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Club Moving Forward: February Update from WAG

Please note that the February 2026 meeting will be held **one week early**, on **February 7**, and at an **unusual time (3:00–6:00 pm)**. The meeting will include a snap kit market-evaluation build session hosted by [Aoshima Model Company](#) of Japan. See below for additional details. This alternate schedule allows members the

opportunity to attend the [Northwest Scale Modelers event at the Museum of Flight on February 14](#).

At this time, there are **no declared candidates** for Club President or Vice President. There will be **no further announcements on this matter until February 8, 2026**, the previously announced deadline for candidates to declare their interest.

The WAG was formed to keep IPMS-Seattle operational during this transition period, until a new President and Vice President are elected and have time to settle into their roles. This work includes updating the club bylaws, which were originally written in 2008.

No WAG participant will be a candidate for President or Vice President. All have already served multiple “tours of duty” within IPMS-Seattle and/or Northwest Scale Modelers. This is a time for **new leadership**. A key WAG objective is ensuring that leadership roles have **reasonable, sustainable workloads**, and that—despite past practice—these positions do **not become lifetime responsibilities**.

Members interested in leading IPMS-Seattle into its next phase are encouraged to attend the meeting and bring any questions or concerns, whether for private discussion or open forum. Or send your questions to info@ipms-seattle.org, where we will answer within 48 hours. Please note that due to the extensive planning required—including the search for a new venue—the club will **not be able to host a show** until sufficient new leadership is in place and fully operational.

We look forward to seeing everyone this Saturday and hope the Aoshima session is a success. This marks our first interaction with a major model manufacturer, and we’re excited to see where it leads.

Aoshima Snap Kit Build Session

At the Feb 07 - IPMS-Seattle General Meeting - 3PM-6PM

Reminder that we have a unique opportunity this meeting: Aoshima Snap Kit Build Session
Build Fast. Give Feedback. Shape the Hobby!

IPMS Seattle is excited to host a special hands-on Snap Kit Build Session in partnership with [Aoshima Bunka-Kyozai Company of Japan](#)! This is a rare opportunity to build Aoshima's popular [Snap Kit](#) car models and provide direct feedback to one of the world's leading plastic model manufacturers.

These fun, fast-build kits feature 25–30 parts and require no glue or paint, making them perfect for modelers of all skill levels. Aoshima will supply kits in 1/32 and 1/24 scale, and they want to hear what you think.

Event Details

- Saturday, February 7, 2026
- **3:00–4:00 PM** (first hour of the IPMS Seattle meeting)
- **Open to IPMS Seattle members and their families**
- **Bring your own plastic nippers**
- Build and keep your finished kit
- Only 25 kits available — first come, first served!
- After the build, participants will complete a brief questionnaire covering the kits, subject choices, and general hobby feedback.



IPMS Seattle Chapter Contacts

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Public Disclaimers

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](#).

Appeals for Newsletter Content and Usage Attribution

We need your content! You are encouraged to submit material for this newsletter to the editor. We will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Any Microsoft Word or text document is suitable for publication. Please do not embed photos or graphics in the text file, submit as single, separate files (jpeg if possible). Articles can also be submitted via e-mail, to the editor [email address](#). Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please [email](#) if you have any questions.

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 \(ipms-seattle.org\)](http://ipms-seattle.org)

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

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MODEL MANIA 2026

FEB 14 & 15
10 AM to 5 PM



The Museum of Flight: 9404 East Marginal Way South Seattle, WA 98108

Join us for a two day family event at one of the largest model exhibitions in North America!
Celebrating all things scale modeling.

With special displays: Project Canceled, World of Gundam and more.

ATTENDEES DISPLAYING GET FREE MUSEUM ADMISSION!

Display Entries CLOSE AT 9:45 AM

FEATURED

Aircraft, Armor, Automotive,
Space, Table Top, Science Fiction,
Mecha and More!

SEMINARS

Learn about the art and craft
of scale modeling all weekend!

MEET HOBBYISTS

Experience scale modeling in
real time on the show floor!

MORE INFO

Club Website: www.nwsm.club
Visit or Linktree!



Event heads:

Jim Bates
rcaflawyerpilot@gmail.com
Joshua Scott
cobraplamo@gmail.com



This show is a 2-day exhibition, not a contest, located in the Museum of Flight (MoF) Great Gallery. If you've never participated, or missed a few years, do it! As always, MoF admission is FREE to model exhibitors – come see us (Jim or Josh) Sat AM about 10:00am for your exhibitor wristbands. (We expect to get bands for both days on Sat AM.) We always seem to work it out, but do know that model display space is first-come, first-served.

Bring all your models and be prepared to adjust and work with other modelers. Recruit a new modeler.

IMPORTANT: FINISH MODEL SETUP BEFORE GATES OPEN TO THE PUBLIC AT 10:00 AM ON SATURDAY. ALL Models MUST be placed before 9:45 AM.

ALERT: The MoF expects all exhibitors and attendees to adhere to their common sense Code of Conduct: <https://www.museumofflight.org/Plan-Your-Visit/Code-of-Conduct>

For more information and Show Briefing please refer to the NWSM Website [here](#).



MIKRO MIR 1/72 Scale Lockheed "Hopeless Diamond"



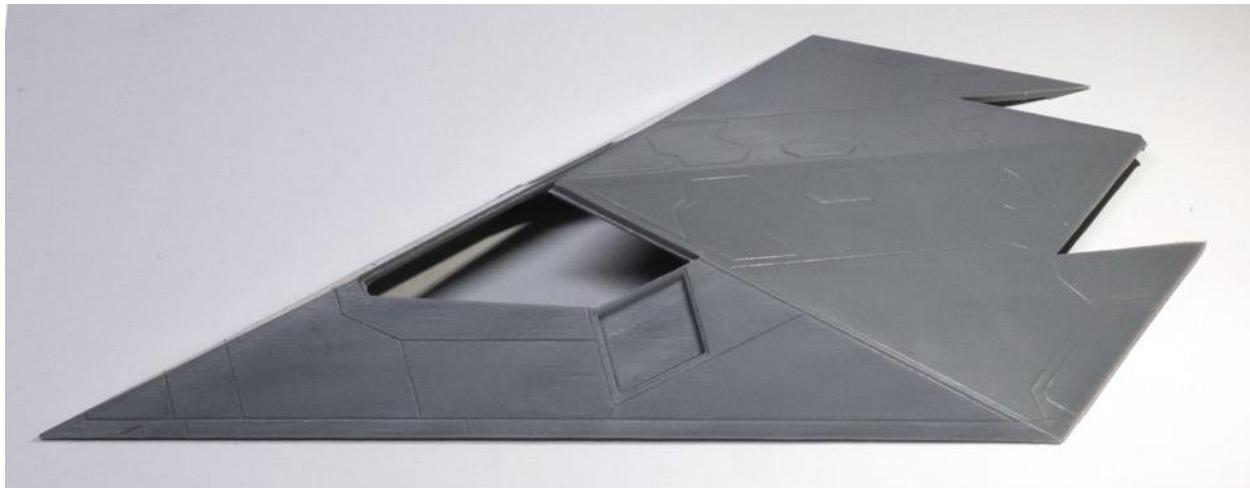
By Tracy White

Following a 1974 Department of Defense study that saw networked anti-aircraft defense systems as a large threat to US Military aircraft, the Defense Advanced Research Projects Agency (DARPA) started a program to examine the possibility of what we now know as stealth aircraft. Originally known as the XST (Experimental Survivable Tactical) program, the eventual outcome was the Lockheed F-117 Nighthawk.

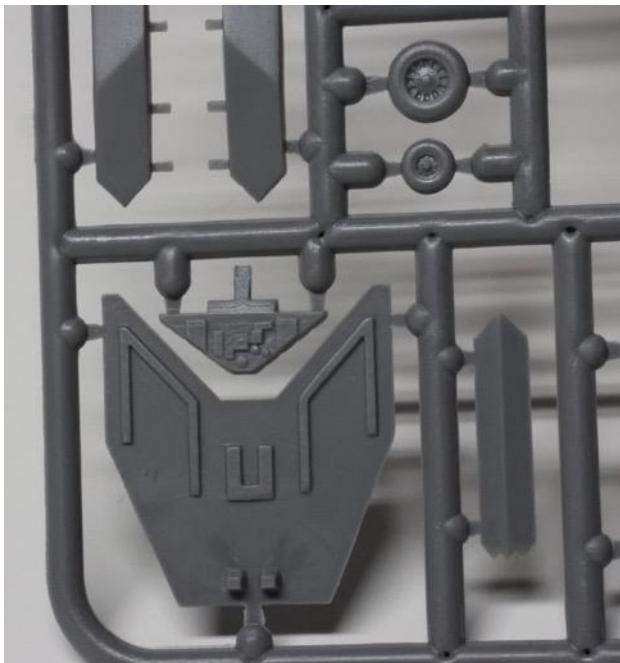
Before the Nighthawk, however, were several iterative designs on paper and limited production. Their first design became known as "Hopeless Diamond" and Mikro Mir has released a kit of what purports to be this early iteration.

I have no idea of the provenance of their research other than to say that it matches line drawings found on the internet and the flight simulator "Vector Thrust." It looked fun and inexpensive enough that I decided to pick up a copy of it and a separate 3D printed detail set by AMP. The kit consists of 41 plastic pieces, two photo-etched intake grills, a decal sheet, and canopy masks.

A two-sheet set of instructions is included which shows a build in 13 steps. Parts are numbered in the instructions but not on the parts trees. The nose gear is sandwiched between the two pieces of the nose



gear, resulting in a structure inserted before joining the lower and upper aircraft pieces together that has to be considered when building. The rest of the build is fairly straight forward and logical.

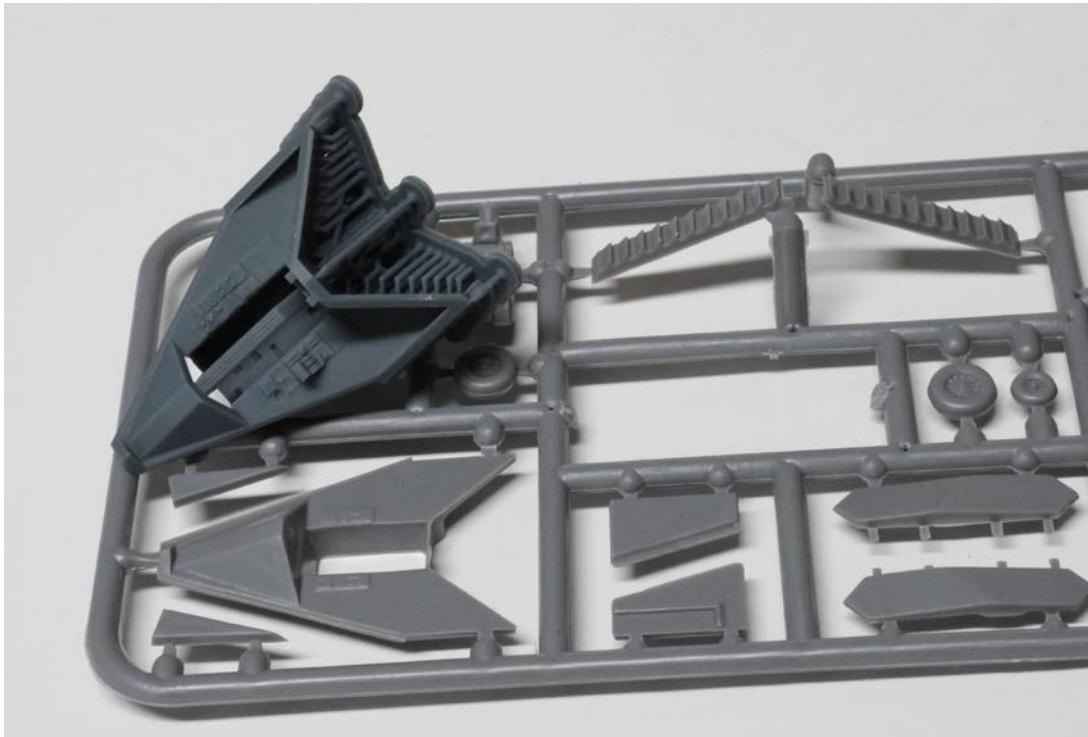


While not Tamiya quality, I would consider this decent for a short-run kit produced in a war zone. There are minor depressions on the vertical pieces that surround the exhaust baffles, but they are flat pieces and filling and sanding these should be easy. I found some very minor pieces of flash on the main landing gear doors, but had to check the instructions to verify that they were, indeed unintended. They are precise looking enough that some may choose to leave them. Gear struts have mold seams, but there does not appear to be a mismatch style of seam and cleanup should be fairly quick and easy with the right small files. The upper- and lower-pieces test-fit together without any issue.





The AMP set is an interesting collection of pieces. There are eight pieces included; four for the cockpit, three-wheel wells, and a replacement set of exhaust baffles. The cockpit and seat are much more



detailed than the kit pieces, although it remains to be seen how visible the differences will be. Replacement wheel wells are an interesting choice as one is left with the original landing gear struts and doors, which are much more visible. Assuming everything fits well, the top side should look much more detailed due to the cockpit and exhaust details.

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ICM North American Rockwell OV-10 Bronco NOGS



By Bob LaBouy

Background and Historical Notes

From The Kit Manufacturer's Notes

Bronco NOGS US Attack Aircraft

In 1970, two OV-10A Bronco aircraft were modified to evaluate their nighttime combat capabilities. The modification was designated NOGS—Night Observation Gunship System. The aircraft received an extended nose section with a turret housing a forward-looking infrared system and laser rangefinder (FLIR) in its lower half. Under the mid-fuselage, engineers mounted a turret with a 20mm General Electric M197 three-barrel cannon, which was aimed using FLIR.

In late 1970, both aircraft were sent to China Lake Air Base for testing, and by April 1971, they were deployed to Vietnam for combat trials. Operating as part of the light attack squadron VAL-4 "Black Ponies," the aircraft conducted evening and night missions. The YOV-10D aircraft flew in various configurations: either in pairs, paired with an OV-10A, or with an escort of two OV-10A aircraft.

During their Vietnam deployment, they completed 207 missions and demonstrated exceptional operational effectiveness, earning positive combat performance evaluations. At the end of August 1971, both YOV-10D aircraft returned to the United States to undergo further testing with slightly modified equipment configurations."

Product description:

This review is of a the ICM OV-10 NOGS, released on 06-17-25 by ICM. It follows six prior kit releases from ICM of the basic North American OV-10 models. It is molded in a grey ejection plastic, a twenty-page instruction manual, with nine sprue sections and 94 separate assembly details outlined, along with template for masking, a decal sheet for both of the two NOGS aircraft and four-color depictions of these showing them in both low and high visibility schemes. I chose to use the Eduard TFace OV-10 masking sheet.

Initial Impressions the ICM NOGS kit:

I am initially quite impressed with this kit. The surface detail which contains a lot of surface rivets appears to be accurate and true to scale for this a/c. These include several slightly raised sections on the tail booms, very nice seat cushions and backs, cockpit dashes, no noticeable flash anywhere and a great many surface details about the nose structure which have been absent in other a/c of this type in both 1/72nd and 1/32nd scales. This is my second ICM kit in this series I have built and I am still

impressed with this offering.



Construction notes for the ICM NOGS kit:

I was impressed with several aspects of this kit, including the overall fit and finish of almost all the kit parts, especially the beautiful clear canopy and surface details.

I used several after-market items, each of which lent some improvements to this build, though the kit items themselves are more than adequate should you go with the kit's items.

- (a) I used the Eduard Space set (which provides both a PE set and 3D dash items) (#3DL 48058); though this set is intended for the OV-10A, I used it for the OV-10D interior as the dash display is small, and I suspect most won't notice the very small differences.
- (b) The ResKit Ejection Seats (# RSU48-0366) is designed for the ICM kit and provides a level of details for the two-ejection 3D printed seats that I believe is exceptional. Once again much of this detail is lost when the kit is displayed, but I'll know it's there and that's all that counts...right...?

Fit & Finish

This kit's parts fit overall kit is excellent. There were a few exceptions (or 'flies in the ointment') as noted below



- a) In attempting step #32, I worked for almost an hour trying both to interpret the assembly drawing, which seems straightforward, however for whatever reason, doesn't allow for the nose gear doors to go together as the drawing leads you to believe. While not covered in step #30, I believe the only way it will work is to nose gear doors into the nose gear opening while the nose sections (#A29 & A24) prior to glueing A28 into its final position.
- b) Suggestion: I recommend cutting the nose probe off, before it can be broken off during kit assembly (which is what happened in my case.... I knew it was bound to happen).
- c) Some small flash around the canopy sections, easily removed with light sanding. There are very clear. I did run into a bit gap around the aft main upper canopy which should have been resolved (though I didn't) with some plastic putty.
- d) Another pesky item is that this kit only contains a rather detailed 'mask template' from which the builder must cut your own mask (page #16)⁽¹⁾. Even though a detailed pictorial guide is provided showing where each piece of the mask is to be supplied this will be a problem hurdle for the modeler in my opinion. What a pain. I opted for the Eduard TFace set #EX847, which is set for the OV-10D+ though all the OV-10 canopies are the same patterns and this set for the ICM kits—hurdle cleared.
- e) I also suggest replacing the main and nose landing gear, which are very fragile, flimsy or spindly at best. While the landing gear is detailed and great looking, I suggest using the Scale Aircraft Conversions metal sets (#48409) to provide a much stronger approach. My approach was to use CA to strengthen all three of the landing gear struts.
- f) I also recommend adding nose weight *before* the fuselage halves are glued into position. What I use is the Deluxe Liquid Gravity (# BD38). These are non-toxic very small pieces of shot, which slide into the smallest areas of your model and can then be fixed into place with epoxy or CA glues. I've been using the same 240gm for over a year now and love it.

As an aside, there are also a great many after-market detailing items available including the total front cockpit sections, a cargo bay interior, landing gear and 3D printed exhaust stacks, to name only a few. So, for the super detailers out there; skies the limit....



Painting Outline:

I used my 'artistic license' in the overall paint scheme and painted my OV-10 with BuNo #155396 as my objective. As you can see from my several photos, I was heavy in the 'artistic license' end. But I was reasonably pleased with the overall finished kit and paint scheme, though I did not follow the colored paint scheme as shown in the instructions.

Primer & Paints Used:

Mr. Surfacer 1200. B-515 Surface preparation

Real Colors:

RC 933	Grau (1941)	RLM 02
RC 061	Dunkelgelb Ausgabe 44	RAL 2028
RC 019	Deck Tan	
RC 006	Red	
RC 007	Yellow	
RC 278	Dark Grey	RLM 74
RC 001	Flat Black	
RC 252	Light Ghost Grey	FS 36375

ATOM Acrylic Colors

20073	Yellow Green
20004	Wood
20045	Rust

Vallejo Acrylic Metal Colors

77-701 Aluminum

Lifecolor

LC 02	Matt Black	FS 37038
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Mission Models

MMP-105	Worn Black Grey Tires	rubber tires
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AK Acrylic Colors

AK 11213	Clear Red	position lights
AK 11218	Clear Orange	position lights
AK 11214	Clear Blue	FLIR nose glass plates

A Mig Acrylic Crystal

A Mig 092	Green	position lights
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VMS Varnish HD top coats

Matt

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

I used 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)**.

Recommendation:



I highly recommend the ICM OV-10 NOGS kit, though it will pose a challenge to less experienced models. It looks and sits like the real aircraft. There are four different painting finishes from which you can build the NOGS kit (remembering there were only two such aircraft built).

I want to thank the IPMS/USA and ICM for the opportunity to review this beautiful kit.

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*Editor's Note: This marks the launch of a new section we're calling the **Gallery**. It's a place to share photos of your models—whether they're works in progress or finished builds.*

*How much of a description you write is up to you. It can be just the basics (kit, scale, manufacturer), a short description of the subject, or even your thoughts on the kit itself. If you really want to expound on the kit, we encourage you to submit a **review** ☺*

The goal is to make it easy to show off your work—and enjoy the well-deserved ego boost that comes with it! Simply send your photos to the editor's [email address](#). Let's see those models!



Photo 1: Bill Pugnetti. Here are pictures of Mega Carrier developed for support of Japan invasion. Here are pictures of Mega Carrier developed for support of Japan invasion. 1/350 CV-67 doubled in size as 1/700 and back dated to 1945/46. Has WW2 gun batteries.



Photo 2: Cut hull to be waterline model.

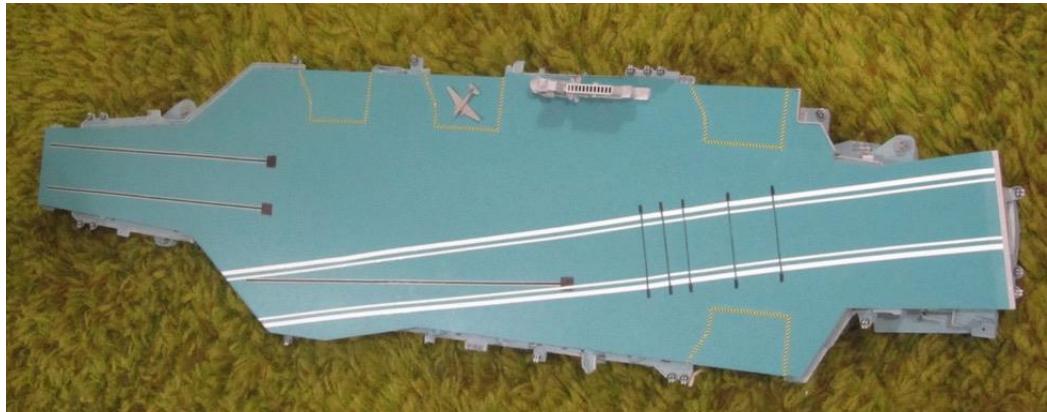


Photo 3: Hanger deck was raised to be 1/700 compatible, otherwise would be way over sensible height. Hanger entrance height can handle B-50 tail should they be used later.



Photo 4: Loaded B-29s use single heavy launch port catapult which is 700ft long. Unladen B-29s can launch via shorter bow catapults.



Photo 5: Largest motor launch is a PT Boat (port side of stern).

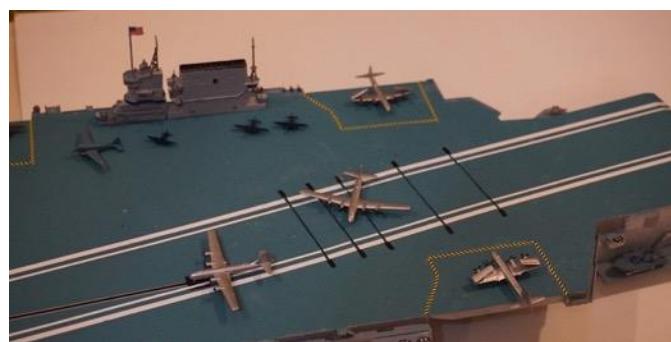


Photo 6: B-29 wings folding inboard of ailerions clear elevators and hanger entrance.



Photo 7: Tim Nelson. **Caudron C.600 Aiglon**

1/72 kit, another in a long line of beautiful gems by SBS of Hungary. The model depicts the aircraft flown by Suzanne Kohn from Paris (Orly) to Madagascar in 1939. The front cockpit was blanked over for that journey, which gives it a sleeker look. Mostly out of the box except some concentric brass tubing for the prop shaft, and a scratch underwing pitot pylon to replace the one that I lost. Alclad metallics over black Mr. Surfacer Finishing Primer 1500. There is some uncertainty regarding the colors of the registration letters F-ANSN. SBS gives you a set in black and in red. If in doubt, I'm going with red! 

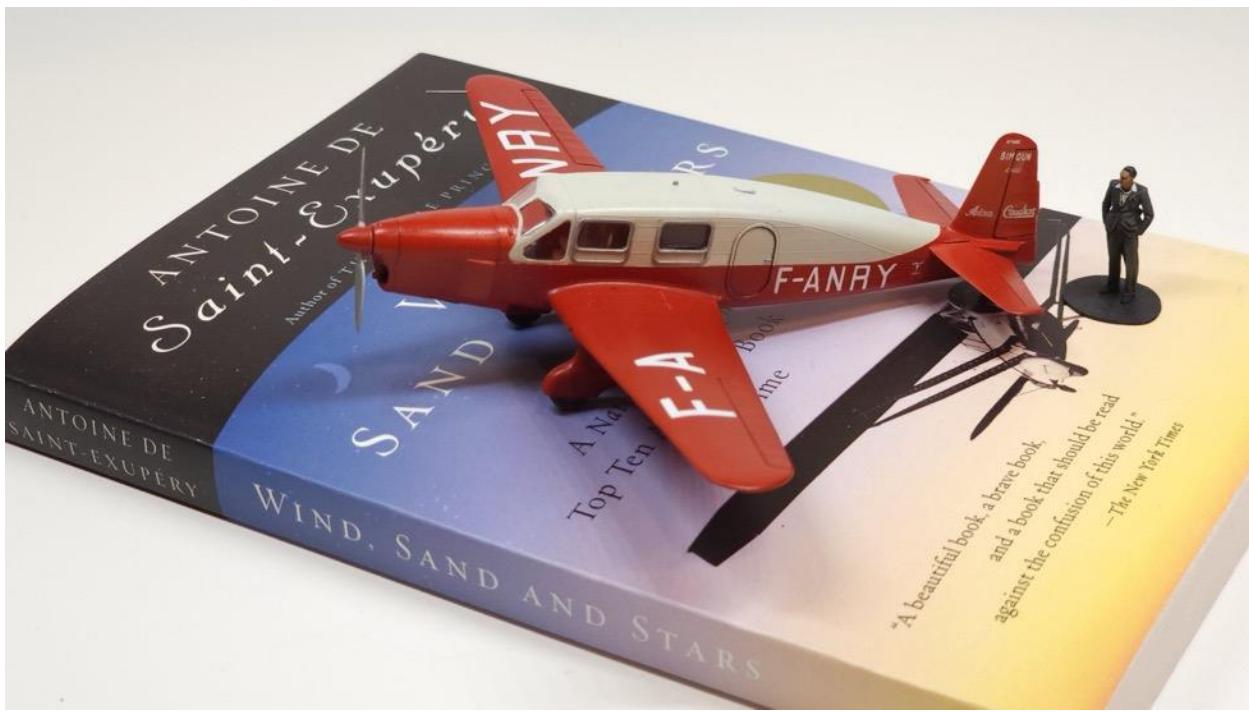


Photo 8: Tim Nelson. **Caudron Simoun F-ANRY**. Personal plane of the legendary pilot and author Antoine de Saint-Exupéry, or "St-Ex." Famously crashed in Egypt (along with navigator André Prévot) while attempting a flight from Paris to Saigon 90 years ago, in Dec 1935. His hallucinations and near-death experience inspired both his autobiographical "Wind, Sand, and Stars" and his novella "The Little Prince."



Photo 9: Tim Nelson. **Caudron Simoun F-ANRJ.** Mail plane operated by the French company Air Bleu (hard to see but it is actually a metallic "bleu" as shown on a survivor in the Musée de l'Air et de l'Espace in Paris).



Photo 10: Elbert Lin. **四式中戦車 チト. Type 4 medium tank Chi-To.** Fine Molds kit. Developed by the Imperial Japanese Army towards the end of WW II. 30 tons with a Type 5 75mm gun. Only two were known to be completed, and, anorak fact alert, both prototypes were dumped into Lake Hamana in Shizuoka Prefecture (home of Tamiya) at the end of the war. The US Army recovered one, but the other has disappeared into the depths of the lake.



Photo 11: The Fine Molds kit is fairly simple, but does come with multi-piece track and a few photo-etch parts. Color scheme is hypothetical.



Figure 12: Andrew Bertschi. Mystère IV is a Matchbox! kit built OOB a few years ago for one of the MoF club themed displays.



Figure 13: Markings are from the Suez Crisis and are off a Berna Decals sheet provided by Will Perry.



Figure 14: Andrew Bertschi. Henschel is an Airfix kit that also went together well but was a bit fiddly to due to the parasol wing.



Figure 15: I added some small external details + to the cockpit area and the rear gun. The Greek markings were scrounged from various sheets / sources as nothing was readily available.

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Features

USAF Air Rescue Service



Profiles by Norm Filer

The use of planes to see and search probably started shortly after Orville and Wilber managed to get off the ground. By the end of WWI observation planes were already developed and flying.

By the start of WWII all of the United States military branches had developed mostly light planes assigned to various tasks of observation.



As the war progressed the need for dedicated planes available to search out and aid in the rescue of downed crew members and others resulted in the informal establishment of Detachment B, Flight Section. The 56th Fighter Group provided twenty-five P-47s. Eventually the number increased to forty-two and by 1944 several different types were assigned, and the organization was formalized as the Fifth Emergency Rescue Squadron.



Post war and the continued need for search and rescue allowed for the updates and incorporation of new types. As the helicopter matured the obvious advantages it provided made it an immediate member of the ARS.

As with every conflict, the Viet Nam war resulted in a significant increase in the rescue requirements and also resulted in the adaptation of low visibility markings. The adaptation of low vis. markings resulted in the end of the yellow bands

and while the rescue missions continued, my list did not.

Notes:

My intent with this month's profiles is to show the interesting selection of ARS planes that carried the yellow and black ARS markings.

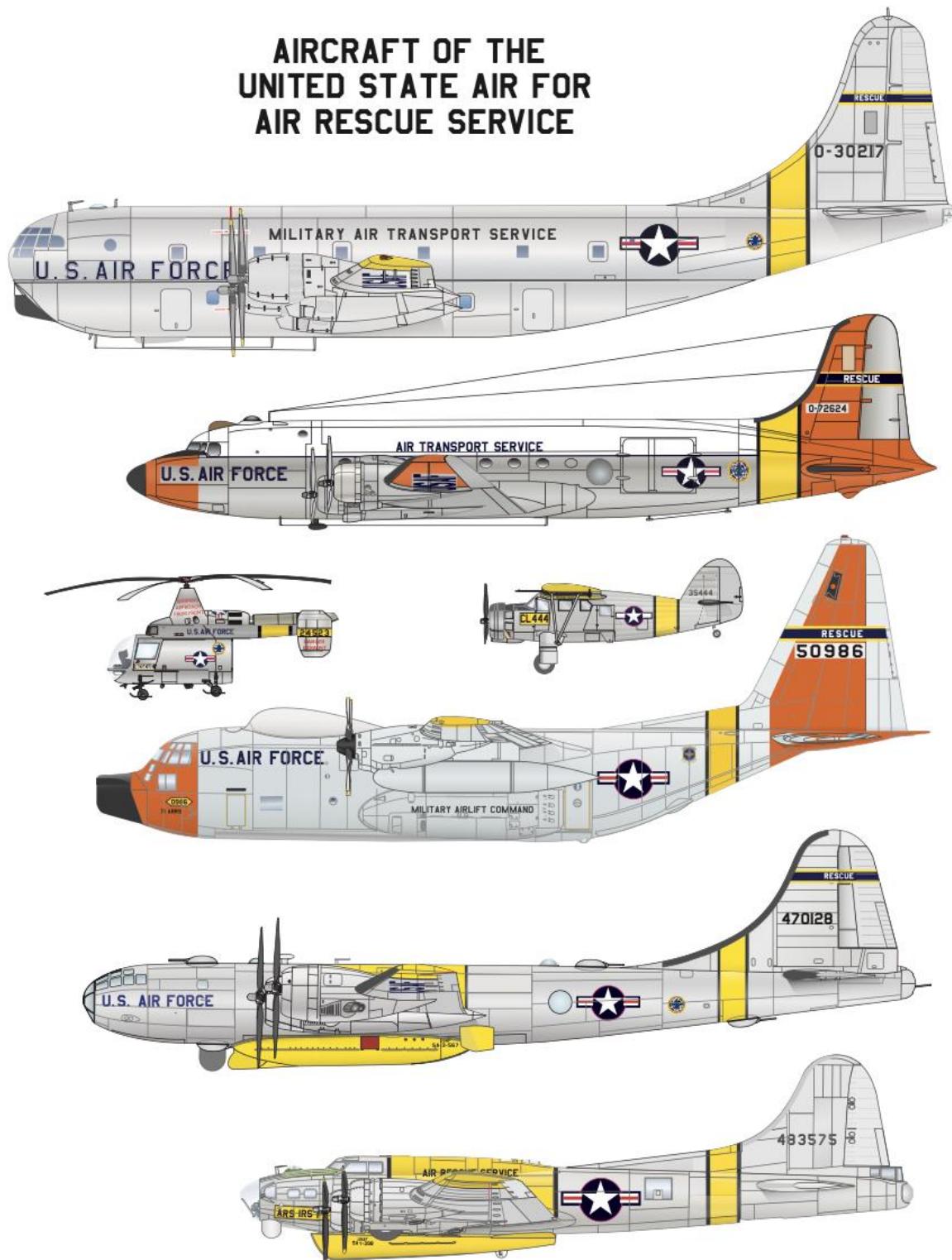
Since the Thunderbolts were there from the early days and were a bit different from the markings used by the fighter groups, it gained a spot on the list.

Another exception was the PBM Mariner. It didn't actually belong to the Air Force, but did carry the markings, which was the requirement to join the list. It was added.

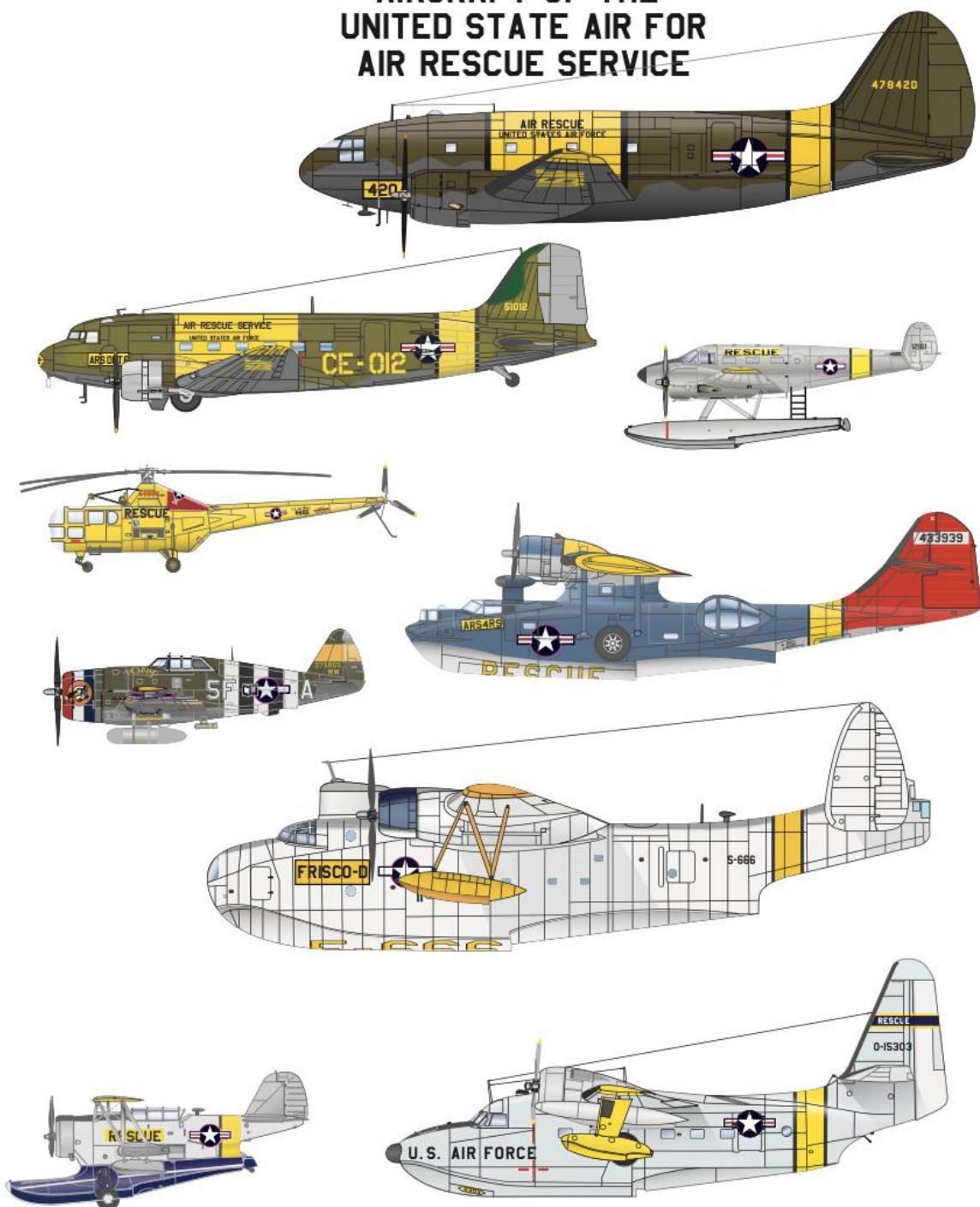


About the scale of the drawings. I think the ability to see relative size is important with these drawings. Trying to compress big planes like the C-97s and little ones like HH-43s onto 8.5 by 11-inch pages get interesting. My solution is to seek out a common scale that gets the big stuff onto the pages and results in the smaller stuff being at least visible. These profiles are all 169th scale. I am pretty sure there isn't much in the way of 169th scale model kits, but the intent here is to convey information. With some exceptions, I work in 72nd scale. Since that is also my modeling scale it leaves me comfortable with regards to size and other stuff. Another advantage with having everything the same scale is having to adjust size as described above, is the math is pretty easy with one constant number for the percentage of increase or reduction. Another advantage is that if I have ever drawn something and need to use a part or the whole thing again in something new, I can go get it and copy and it will fit the new item without having to adjust it.

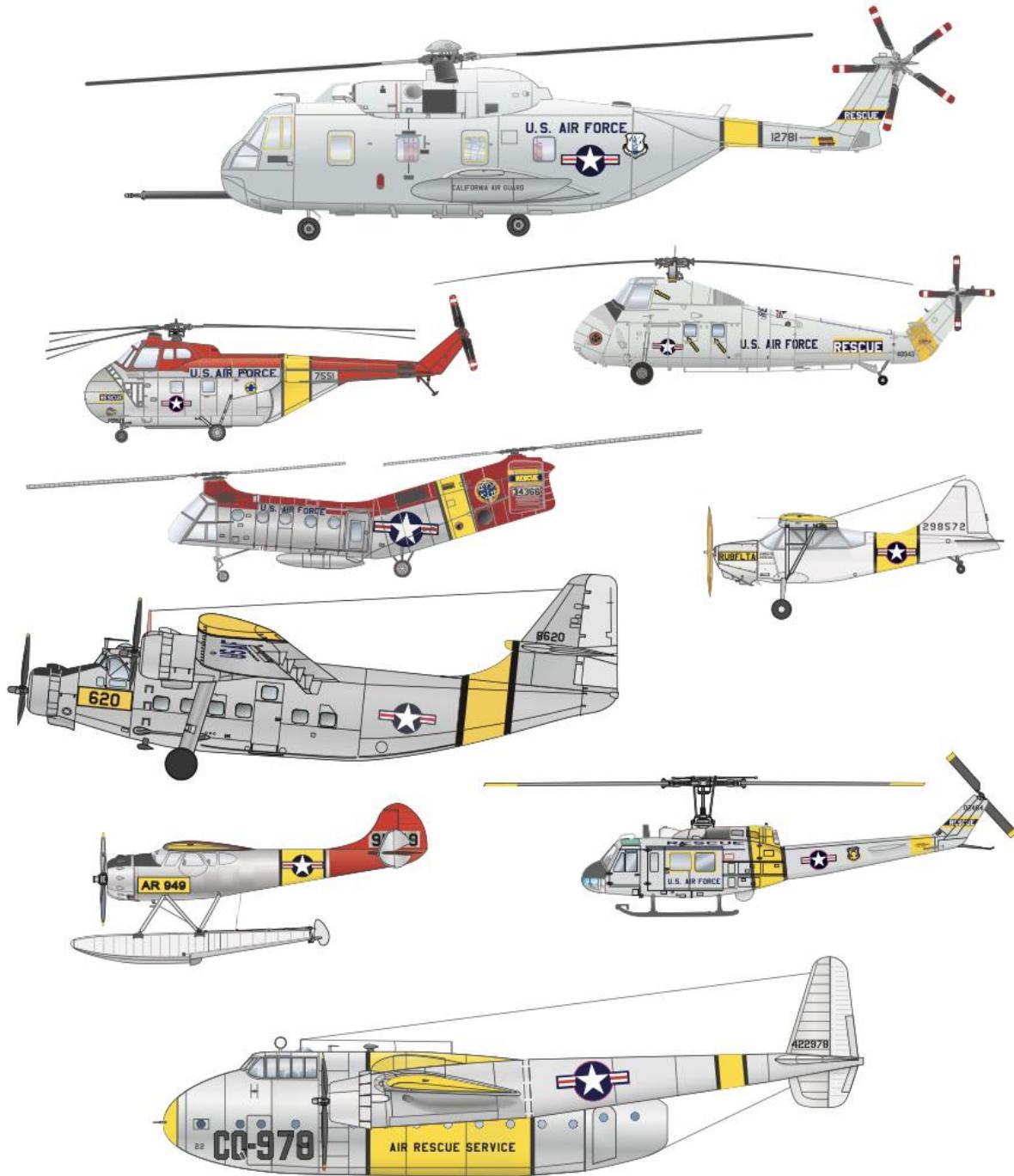
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Northwest Scale Modelers (NWSM)

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://NorthWest Scale Modelers (nwsm.club))

A screenshot of the Northwest Scale Modelers website. The header features the club's logo (a red and white shield with a ship) and the text "NORTHWEST SCALE MODELERS new and improved". The main content area shows a large image of a tan military tank. To the left is a sidebar with links: Home (which is highlighted in brown), Meetings, Display Cases, Events, References & Resources, and Mailing list. The main content area has a "WELCOME!" section with text about the club's history and activities, a "Search ..." input field, a "MAILING LIST" section with an "your email address" input field and a "SUBSCRIBE" button, and a "RECENT POSTS" section.

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.

A screenshot of the AMPS Seattle Facebook group page. The cover photo features the Seattle skyline with the Space Needle and a large green tank in the foreground, with the text "AMPS" and "EST. 2023" overlaid. The group name "AMPS Seattle" is at the bottom left, and there are standard Facebook interaction buttons at the bottom right.

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 johnomorel@gmail.com or see their Facebook page for more information.



Galaxy Exiles: Science Fiction Modeling Club

Private group · 75 members



[+ Invite](#) [Share](#) [Joined](#) [▼](#)

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.

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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 away? 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 2026 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.

February 7, 2026

March 14, 2026

April 11, 2026

May 9, 2026

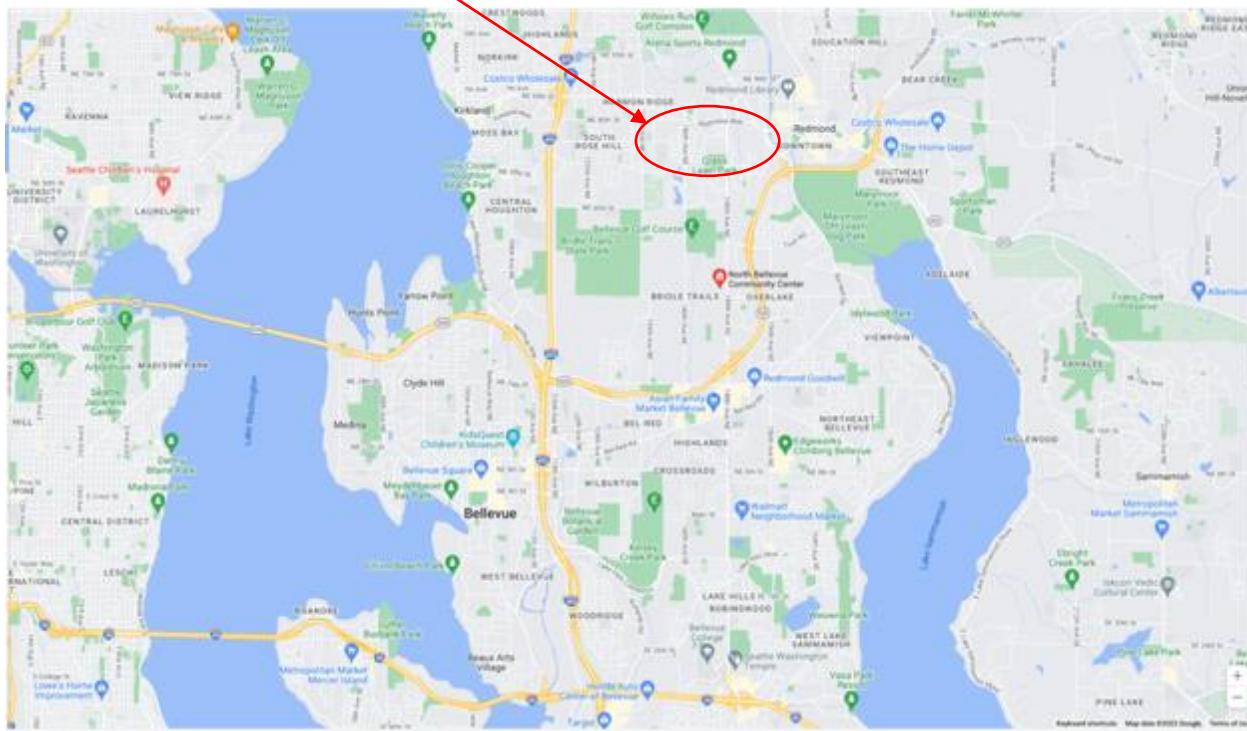
Next Meeting: February 7– 3:00 PM to 6:00 PM

(Note February meeting date is a week earlier than normal, and time is changed)

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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