Turret below).

The first trouble I encountered was in trying to join the fuselage halves. I believe this is due to the very exacting tolerances of the kit. My initial effort resulted in a gap upwards of ⅛-inch. After removing the paint and primer from the wing spars and bulkheads the remaining gap was less than 1/16-inch.

I skipped installing the clear cockpit parts in Steps 25 and 28 to make masking and painting them easier.

Wings
Again, DO NOT forget to drill the holes for the radar antennas in the wings in steps 29 and 32. The first decision on which option to build comes in step 31. There are two options for the inner upper wing. The part with the round tab is used for only option 1.

In step 38 the lower flaps are designed to be installed dropped. Looking at photos online and in references for the Bristol Beaufort the flaps are normally up when on the plane is ground. Modeling the flaps up is done by cutting off the connecting tabs. When placing the flaps in the up position it is important to note that they go BEHIND the trailing edge lip.

The fit of the wings, elevators, and rudder were trouble free, with one exception. The tight fit of the fuselage halves resulted in one of the bulkheads causing the right side to bow out slightly. This left a fair-size gap at the rear of the wing joint (photo). Also, when attaching the wings make sure that the wing spars line up with the guide slots in the wings or else the wings will not fit flush to the fuselage.

The Beaufort had full length wing-tip lights. The kit provides these as solid clear pieces. I hollowed out the centers to represent the lights. I then painted the inside of these spaces with Model Master Acryl Transparent Red (4630) and Clear Green (4668). Once dry these were attached to the wing-tips after the camouflage was applied.

Landing Gear

The landing gear is built up of a top and bottom section. Use caution when removing the extremely thin parts from the sprue as they are quite fragile. Pay attention to the insets in Steps 44 and 47. Part E15 has two different ends on the cross bar. For the right landing gear (Step 44) the end with the pin goes into the left side member (Part E12). For the left landing gear, the pin end goes into the right-side member (Part E11). The square pins at the top of the cross-member go into square holes just below where the crossbar (Part E3) attaches. The fit of the lower gear assembly to the upper gear assembly is only slightly more than a butt joint. Allow the glue to fully cure before moving on. I assembled both left and right landing gear without the tire and primed and painted them at this stage. I also left them off until the end of the build to avoid breaking them.

Engines
The engines are amazingly detailed models in themselves. Step 53 through 55 has you construct the engine with the collector ring and propeller first. I found it easier to start at Step 55 and build the engine cylinders (Parts E30 and E31), paint that, and then attach the painted exhaust ring (Part E28). Move to Step 56 and install all the pre-painted exhaust stubs (Parts E44 and E45). Once the glue has cured then attach the collector ring (Part E20). I left the propeller off till later in the build, again to avoid breaking them.

I ran into an issue in Step 59 with attaching the tropical air filters. Putting them into their slots on the engine nacelles forced the cowl flaps (Parts D38 and 39) out of alignment. To solve this, I ended up removing the cowl flap that is in front of the air filter. This allowed the remaining cowl flaps to sit square on the nacelle.

I left the engines off and temporarily attached the cowlings for painting.

Rear Turret
In Step 68 I had real trouble getting the turret gun assembly into the mounting base in the fuselage (Part F2-9). When part F2-5 is installed in Step 64 it is very tough to see into the fuselage and line up the attachment holes with the parts of the gun assembly. I would recommend skipping Step 64 and building the machine gun assembly (Steps 65 - 67) first. Then attach the turret ring and machine gun assembly to part F2-5 and part F2-9 to the base of the machine gun assembly. Once the glue has set attach F2-9 to the interior floor and F2-5 to the fuselage.

If you chose torpedo bomber version (options 1 and 4) then leave the rear bomb bay doors (Parts C31 and C32) off. Otherwise, the torpedo will not fit properly into bomb bay.

Final Assembly
If fiddly bits are your thing, then Steps 81 to 83 is for you. The attachment of the radar antenna to the supports is a barely-there pin. Follow the instructions here and attach the antenna to supports first. Then attach assembly to the aircraft.

In addition, the antennas (Part E9 and E17 in Step 80 and Part E10 in Step 85) are simple but joints, and should be added at the end of the build to avoid knocking them off.

After painting the aircraft, I completed assembly by installing the landing gear, engines and cowls, bomb bay doors, and radar antenna. The smaller antenna noted above were brush painted after attaching them to the aircraft.

Torpedo and trailer
Assembly of the torpedo was uneventful.

Assembly of the torpedo trailer requires care as many of the parts are fragile and easily broken. Also, many of the attachment points are small. I assembled the trailer through Step 07, then primed and painted the trailer before attaching the wheels in Step 08.

RAF Pilots and Torpedo Handlers
Assembly of the figures is straight forward. However, because the part callouts are combined with the painting callouts one must use care to make sure the right parts are attached to the right figure. I suggest building one figure at time to help keep parts straight.

The minor mold seams are easily removed with a few scraps of a sharp knife blade. The arms, legs, and torsos fit very well and required minimal gap filling.

Painting and Finish

After assembling all the interior parts that are to be US Dark Green in Steps 1 through 25, I primed the interior assembly with Krylon Fusion All-In-One paint and primer Matte Glacier Gray. I allowed this to cure for 48-hours before spraying with Model Master 1910 Dark Green (FS 34079) from a rattle can. None green parts were primed the Matte Glacier Gray while on the sprue. The parts that are black were painted with Tamiya Semi-gloss Black (X-18) or Tamiya Flat Brown (XF-10).

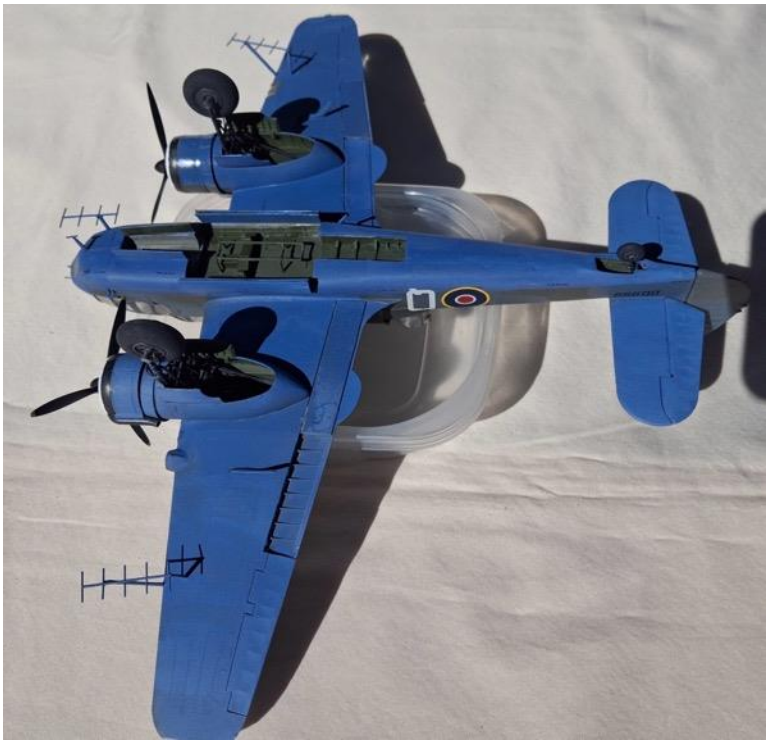
The landing lights (Part D5) was painted silver and the lights were picked out with Molotow Liquid Chrome.

First, I completed assembly through Step 41. The next step was to temporarily attach the engine cowl flaps, engine cowls, and turret insert (Part F2-5). I also used soft foam inserted into the cockpit and rear turret opening to seal them and also masked the clear round windows with painters' tape punched out with a hole punch. Then whole aircraft was primed with Krylon Fusion All-In-One paint and primer Matte Glacier Gray. This was allowed for cure for 48-hours.

Following priming I masked the bottom of the fuselage around the bomb bay and wheel well openings, and sprayed the interior of the bomb bay and wheel wells with Model Master 1910 Dark Green (FS 34079) from a rattle can. This was allowed to dry for 24-hours before using more soft foam to mask the wheel wells. The bomb bay was masked using the close bomb bay doors, Parts C4, C5 and C16.

The bottom of the fuselage, wings, engine nacelles, and elevators were airbrushed Mission Models Azure Blue RAF (MMP-092). This was allowed to dry for 24-hours before masking the demarcation line with Tamiya masking tape and filling in the larger areas with 3M blue painters' tape.

I had decided to model option 1, with the Dark Slate Gray/Extra Dark Sea Gray/Azure Blue color scheme. Unfortunately, the four view image in the instructions is extremely dark and made it very difficult to determine the camouflage pattern. I eventually determined that a mirrored A scheme was closest.



Option 4 had the same scheme so I used it to create paper masks by resizing the image on a copier until it approximately fit the model.

The paper masks for the dark gray were cut slightly small and were attached with poster putty to achieve a slightly soft edge. I then airbrushed the extra dark green using AK RAF Dark Slate Gray. This layer was allowed to set until it was dry to the touch. I then masked the extra dark green with paper masks that were cut to size. I then airbrushed the dark gray with AK Extra Dark Sea Gray. Again, when dry to the touch I removed the tape for the

demarcation line and the window masks.

The cockpit and clear nose pieces were painted separately. I really nice addition to this kit is in the instructions. Page 20 has masking templates and masking diagrams. The templates can be used to cut out any convenient adhesive tape and attached to the clear parts.

I made a copy of the templates and glued it to a full sheet adhesive label. I then cut out each mask and placed them following the masking diagrams on the clear parts. Once all the masks were on, I sprayed all the parts the Matte Glacier Gray primer. I let this dry for 48-hours. Next, I airbrushed the bottom of the nose glass pale blue (Mission Models Azure Blue RAF). This was allowed to dry for 24-hours. Next, I airbrushed the cockpit dark gray (AK Extra Dark Sea Gray). When dry to the touch I masked off the cockpit and lower nose glass with painters' tape then sprayed the rest of the clear nose with extra dark green (AK Dark Slate Gray). When dry to the touch remove all the masks.

As seen in the finished images the clear parts look a little rough. This was a result of the build being caught up in a move that delayed removal of the masks. As a result, there was residual adhesive that needed extensive clean-up to remove.

Torpedo and Trailer
The torpedo and trailer were also primed with Matte Glacier Gray primer. The torpedo body was brush-painted oil steel using Mission Models Cold Rolled Steel. I masked the body at the front joint with blue painters' tape, and sprayed the front Flat Black. When dry to the touch I removed the mask. The rear props were brush painted Tamiya Rubber Black (XF-84). The added tail (Parts 11, 12, and 17) were painted to look like wood. The final detail was painting the front propeller brass and attaching it to the completed torpedo.

After priming, the torpedo trailer was painted Model Master Dark Green. When dry the large wheels had their tires painted Tamiya Rubber Black.

Figures
Figures were painted following the painting guide. I used the following colors:

White = Tamiya X-1 Flat white
Black = Tamiya Semi-gloss Black (X-18) for boots
Deep Yellow = Life Color Yellow (UA 140)
Off White = Model Master Acryl Panzer Interior Buff (4805)
Basic Skin Tone = see below
Chocolate (Chipping) = Tamiya Hull Red
Light Earth = Life Color Sand Yellow (UA 081)
Middlestone = Vallejo Model Air Middle Stone (71.031)
Grey Blue = Vallejo Model Air Grey Blue (71.005)
Dark Blue = Tamiya Sea Blue (XF-17)
Gold = Tamiya Gold Leaf (X-12)
Blue Gray = Polly Scale USN Blue Gray

I painted the figures from the lightest color to the darkest. This meant starting with painting the flesh areas Model Master Acryl Skin Tone Warm Tint (4603). When dry to the touch I used a wash made from

Model Master Acryl Skin Tone Shadow Tint (4604). The final step was to create highlights by dry brushing Tamiya Flat Flesh (XF-15).

Decals

The decals are well printed and opaque. They are however very thin, making them equally very fragile. I had more than one separate while placing them. I also had some of the “Trestle Here” decals fold over on themselves. Being thin and fragile unfolding them is impractical. I also found that they required more than the normal time in warm water before they could be slid off the backing paper, upwards of 20 to 30 seconds. The larger decals are easy to tell when they are ready as they will curl when placed in the water and then slowly flatten out.

Conclusion

I recommend this kit for advanced intermediate to experienced modelers. The build is straight forward but there are a number of very small and very fragile parts to deal with. In addition, the tight tolerances require extra care to ensure that joints, such as the fuselage, wings, and wing roots fit tightly.

By carefully reviewing the assembly sequence laid out in the instructions it is easy to see where sub-assemblies can be created to help with painting. The inclusion of mask templates and masking diagrams is a great help in painting the extensive clear parts that make up the front of the aircraft. The thin and fragile decals also require careful handling.

I would like to thank ICM for providing this kit for review, and IPMS/USA for giving me the opportunity to build it.

Back to top

Miniart Austin Armoured Car 3rd Series: German, Austro-Hungarian, Finnish Service Interior Kit

By Bob LaBouy

Historical & Reference Notes:

Once again, Wikipedia comes to the rescue with their great summary history about the Austin armoured cars:

Also, an excellent kit review of this specific vehicle:

and finally, the Modelling News review article:

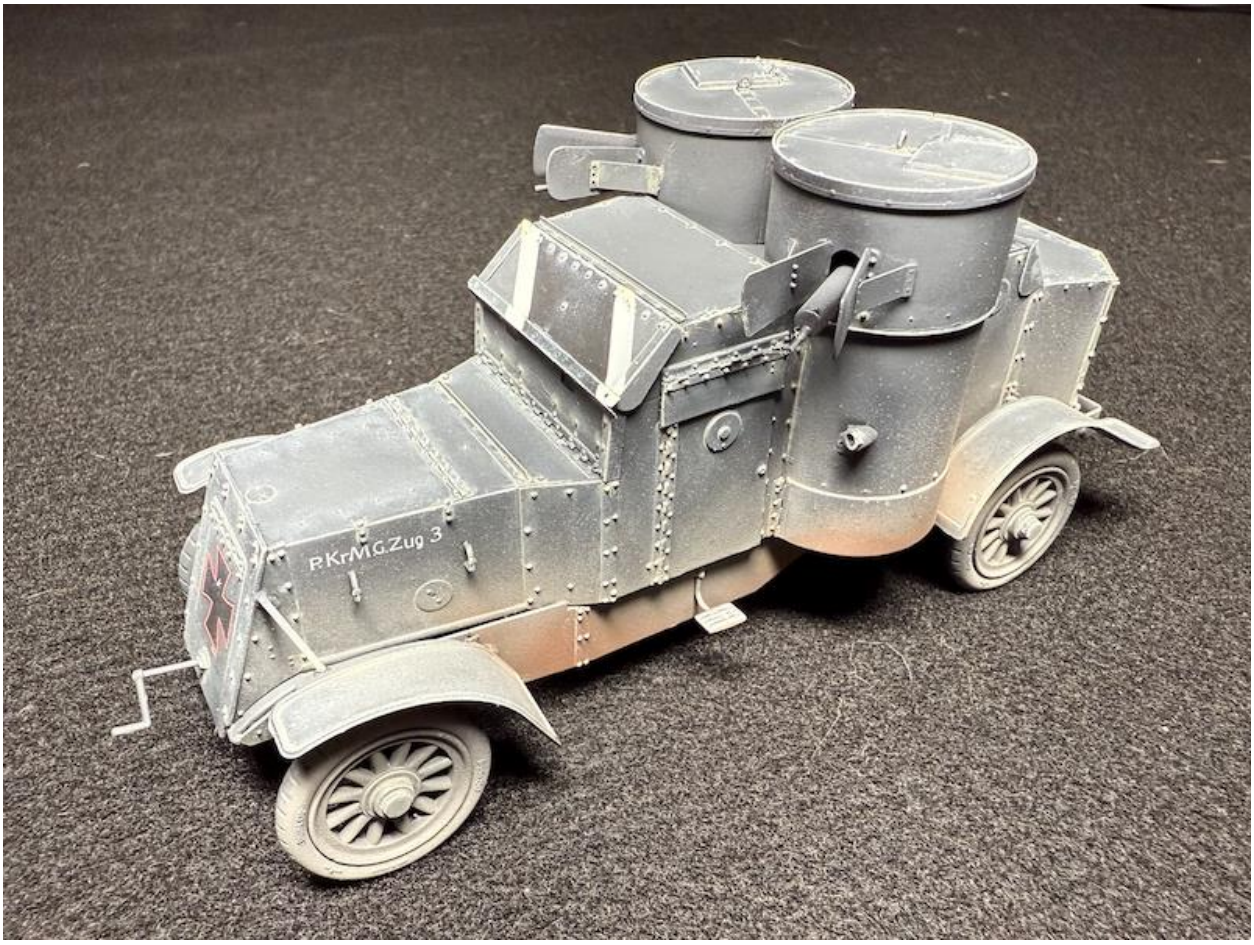
Fit & Finish

This kit's fit overall kit is very good to excellent. The surface details are outstanding and compare favorably with what photographs and line drawings show. This model, like so many of the new releases from MiniArt, just look like the real vehicles themselves.

Construction Notes:

The kit is molded in light grey plastic with only two large plastic sprue trees. There are few if any aspects of this build which posed any problems—it goes together in a basic pattern, beginning with the engine, suspension and drive assemblies. Believe me, the 26 pages of kit instructions provide you with a deal of in-depth instructions broken down in multiple steps and 71 assembly panels.

For the most part each of construction notes and steps are well thought out, though several of the drawing details left me scratching my head and attempting to dry fit some of the detailed small parts wondering just where they should go. In retrospect, I would probably forgo the entire engine as almost nothing can be seen of the engine, even when turn upside down. Another problematic aspect were both the front and rear fenders (steps 22 & 23): the connection points are *very* delicate and as careful as I tried to be broke them off more than once. Another 'issue' were the many *very very small* rivet heads (# Ck20) shown throughout step 32. This is clearly (again in my humble opinion) a step too far, and where I briefly considered to turning to alcohol as my solution…..



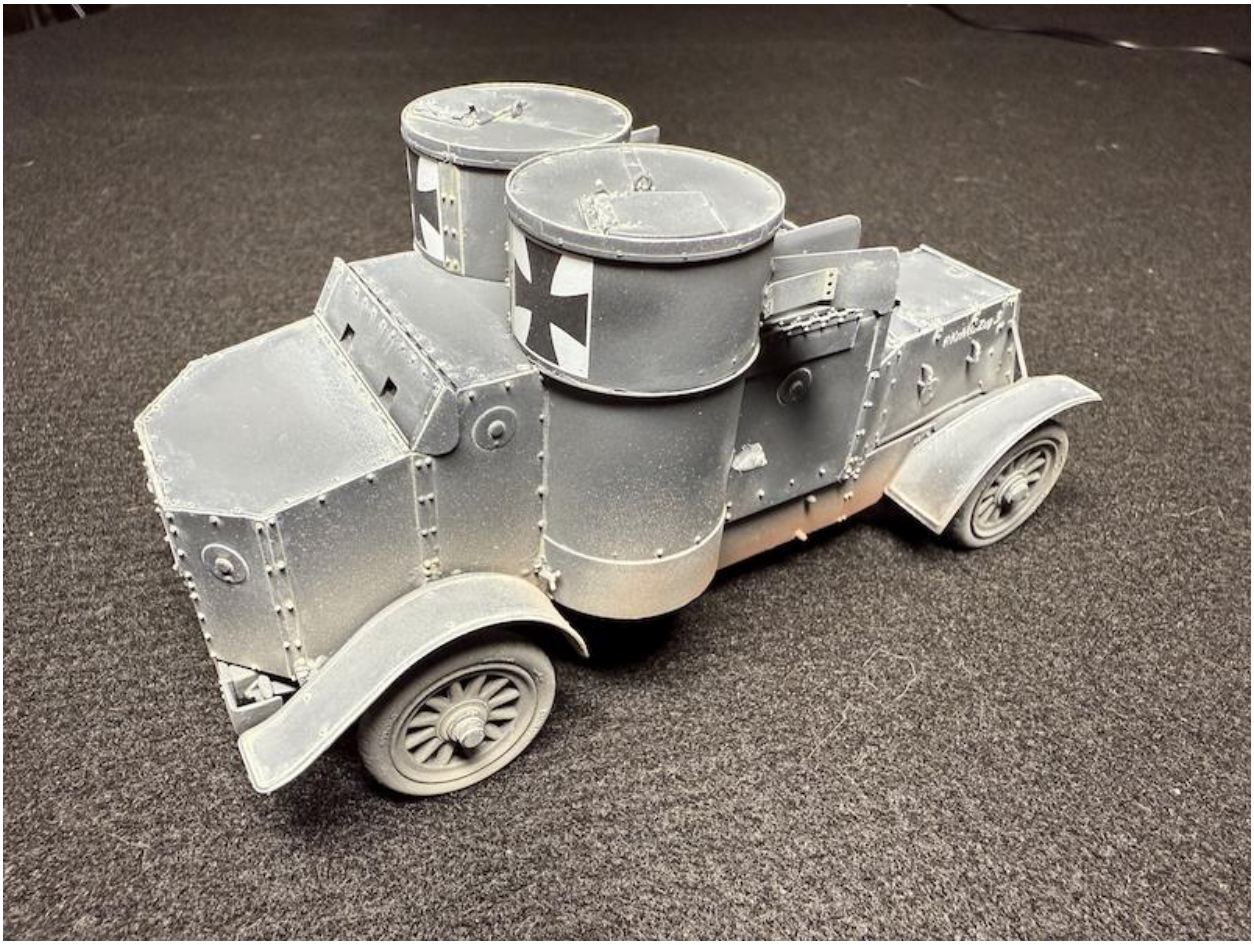
There were a few very small gaps (and easily filled with Vallejo acrylic Plastic Putty #70.401 and brushed smooth with a wet cotton bud or finger).

The last 'issues' were the number (42) photo etch (PE) parts, which I was able to fit and attach using my favored Super Gold+ Odorless Cyanoacrylate. This cyanoacrylate has become my 'go to' CA; it dries clear, quick setting and won't craze clear parts.

Decals

The kit instructions contain five beautiful full color four-view illustrations. But that is once again where the plot thickens…..

There are only a small number of decals involved in this build, though this is where I don't understand the MiniArt mindset. The Balkenkreuz is not accurately portrayed and displayed on this kit box and instruction four-view drawings, nor is the white and black hood marking even included on the decal



sheet. This is a major oversight in my opinion.

Painting

MiniArt provides a small color chart which outlines six different lines of both acrylic and laquer paints.

Primer Used:

Mr. Surfacer 1200 (grey) Surface preparation

The Real Color paints I used:

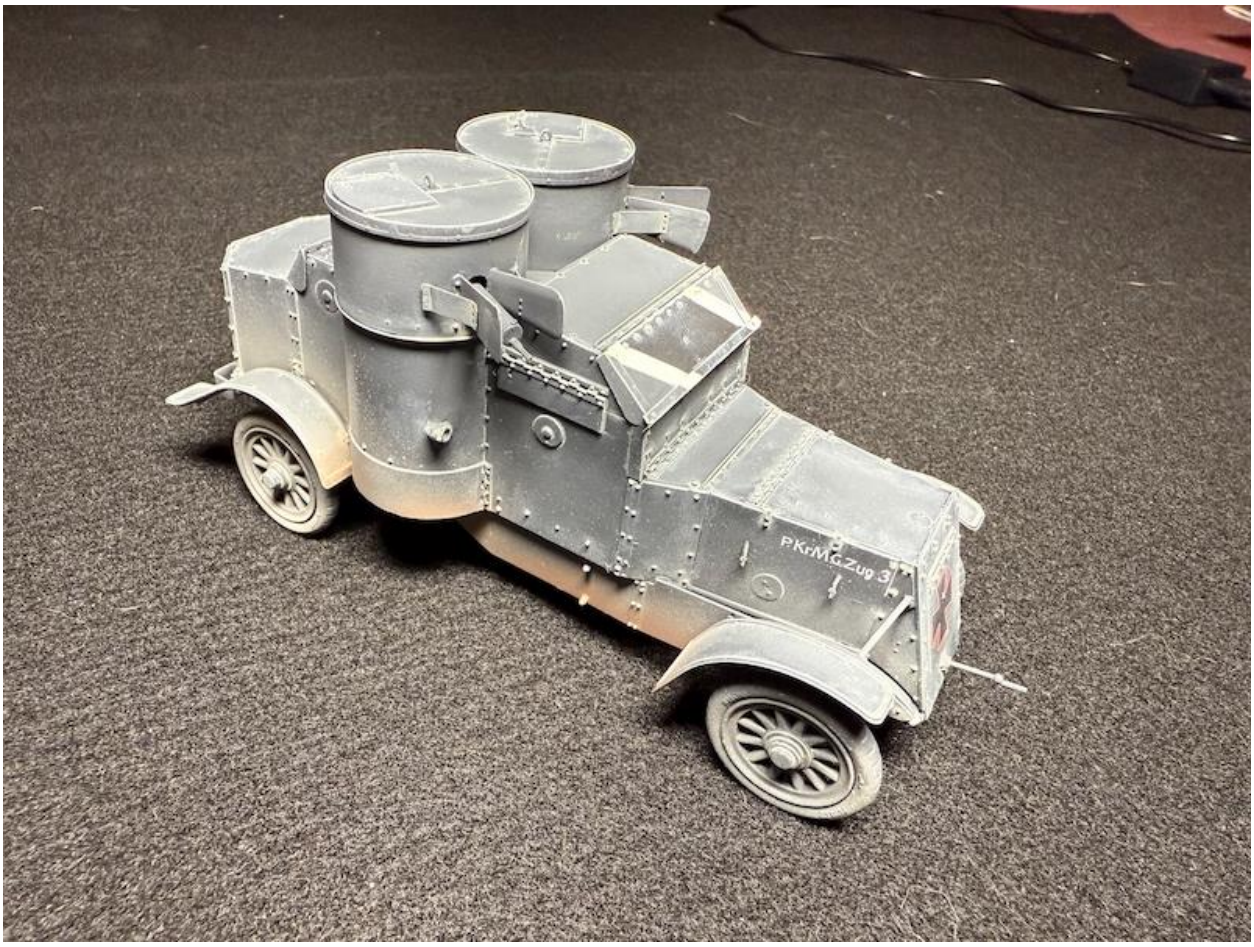
XF-63	German Grey
XF-79	Linoleum Deck Brown

XF-2	Flat White

I also used several AK Real Colors Markers for both touchup and to pick out small dials, knobs, and most importantly the tire painting which works just great.

RCM 001	Rubber Black
RCM 033	Flat Black

My paints are followed by an overcoat sprayed coat of Alclad II Lacquer's Aqua Gloss Clear (#ALC 600).



This is my personal favorite; it produces a great clear finish (though in the bottle it appears cloudy, not to worry).

My painting included an overall diluted wash of Flat Earth XF-52 and a small amount of pin washes, using 502 Abteilung Neutral Grey #ABT 100 along panel lines to accent the overall German Grey scheme. I completed my dry brushings, using Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426.

And I sprayed my overall final finish using VMS Varnish top coat MATT (#AX05M); which produces a very flat overall finish. Once again, I recognize this product may be new to many modelers; however, I believe its small dispenser tip and acrylic easy-to-clean-up properties deserve your attention.

There are only a small number of decals involved in this build, though this is where I don't understand the MiniArt mindset. The Balkenkreuz is not accurately portrayed and displayed on this kit box and

instruction four-view drawings, nor is the white and black hood marking nor included on the decal sheet. This is a major oversight in my opinion.

Reviewer's Comments:

I have only recently become interested in the WW I vehicles and while this is only one of nine other vehicles in the Austin armored car series, it's markings and simple color scheme attracted me. It's quite a very nice kit. For those who've read this far, my overall rating '8' for this kit. I purchased this kit myself.

Back to top

RP-SR PE Step Roller Tool

By Tom Dunford

The PE Step Roller Tool from RPToolz is 195 mm long and constructed of Eloxed Aluminum (dyed blue) for use in rolling Photoetch (PE) brass, copper, aluminum and other malleable metal sheet, wire, and some shapes. The Eloxed (electrochemically oxidized) process creates a hardened anodized surface to resist scratches and wear.

The steps in the roller tool correspond to diameters of 4, 6, 8, 10, 12, 15 and 20 mm.

I found the tool capable of repeatedly making consistent sized rings in wire and barrels in sheet.

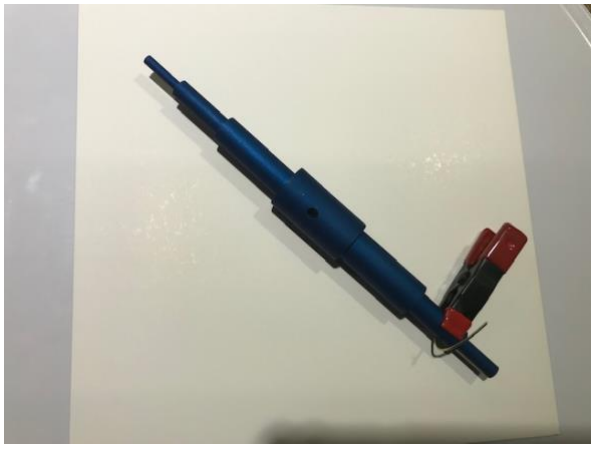
By wrapping the material to be rolled around the tool, the material will form a curvature based on the diameter of the rolling tool plus any spring back. The stiffer, and less malleable (or ductile) the material rolled, the greater the spring back once released from the force used to roll the part. In order to create the curvature desired, it may need to be rolled around a smaller diameter to account for the spring back (which has the effect of producing less curvature and greater diameters then the roller diameter used to form it). Beware of work hardening where excessive or repeated deformation reduces malleability and

may crack the material. Some materials may need some heat treatment beforehand in order to be malleable enough to bend or rebend successfully.

Soft foam makes a useful substrate to form the initial curve by placing the part or shape between a soft foam block and roller tool, forcing the Step Roller Tool as far into the foam as possible, then I repeat using a smaller diameter step. I repeat these steps with progressively smaller steps until the desired curvature is produced. I find it useful to have a variety of soft foam blocks of various thickness and various softness in order choose the right combination for various materials, shapes, thicknesses and curvatures anticipated.

In order to create rings or spiral shapes, I prefer to clamp one end of the part to the roller tool in such a way that I can wrap the loose end around to roller with my fingers (however, pliers may be useful to coax larger shape around the roller tool).

I can recommend this durable step roller tool for modelers needing to impart precise curvature in photo-etch (PE) and other malleable shapes. The reviewer thanks UMM-USA for providing this tool for review by the IPMS Reviewer Corps.



Back to top

How to Build a Simple Scale Raft

By John DeRosia

I know some of you have needed a scale raft for a model project. They are hard to find. Or if you find one, they are not in the scale you need. Like me, you also may not have that 3D Printer knowledge or the machines to make one. Not to worry. Here is a simple method I have used a few times.

Mine are cheap, easy to make, easy to paint and don't look too bad in the model world.

I first determine the scale I need. Then I cut a plastic 'bottom' in the shape of the raft. I usually also cut the forward / front portion and glue it at an angel to show a 'rake' of the raft as it would head into the water. **See Figure 1.**

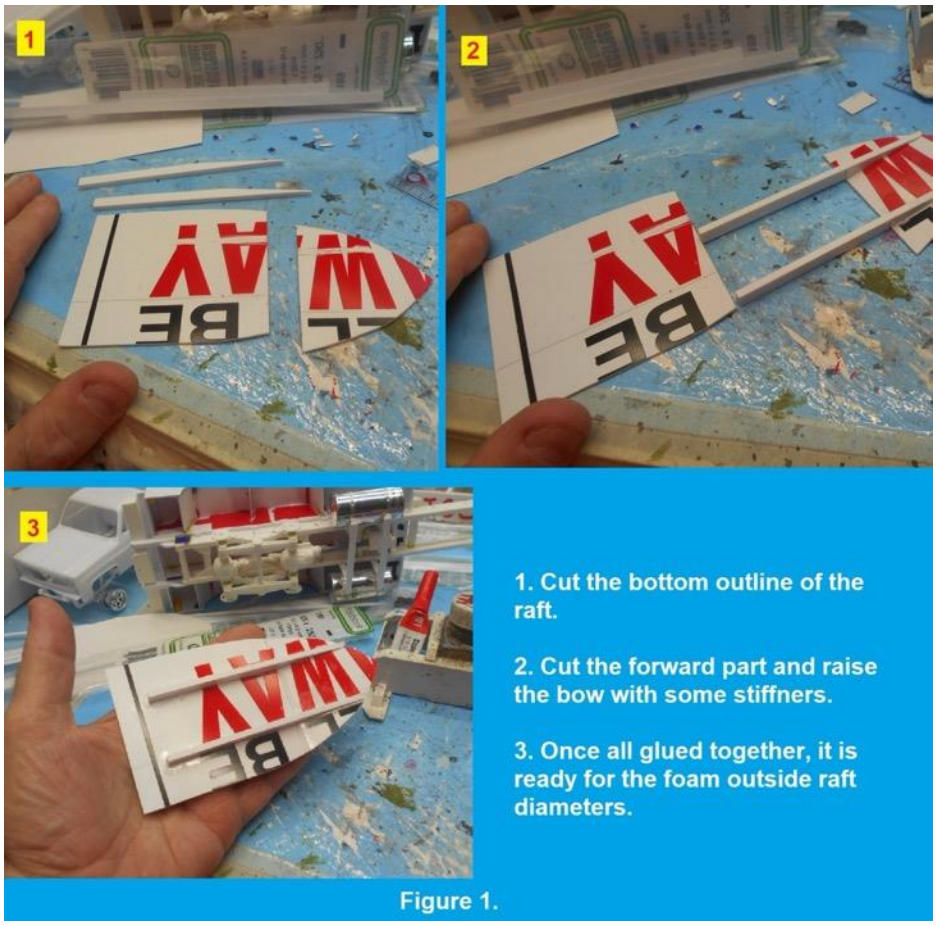


Figure 1.

Here is the cool cheap part. If you don't have any left-over weather door foam from home projects – go to your favorite 'box store' and buy a foam roll in the plastic bag around where the door seals are located. There are many diameters available for your scale appearance. The best part, my roll of foam diameter weather strip was around $4.00 for a 60-foot roll.

Take your bottom shape of the raft and using super-glue, work ½ of the raft shape around the edge of

Take some weathering foam diameter and glue it to the bottom profile one side at a time.
Figure 2.

the shape. I only do half at a time. I find this easier to trim the front bow etc. **See Figure 2.** Once half is done, do the other side.

Sometimes, I may add internal stiffeners to help retain the upward shape of the bottom better.

The raft in these pictures was used upside down for this model project so I did not detail the inside. I did however add a motor mount in the back.

I used regular spray cans (either flat black or satin black) to complete the raft. You can then add decals or weather it to your project needs.

Once one side is glued in place, I then trim the front of the weather strip to a sharp point. This will then line up as you glue on the other side.
Figure 3.

Okay – one confession. It took longer than 5 minutes. Why? The gall dern super glue. A lot of projects it dries super-fast. For this raft – I had to hold the foam down for about 10 minutes…..and yes….I'm too cheap to buy the accelerator. LOL!!!

Have fun making your raft and I'll see you on the show-n-tell tables at one of our monthly meetings!!

It is now ready for paint.
Figure 4.

Figure 5.

You can make any sized scale raft for any of your model projects.
Figure 6.

Back to top

Douglas A-3 Skywarrior

History, Design, and Legacy of the Navy's "Whale"

By Norm Filer

Introduction
The Douglas A-3 Skywarrior was a carrier-based strategic bomber developed for the United States Navy in the early Cold War era. Nicknamed "The Whale" for its size and weight, the A-3 was the largest and heaviest aircraft to operate from aircraft carriers for many years. It played a crucial role in naval aviation and evolved through various roles over its service life.

Development and Design
Conceived in the late 1940s, the A-3 Skywarrior was designed by the Douglas Aircraft Company to meet the Navy's requirement for a jet-powered strategic bomber capable of delivering nuclear weapons from its carriers. First flown in October 1952, the Skywarrior was notable for its sleek, high-wing design, high-mounted horizontal stabilizers, and twin turbojet engines housed in underwing nacelles.

The aircraft measured over 76 feet in length and had a wingspan of 72.5 feet, with a maximum takeoff weight approaching 82,000 pounds. It typically carried a crew of three: pilot, bombardier/navigator, and crewman. The A-3 featured folding wings and tail to optimize storage on aircraft carriers.

Operational Roles
Initially, the Skywarrior served as a strategic bomber, equipped to deliver nuclear or conventional ordnance. However, as the Navy shifted its strategic focus, the A-3's utility expanded. The aircraft was adapted for multiple roles including electronic warfare (EA-3B), aerial refueling (KA-3B), photographic

U. S. NAVY A-3 SQUADRON INSIGNIA

reconnaissance (RA-3B), and as a transport (VA-3B). Some variants served as electronic intelligence platforms well into the 1980s.

The A-3 was a mainstay during the Vietnam War, flying electronic warfare support, reconnaissance, and tanker missions that were vital to carrier operations in Southeast Asia.

Legacy

The A-3 was retired from Navy service in the early 1990s, but its robust design and versatility left a lasting impact on naval aviation. The aircraft's adaptability demonstrated the value of multi-role platforms for carrier-based operations. Several Skywarriors remain preserved in museums across the United States, serving as a testament to its long and distinguished service.

Key Specifications

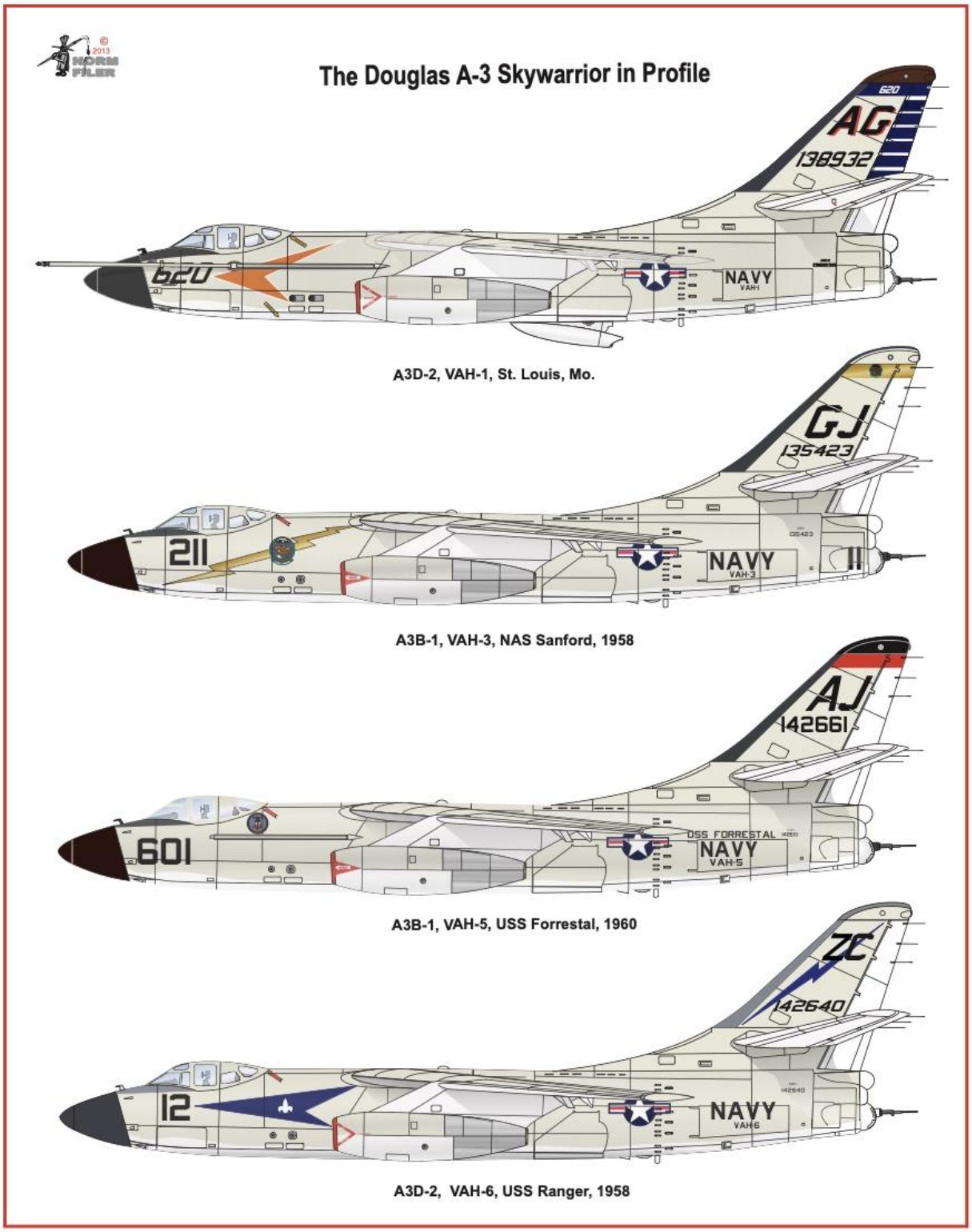
- Manufacturer: Douglas Aircraft Company
- First Flight: October 28, 1952
- Primary Users: United States Navy, United States Air Force (limited use)
- Powerplant: 2 × Pratt & Whitney J57 turbojets
- Maximum Speed: Approximately 610 mph (Mach 0.86)
- Range: Up to 2,100 miles
- Crew: 3
- Armament: Up to 12,000 lbs of bombs or other ordnance (varied by role)

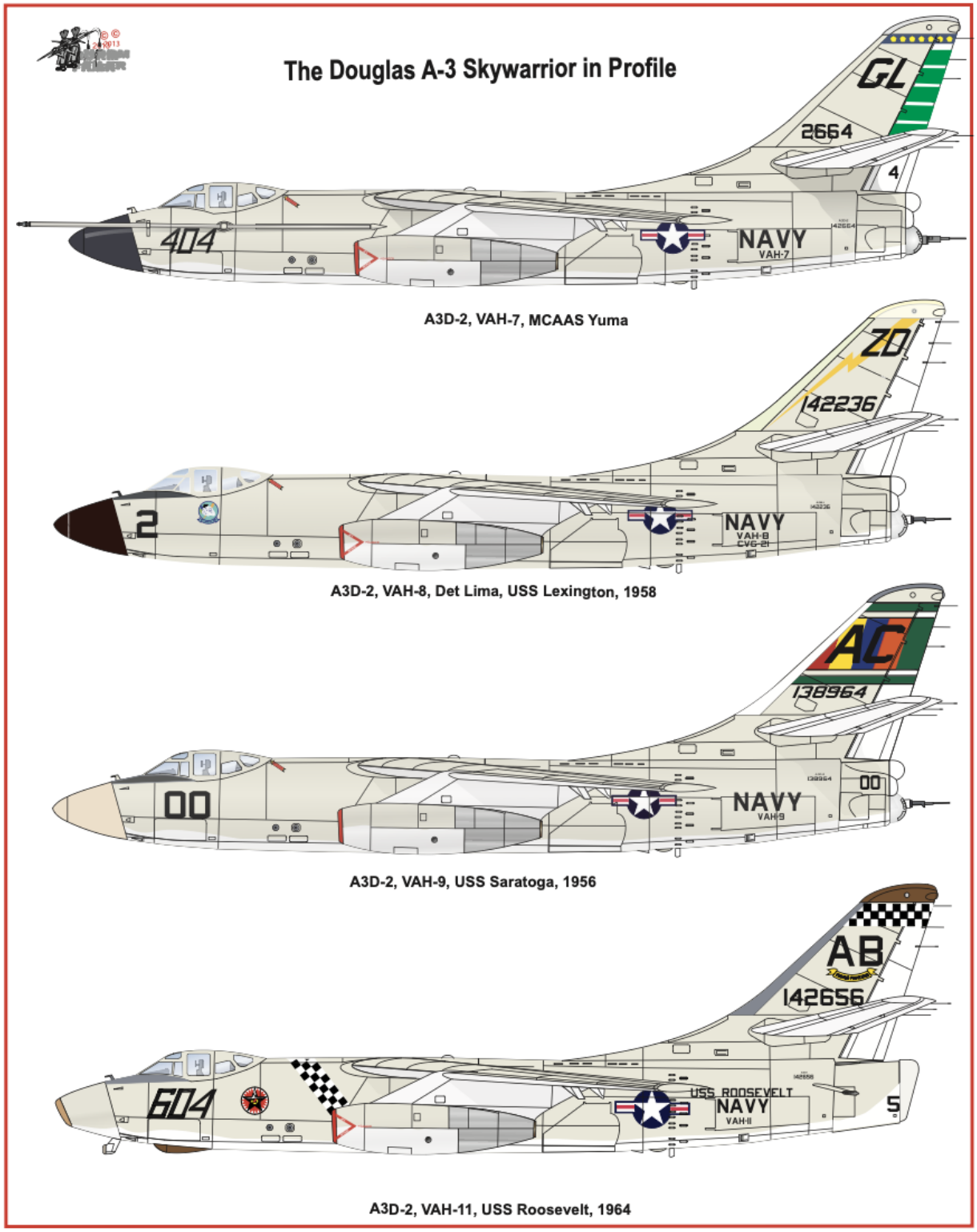
U. S. NAVY A-3 SQUADRON INSIGNIA

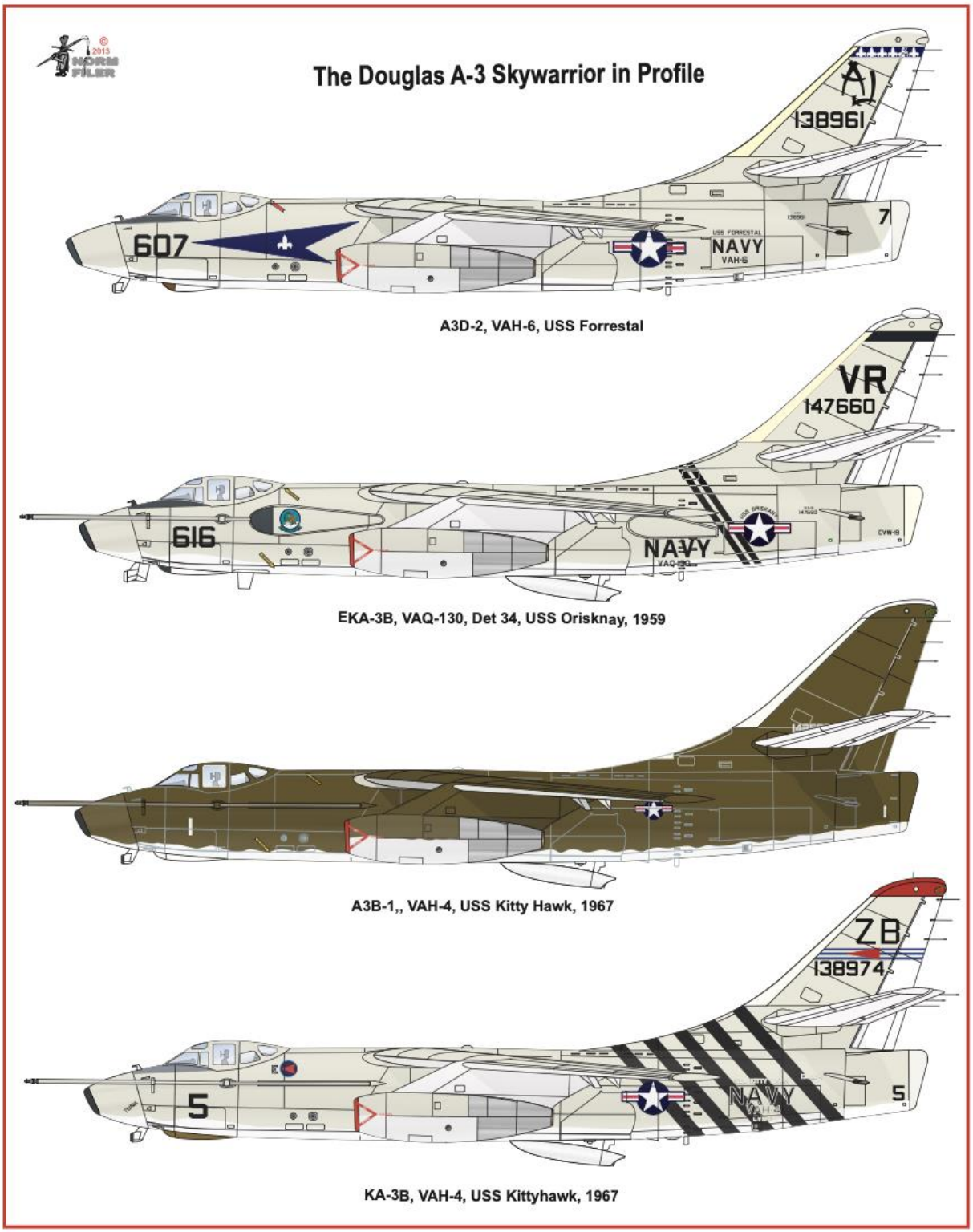
Conclusion

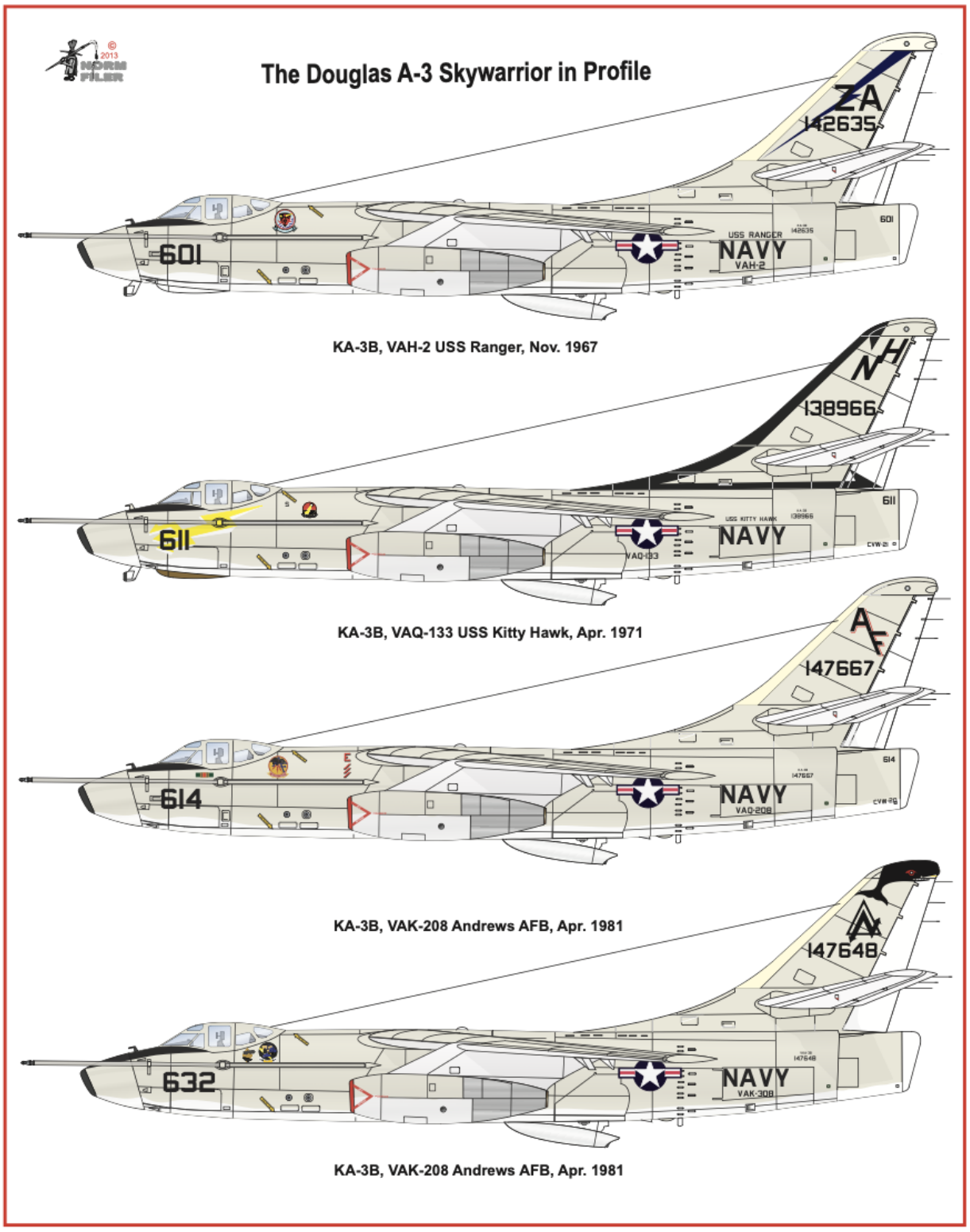
The Douglas A-3 Skywarrior remains an iconic symbol of American naval power and ingenuity. Its multi-decade service life and wide-ranging roles highlight its adaptability and enduring legacy within the history of military aviation.


The Douglas A-3 Skywarrior in Profile
NAVY
XA-3D-1, First Prototype. October, 1952
PR
A-3D-1Q, VQ-1,NAS Atsugi, 1958
BF
135416
NAVY
6
VAH-2
A-3D-1, VAH-2, 1956
NAVY
407
135407
A-3D-1, Air Refueling Test, 1958


The Douglas A-3 Skywarrior in Profile
620
AG
138932
620
NAVY
VAH-1
A3D-2, VAH-1, St. Louis, Mo.
GJ
135423
211
NAVY
VAH-3
A3B-1, VAH-3, NAS Sanford, 1958
AJ
142661
601
USS FORRESTAL
NAVY
VAH-5
A3B-1, VAH-5, USS Forrestal, 1960
ZC
142640
12
NAVY
VAH-6
A3D-2, VAH-6, USS Ranger, 1958


The Douglas A-3 Skywarrior in Profile
GL
2664
4
404
NAVY
VAH-7
A3D-2, VAH-7, MCAAS Yuma
ZD
142236
2
NAVY
VAH-8
CVG-21
A3D-2, VAH-8, Det Lima, USS Lexington, 1958
AC
138964
00
00
NAVY
VAH-9
A3D-2, VAH-9, USS Saratoga, 1956
AB
142656
604
USS ROOSEVELT
NAVY
VAH-11
5
A3D-2, VAH-11, USS Roosevelt, 1964


The Douglas A-3 Skywarrior in Profile
A3D-2, VAH-6, USS Forrestal
EKA-3B, VAQ-130, Det 34, USS Orisknay, 1959
A3B-1,, VAH-4, USS Kitty Hawk, 1967
KA-3B, VAH-4, USS Kittyhawk, 1967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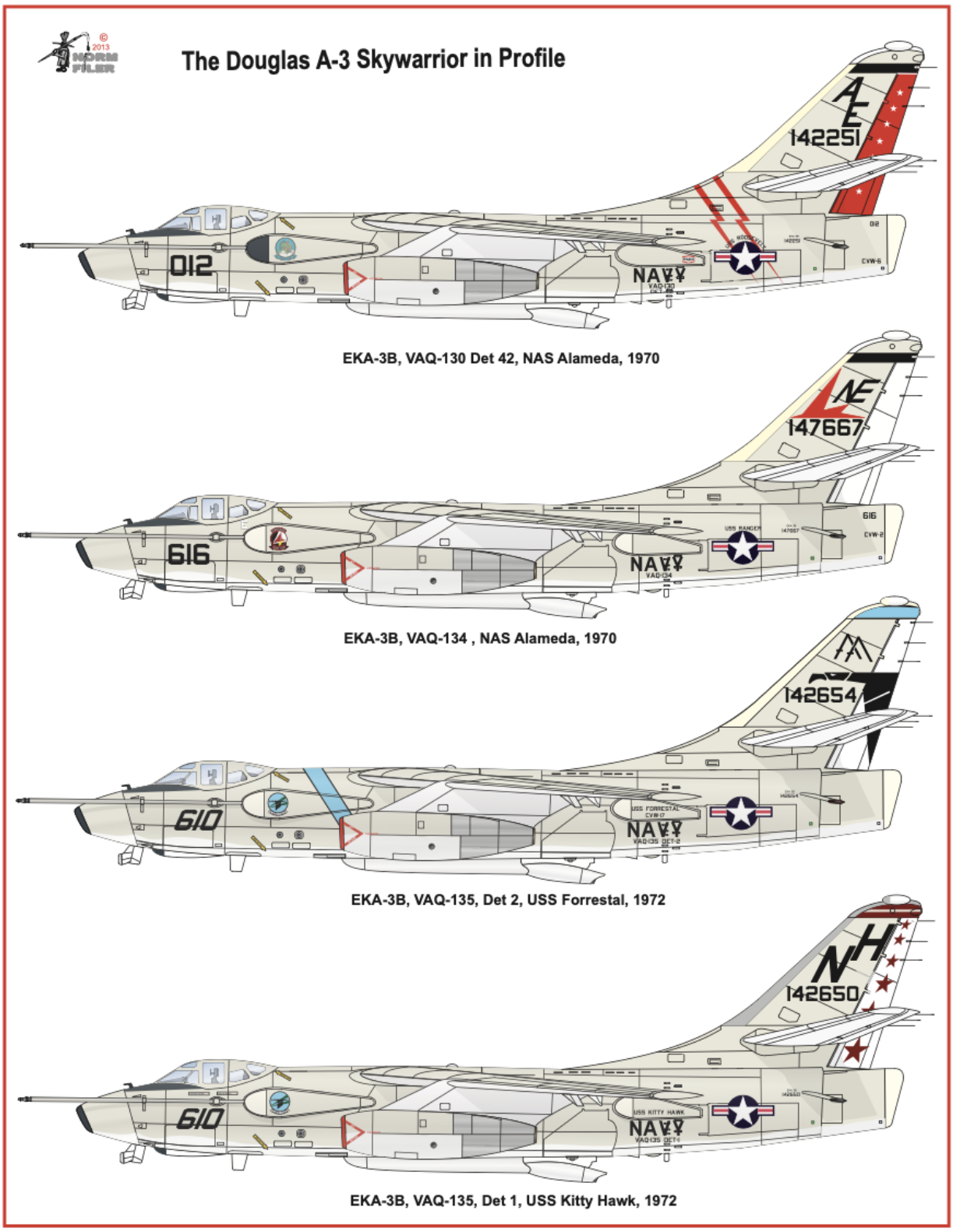
The Douglas A-3 Skywarrior in Profile
ZA
142635
601
USS RANGER
NAVY
VAH-2
KA-3B, VAH-2 USS Ranger, Nov. 1967
NH
138966
611
USS KITTY HAWK
NAVY
VAQ-133
KA-3B, VAQ-133 USS Kitty Hawk, Apr. 1971
AF
147667
614
NAVY
VAQ-208
KA-3B, VAK-208 Andrews AFB, Apr. 1981
147648
632
NAVY
VAK-308
KA-3B, VAK-208 Andrews AFB, Apr. 1981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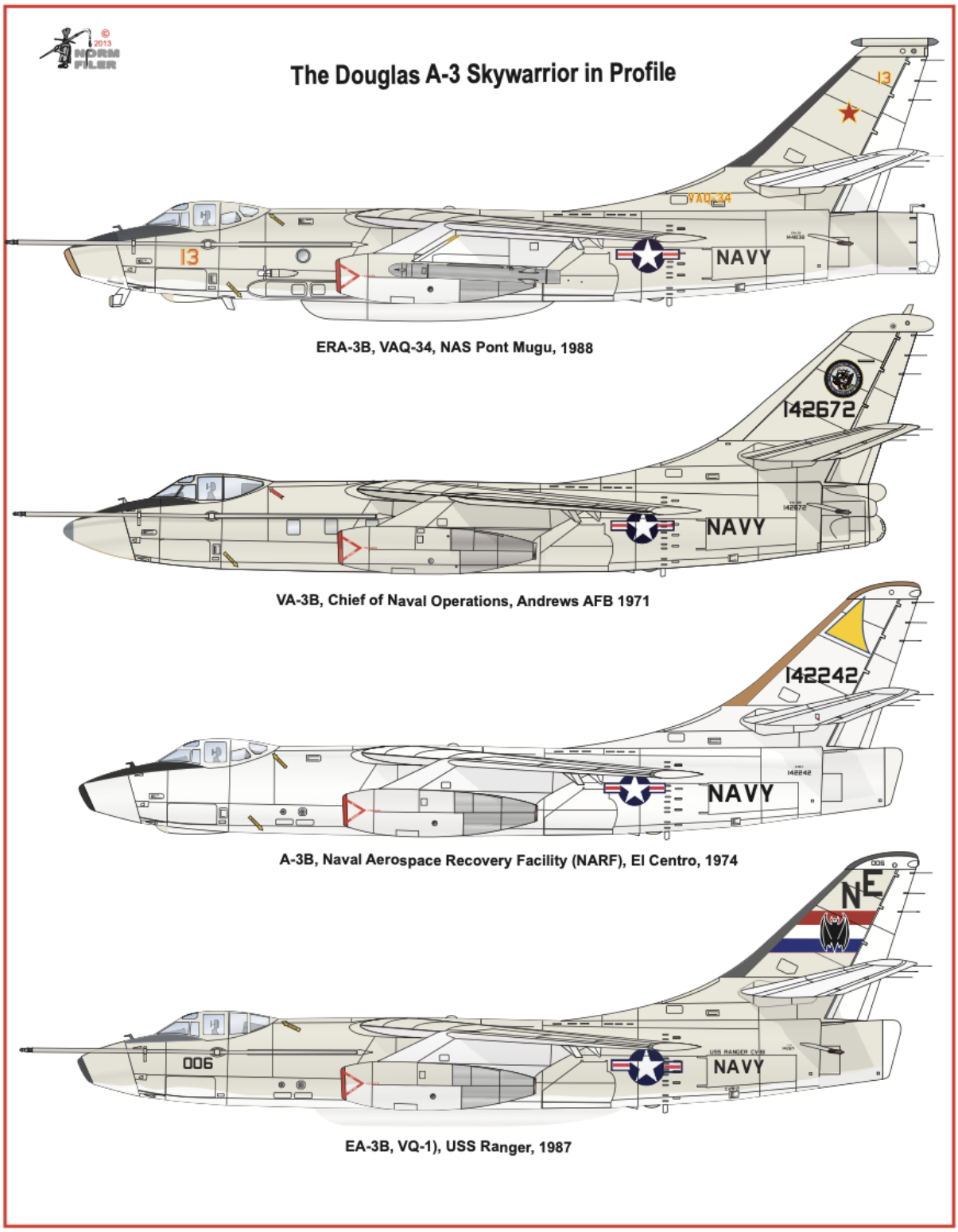
The Douglas A-3 Skywarrior in Profile
142251
012
NAVY
EKA-3B, VAQ-130 Det 42, NAS Alameda, 1970
147667
616
NAVY
EKA-3B, VAQ-134 , NAS Alameda, 1970
142654
610
NAVY
EKA-3B, VAQ-135, Det 2, USS Forrestal, 1972
142650
610
NAVY
EKA-3B, VAQ-135, Det 1, USS Kitty Hawk, 1972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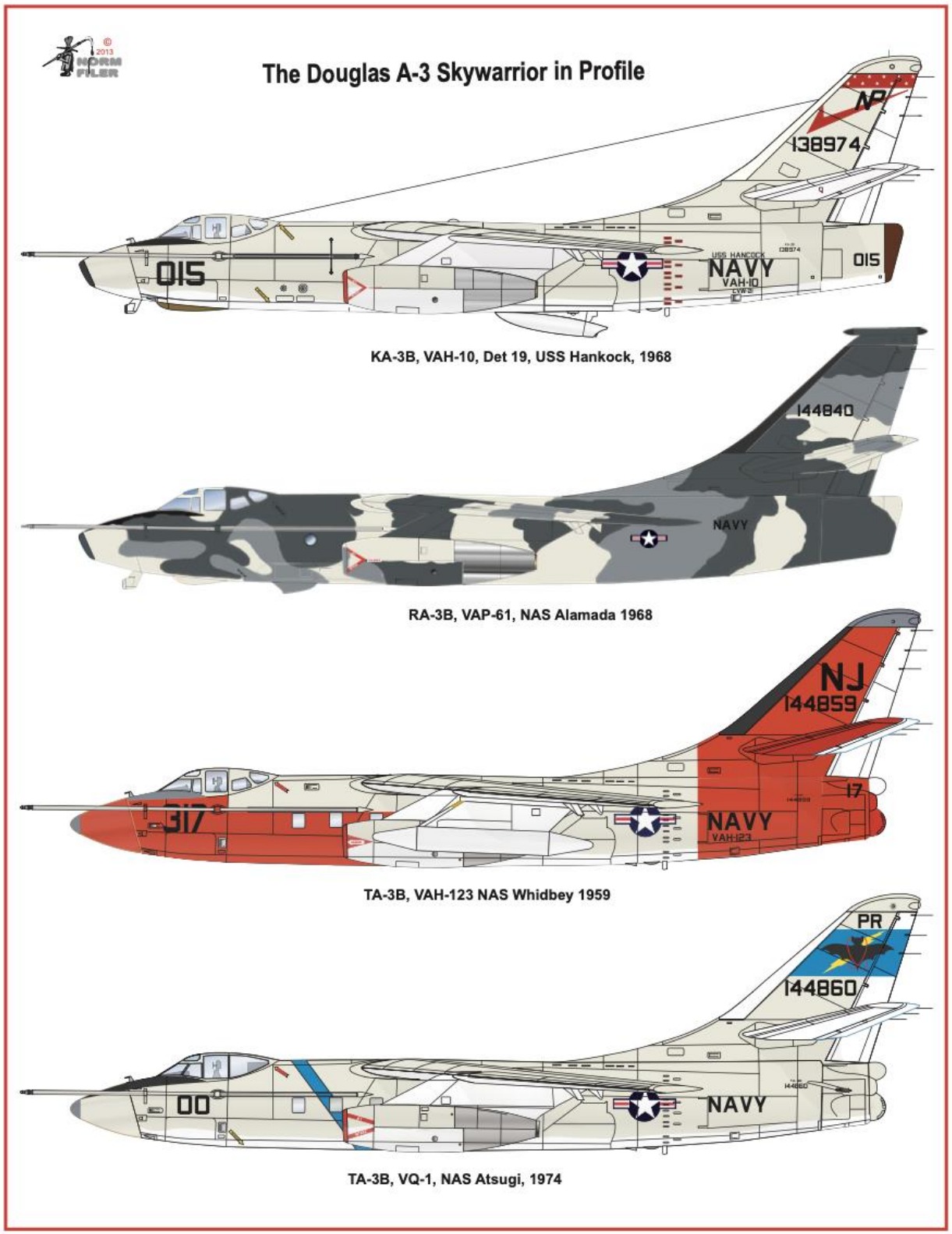
The Douglas A-3 Skywarrior in Profile
13
VAQ-34
NAVY
ERA-3B, VAQ-34, NAS Pont Mugu, 1988
142672
NAVY
VA-3B, Chief of Naval Operations, Andrews AFB 1971
142242
NAVY
A-3B, Naval Aerospace Recovery Facility (NARF), El Centro, 1974
NE
006
USS RANGER CV61
NAVY
EA-3B, VQ-1), USS Ranger, 1987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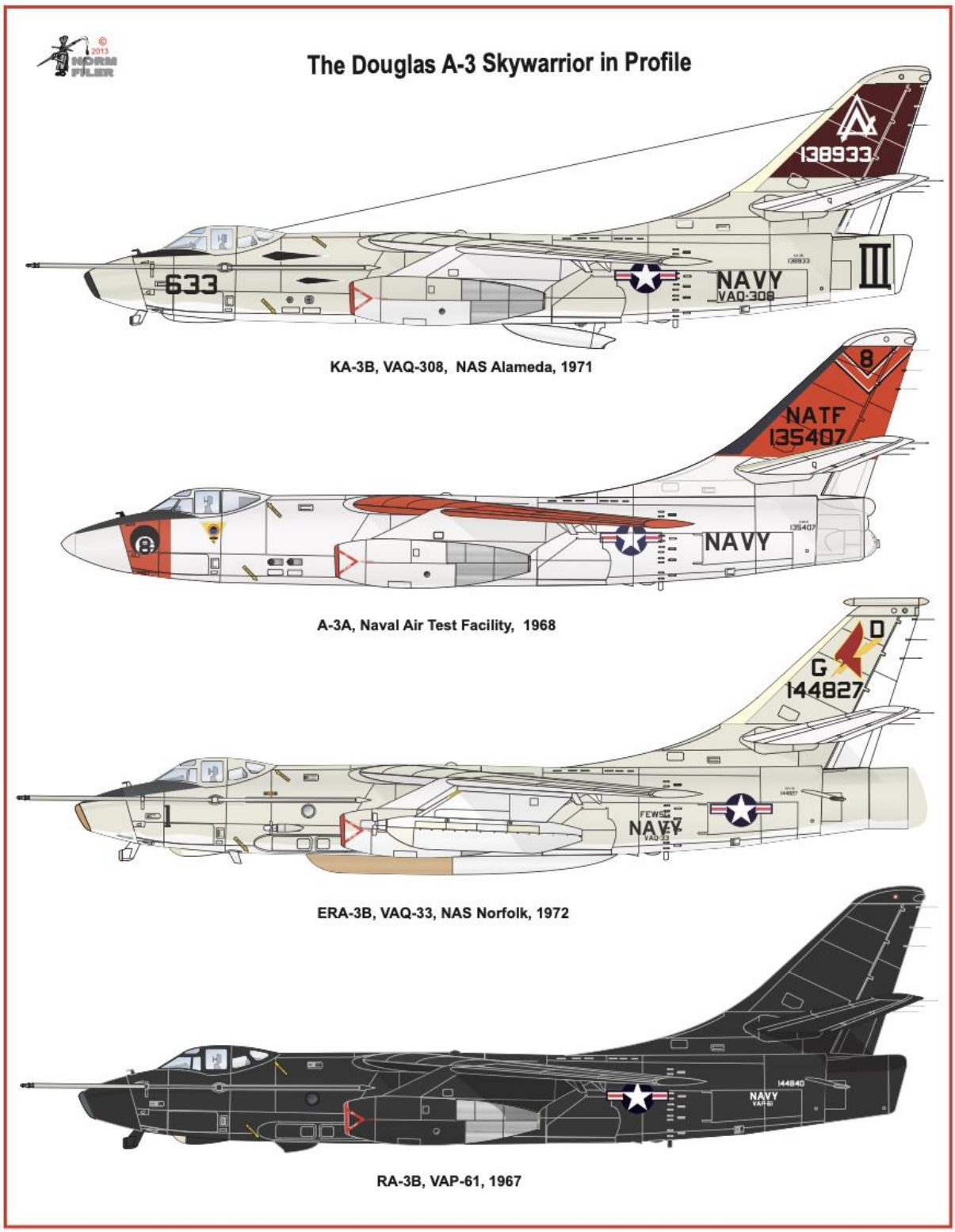
The Douglas A-3 Skywarrior in Profile
NP
138974
015
USS HANCOCK
NAVY
VAH-10
015
KA-3B, VAH-10, Det 19, USS Hankock, 1968
144840
NAVY
RA-3B, VAP-61, NAS Alamada 1968
NJ
144859
317
17
NAVY
VAH-123
TA-3B, VAH-123 NAS Whidbey 1959
PR
144860
00
NAVY
TA-3B, VQ-1, NAS Atsugi, 1974


The Douglas A-3 Skywarrior in Profile
138933
633
NAVY
VAQ-308
KA-3B, VAQ-308, NAS Alameda, 1971
8
NATF
135407
NAVY
A-3A, Naval Air Test Facility, 1968
D
G
144827
NAVY
ERA-3B, VAQ-33, NAS Norfolk, 1972
NAVY
RA-3B, VAP-61, 1967

Back to top

Message from the President (Continued from page 1)

The Contest

The contest will continue as always – we will try to stay within IPMS guidelines, **BUT** – we want to add new judging categories to encompass some of the areas that are wanting. Our head judges will work this out, but I'd like to see serious attention paid to other types of 'miniature representations', such as (but not limited to) wooden ships as a separate category(s), wood/paper subjects and an expansion of the Miscellaneous category to include just about anything (Doll houses? Railroad rolling stock and structures?).

The most popular genre of new modeling; Gundam/Gunpla, Maschinen Krieger / Warhammer, etc. subjects will be given the attention they deserve. **More ideas are welcome.** The IPMS National office may not be ready with the direction we want to go, but that's more of a Board problem, not a club problem. Our IPMS regional coordinator, Doug Reed, is enthusiastically on board and supportive.

Vendors

For the first time ever, all vendors will be included within the primary event space. This has been a real thorn in our side in the past. I will be managing the Vendors again this year, and I will be reaching out early to ensure their needs are addressed, including information about local accommodation and dining options. A model show is only as good as its models, its judges, and its vendors.

Tables

We have ordered 25 tables for 'Display Only', and 10 tables for 'Clubs and Organizations', taking after our sister club in Albany, Oregon run by the aforementioned Doug Reed.

For now, we are keeping the same number tables for the contest and vendors, which I hope to grow by June. Table counts for the Raffle, Make&Take and Registration/Show Central will remain the same unless more are requested by those leads.

Final table counts (meaning what we will actually be charged for) are due two weeks prior to the show. Therefore, we need to effectively promote participation between now and then.

Unfortunately, all tables this year are standard height (and 8ft in length); adjustments may be considered for future years.

The Facility

The well-lit facility has room for twice the number of tables above, and maybe someday we can use that room. But for this coming show, we will have a nine-foot-tall movable divider to separate the main facility into two sections – used and unused - aiding in entrance management and accessibility. Features include polished concrete flooring, multiple electrical drop lines, two ATM machines, Wi-Fi access, and several large bathrooms. Parking is plentiful and free for both general and vendor use. The food is provided by city-hired and city-paid-for food trucks. All we have to do is decide what type of food we want to show up.

The unused portion of the facility will host the judges meeting this year; alternative locations may be considered next year.

Access to the facility (Load-In/Load-Out) begins Friday, June 26, at 7:00am and lasts until 9:00pm. On June 27 (show day), doors open at 7:00am and close at 10:00pm. The entry time for the public will be determined. This schedule provides additional setup time for organizers and vendors.

Volunteers

The success of every show depends on those who show up. I've read and written entire editorials dedicated to this subject, so I will keep this short and sweet. On show day and the day before, we will need all-hands-on deck to help. Before that, however, we will need 21 Leads who will be given a list of tasks and will agree to attend Zoom meetings from time to time. In return, they will receive, first, the never-ending admiration from other club members for stepping up and doing such a great job (!), along with **a little club swag** to wear at the show – another great idea from the Albany club down south.

The following (seven) lead positions (in grey) remain to be filled:

Show Coordinator	Eric Christianson	
Facility Coordinator	Jeff Bankston	New position, lives local to the show. Will address facility issues.
Finance	Fuzhou Hu	
Vendor Coordinator	Eric Christianson	
Head Judge	Mike Millette	
Co-Head Judge	John Chilenski	
Registration	Kevin Barrett	
Make-N-Take	Steve Dixon	
Raffle	Daniel Carey	
Hosting		Greets Attendees, answers questions, resolves issues
Awards	Chellie M Lynn	
Floor Layout	Eric Christianson	
Web Coordinator	John Kaylor	Will work with Marketing Coordinator, a new position.
Graphic Artist	Kris Kaylor	Will work with Marketing Coordinator, a new position.
Club Model Sales	Sam Croft	
Photography	Elbert Lin	
Parking	Ron Lake	
Marketing Coordinator		Maintains schedule, content and checks progress
Social Media		Facebook, X (Twitter), Reddit, Quora, ???
Flyers		Designs/Distrib. Show Flyer, Seattle IPMS Flyer, Magazine Ad
Signage		Designs/Sets Up Sandwich Boards, Vinyl Roll-Ups

Magazine / Media		Places Ads in FSM, Car Modeler, RR, Etc.
Outreach (Meet & Greet)		Visits other Clubs with Eric, Flyers (Evangelists)

We'll be discussing the show frequently in the coming months; it's been THE leading modeling event in this region. I aim to broaden it to cover all types of miniature art. There's plenty of opportunities to meet new people and learn even more about our great hobby!

Thanks, and I will see everyone this Saturday!

Eric

Back to top

Northwest Scale Modelers (NWSM)

The Northwest Scale Modelers meet monthly at the Museum of Flight in Renton. Modelers of all genres are welcome to attend. Please see their website for more information: [NorthWest Scale Modelers (nwsm.club)]

Seattle Armor Modeling and Preservation Society (AMPS)

The Seattle Chapter of AMPS holds monthly meetings and occasional build sessions that modelers of all genres are welcome to attend. Please see their Facebook page for more information.

Galaxy Exiles Sci-Fi Modelers

The local Sci-Fi modeling community is served by this club located in the North End. Modelers of all genres are welcome to attend. For more information, please contact John Morel at johncmorel@gmail.com or see their Facebook page for more information.

Performance Model Club

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

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

Back to top

Upcoming Events

November 2025

9th November-Puyallup Model Car Show & Swap

314 27th St. NW, Puyallup, WA 98372

Contact Mike @ (253) 381-4062

mikesmodels@comcast.net

Back to top

During (and since) the Pandemic, modelers from all over have been meeting online via Zoom sessions. Between our two local clubs, (IPMS and NWSM), the TNI group, the Galaxy Exiles, plus IPMS clubs in Oregon, there are Zoom meetings just about every night. These sessions are joined by other modelers from across the country, as well as overseas – I think St. Petersburg is the farthest way? These are less meetings than simply build sessions where we share ideas, techniques, etc. – like a bunch of little old modeling ladies. We discuss our current projects, how to solve modeling problems, new techniques, tools, paints, and kits. We try to keep politics and religion out of the conversations, and that really makes the sessions fun and relaxing. These Zoom sessions are open to everyone. The Monday/Wednesday/Thursday sessions normally have between 8 and 15 attendees at any given time, and the big (Thursday) build sessions last 7 hours (2pm through 9:00pm). Modelers come and go, break for dinner, or to walk the dog, etc. The build sessions continue in the background, allowing modelers to join at their convenience.

A lot of modelers with a wealth of experience who can help solve just about any model-related issue. And a great group of people!

Joining a Zoom session takes a single click of a mouse, once you are all set up. First, it is recommended that you download a free copy of Zoom and install it on your device first. Having a local copy is not required but makes everything a little easier to use. Once that is done, all you need is a very basic setup that includes camera, microphone, and speakers (normally all built-in, especially with newer devices). Then just click on one of the links below!

Mondays: Seattle. WA IPMS 2pm – 5pm LINK

Tuesdays: Salem, OR IPMS 6pm – 10pm LINK

Wednesdays: Seattle. WA IPMS 2pm – 5pm LINK

Thursdays: Seattle. WA IPMS 2pm – 9pm LINK

Albany, OR IPMS: Odd-numbered Thursdays (i.e., 1st, 3rd, and 5th) from 6pm - 10pm. LINK

Saturdays: Salem, OR IPMS 6pm – 10pm. LINK

Sundays: 4:00pm CDT-5:00pm CDT. LINK

Back to top

The IPMS Seattle 2025 meeting schedule is as follows. To avoid conflicts with other groups using our meeting facility, we must NOT be in the building before our scheduled start times, and MUST be finished and have the room restored to its proper layout by our scheduled finish time.

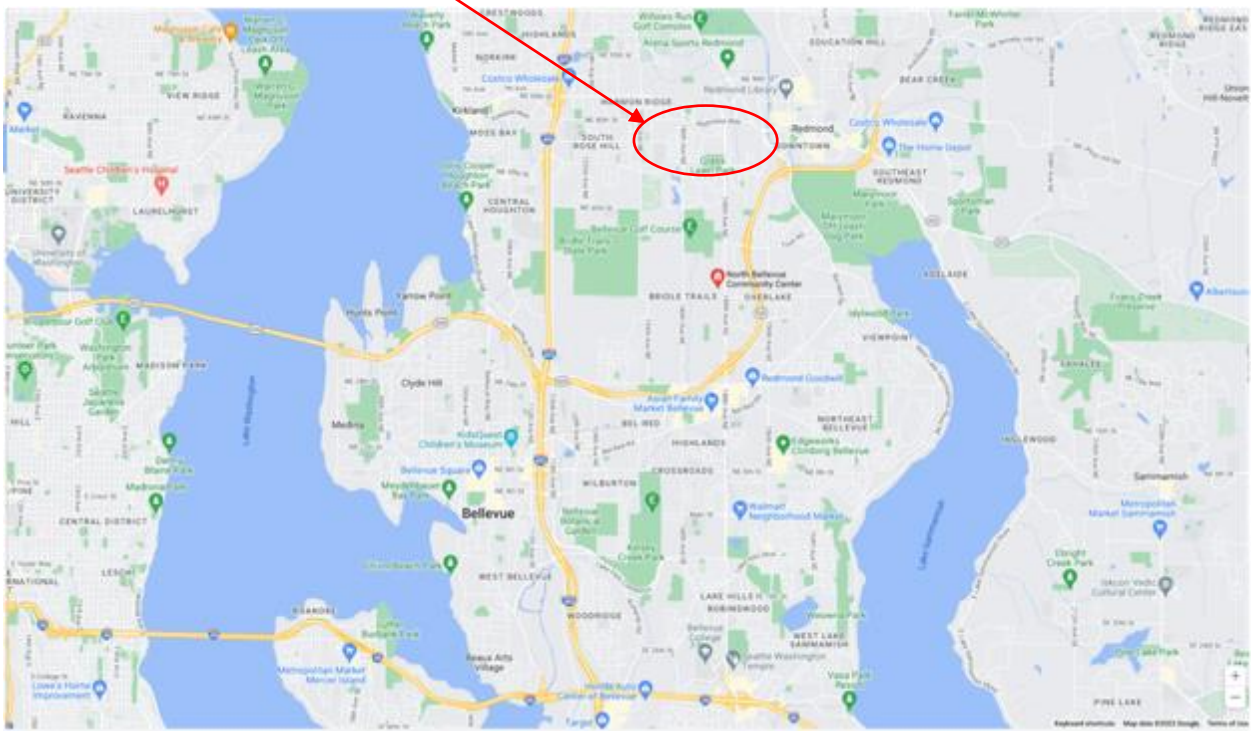
November 8, 2025 December 13, 2025 January 10, 2026 February 14, 2026

Next Meeting: November 8– 10:30 PM to 1:00 PM

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

Map Link Site Link

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



Directions to NBCSC: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

Join IPMS/USA

Why Join IPMS/USA?

IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing five decades, IPMS/USA has become a 4,600-member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

Join Online (https://myipmsusa.org/join-us)

MODEL PAINT SOLUTIONS

Model Paint Solutions specializes in tools for handling, storing, mixing, spraying, and finishing model paints. We carry quality scribing tools, abrasives, Mission Models Paint, the full line of AK Real Colors, and German-manufactured Harder & Steenbeck airbrushes and parts. All Seattle IPMS members can take advantage of 5% off and Free-Shipping on any orders delivered during the monthly IPMS meetings. Details provided at the meetings.

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

Back to top