



IPMS Seattle News
Seattle Chapter IPMS USA
March 2026



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Club Officer Elections – Final Stage

We are now entering the final stage of the election process for new club officers. Last week you should have received brief bios and statements from the candidates for President and Vice President explaining why they are interested in serving in these roles.

Please keep these bios and statements within the club membership, as this is being treated as a members-only matter. Our newsletter has a fairly wide distribution across the country, so we want to avoid publishing the candidates’ personal information.

After the usual announcements at this month’s IPMS-Seattle meeting, the business portion of the meeting will be devoted to a question-and-answer session between the membership and the candidates. This will give members the opportunity to learn more about the candidates and help everyone make informed choices in the upcoming election.

If members have questions, they would like the candidates to address before the meeting (for inclusion in the Q&A session), they can send them to: info@seattle-ipms.org.

Voting will begin immediately after the meeting and will remain open until March 28, 2026. Voting will be online, and a link will be distributed via email.

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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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1:35 Rye Field Model USMC M1A1 FEP Abrams with Combat Dozer Blade (Workable Track Links)



By Bob LaBouy

Historical & Reference Notes:

There are any number of articles about the Abrams tanks, as it was used widely in the Gulf wars and is still being refitted and continually upgraded in the US Army and the US Marine Corps (though the USMC has now traded theirs and discontinued their use of tanks). It was a significant improvement to the M60 series tanks which it replaced. This is the culmination of years of research and started in the early 90's to build over 4600 Chobham armored Abrams tanks (with approximately half of them now in storage). These heavy tanks have almost all been upgraded in several packages each of which have some unique design qualities (including the M1A1, M1A2 SEPv2, and the most advanced M1A2 SEPv3). There are also a total 10,000 Abrams that have been produced worldwide. They range in weights over 147,200 pounds (66.8 tons) and can weigh up to and over 170,000 with added armor and protection details.

Other distinctive aspects of the Abrams is their 120 smooth bore main gun, a .50 caliber machine gun and up to two 7.62 machine guns, blow out panels for the ammunition storage, NBC protected turret, a gas turbine engine which will allow it to reach speeds of up to 60mph and several types of ammunition rounds including depleted uranium. These tanks saw combat during the Gulf War (Desert Shield and Desert Storm), War in in Afghanistan and recently in the Ukraine war. I believe there are at least six Rye Field Models of the Abrams and somewhere over a total of 70 separate kits of the M1A1 series.

I recommend several articles, including extensive notes about the Abrams FEP model:
[Wikipedia's notes about the Abrams](#)
[Army Technology](#)
[Scalemates](#)

Fit & Finish

This M1A1 FEP kit is molded in a light tan plastic with 28 separate sprue sections. Before I go further, I should note that there are over 1437 individual parts in this kit; scary huh? Admittedly this is a conservative part count (I suspect I may be a bit low) and I didn't count the PE fret and the decals, but this figure alone may have you rethinking this project.... I know I keep thinking 'why am I doing this?' Maybe I'm a glutton for punishment or just self-flagellation, however it's not the first time I realized I'm the dodo who bought this kit!

However, the overall accuracy of this kit's surface detail is outstanding and compare favorably with what photographs and line drawings show. This M1A1, like so many of the new releases from RFM, it just looks like the real tank itself. If



very detailed parts are your thing, you'll be happy with this model of the M1A1; if not you may feel compelled to give up.

The complexity of the kit is another aspect worth noting. For example, constructing the barrel requires four sub-assemblies and a total of 18 individual parts.

Aside from these caveats, the kit's overall fit is excellent. I happily dove into my Rye Field USMC M1A1 FEP kit and let the building begin....

Construction Notes:

There are few, if any aspects of this build which posed any problems—it goes together in a basic pattern. Believe me, the 22 pages of kit instructions provide you with a deal of in-depth instructions broken down in multiple steps and 24 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. This is clearly where my Optivisor came into play (again in my humble opinion) and where I briefly considered my bourbon ration....).

The dozer blade is an entire construction task, taking from steps 7 through 13 and seven small



subassemblies. The engineering of the barrel sections requires careful sanding to remove the seam lines, which are prominent. The full barrel assembly (step 14) requires 18 parts and is a task itself.

In several respects this kit reminds me of a puzzle; (1) where the instructions (step #6) do not provide actual locations for part locations, (2) how to properly place/glue small parts (this is bothersome and I found difficult to achieve), (3) and finally the track sections, where each section requires five individual pieces. I struggled with this part of the puzzle, spending almost three hours to assemble approximately 20% of one side of the track. I should also note that the very small guide horns on each track segment are difficult to mount and glue into place. (4) My



costly solution was to replace the kit's plastic 'workable' tracks with a replacement metal track set. Also, I had a difficult time dragging the track around both the idler wheels and the drive sprockets, as the space around these wheels just doesn't allow enough room for track.

The last 'issues' was the large number small photo etch (PE part 'Z') parts, which I suspect will be most challenging for less experienced modelers.

Decals

The kit instructions contain six beautiful full color four-view illustrations. There are only a small number of decals involved in this build with six shown in three color side views. Of these, I chose the last, illustrating a USMC Abrams from the Alpha Company, 2nd Tank Battalion, 2nd Marine Division.



Painting

Primer Used:

Mr. Surfacer 500

Surface preparation

MRP Acrylic Lacquer Paint for Airbrush

MRP-369 Field Green FS 34095

AK Air Series – 3rd Gen Acrylics

AK11874 USMC Green FS 34095

AK Real Color

RC228 USMC Sand FS 33711

ATOM

ATOM-20074 Zinc Chromate Green

ATOM-20167 Gun Metal

Tamiya Color Acrylic Paint

XF-59 Desert Yellow

Mig Pigment

Modelling Pigment. North Africa Dust. A-Mig-3003

Pigment Fixer A-Mig-3000

Track preparation & painting

Mr Hobby – Mr. Finishing 1500 Black

Vallejo Acrylic Metal Color 77.706

Vallejo Acrylic Wash XF 76.521

Vallejo Acrylic Wash XF 76.522

Mission Models Worn Black Grey Tires MMP-105

I also used several AK Real Colors Markers for both touchup and to pick out small dials, knobs, spare road wheels and track pads.

RCM 001

Rubber Black

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

I completed my dry brushings, using Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426.

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

Reviewer's Comments:

As many reviews include models of the Abrams, I have long been interested in the semi-engineering versions of the tank which was until recently in the Marine Corps inventory. This model provides a great example of the Marine's bladed M1A1 FEP, which has now been largely transferred to the Polish army.

The model is another example of RFM's terrific kits. While it may be somewhat challenging for less experienced builders due to its large number of intricate parts, it will provide another example of what a great model should provide—just a beautiful model!
I purchased this kit myself and don't have any regrets.



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Bandai HG 1/144 Gundam Pharact Painting and Kit Review



by Nausicaa Au

In the October meeting of 2025, I purchased a Gundam Pharact from Alex Hoffman before he moved to Japan. I spent about two weeks building and painting it. The color scheme is pretty boring—just black, white, light blue and the iconic ugly Bandai cheddar cheese orange.





I began with painting the black parts with a RAY Studio metallic dark blue paint marker. By accident, I shined one of the painted parts by the window and it reflected a red tone. I thought that it was cool, so once the blue was dried, I applied some red paint using a RAY Studio metallic red paint marker on some parts. I left some parts like the body very dark blue to give it contrast. Here is the final result, and I call it the "stardust effect".

Here's the trick to apply the stardust effect: first, you choose a very dark color and a very light one. Next, paint the whole part with your very dark color and let it dry completely; otherwise your accent will become a gradient instead when you apply the light color. Now the final step is to apply a bit of your light color and use a makeup sponge to dab it and you got your stardust! I recommend a makeup sponge for the best results, but if you don't have one, use a cotton swab.



The difference between the stardust effect and a gradient is that a gradient is one color gradually blended into another color; a stardust has a dark base color, and the light color has a milky way-like texture.

After coloring the main colors, I had to deal with the cheddar cheese orange. I used metallic gold acrylic markers because I



didn't want it to be too shiny and toy-like. I ended up painting more parts gold to make the kit more interesting.

The Gundam Pharact can do some very extreme poses that a lot of other kits in the same series can't do. If you buy a "Bandai the Witch from Mercury Weapon Display Base", then you can pose the Gund-Bits (The two floating weapons on each side of the backpack). The only downside of the kit is that it is very fragile. I broke the arm although I posed it very gently. I fixed it with Tamiya Extra Thin Cement. Two c-clips on the backpack almost broke and I prevented it with epoxy putty.

So overall, the kit is very fun to build. It is very beginner friendly because it snap fits perfectly and the pieces aren't too small. I highly recommend the Pharact for everyone.



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Old and Rare Kits
GarteX/Hasegawa P-51A & J2M4 Raiden Type 32 (Jack)



By J. Bankston

GarteX was a short-run line of special-edition kits that used standard Hasegawa aircraft kits as the basis for producing distinctly different variants. The GarteX line was a short-lived special series produced by [Hasegawa Corporation](http://www.hasegawa.com) in the mid-1990s. The idea was to produce subjects that weren't economically viable as full new-tool kits.

Sometimes GarteX achieved good results; other times the results were less convincing. The P-51A Mustang is an example where they missed the mark.

Using the P-51D as the starting point, GarteX produced a resin fuselage intended to approximate that of the P-51A. The problem was that the P-51D's Merlin-engine wing root was shaped differently from the P-51A's Allison-engine wing root. The end result was a hybrid that never actually existed in real life.



The Raiden kit, however, allowed modelers to build the experimental turbo-charged version of the Type 32 Raiden—the J2M4 prototype. This variant featured a turbo-charged engine and a noticeably longer nose.

(Editor's Note: There were a total of 14 GarteX releases in the series, including:

- 1/72 Mitsubishi A6M2-K Zero Trainer
- 1/72 F-104J/UF-104J Starfighter
- 1/72 A6M1 "12-Shi" Experimental Carrier Fighter (Zero Prototype)
- 1/72 Kawanishi E7K2 "Alf" Type 94
- 1/48 Spitfire Mk.Vb Floatplane (Tim Nelson Special!)
- 1/200 C-9A Nightingale

I was living in Japan at the time these came out, and remember they were 1/expensive, 2/hard to get, and 3/of questionable accuracy. An interesting experiment with limited-run resin conversions, soon to be overtaken by the aftermarket resin industry. These sure bring back memories!)

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Douglas C-54/R4D Skymaster



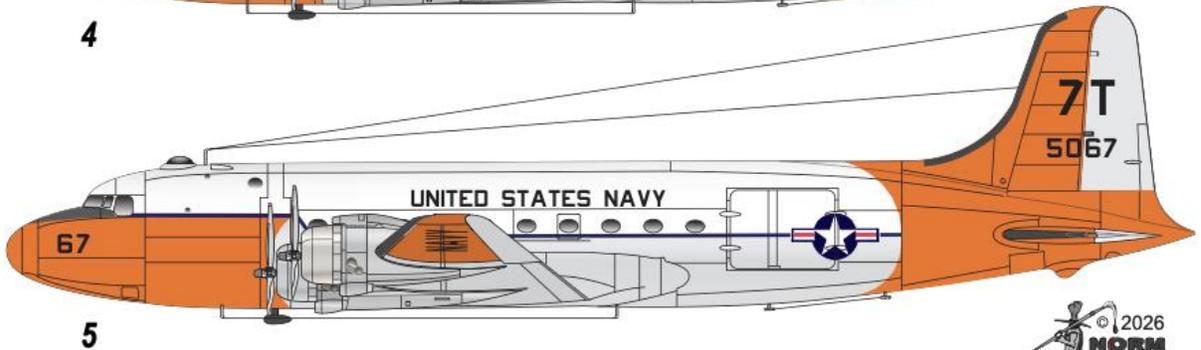
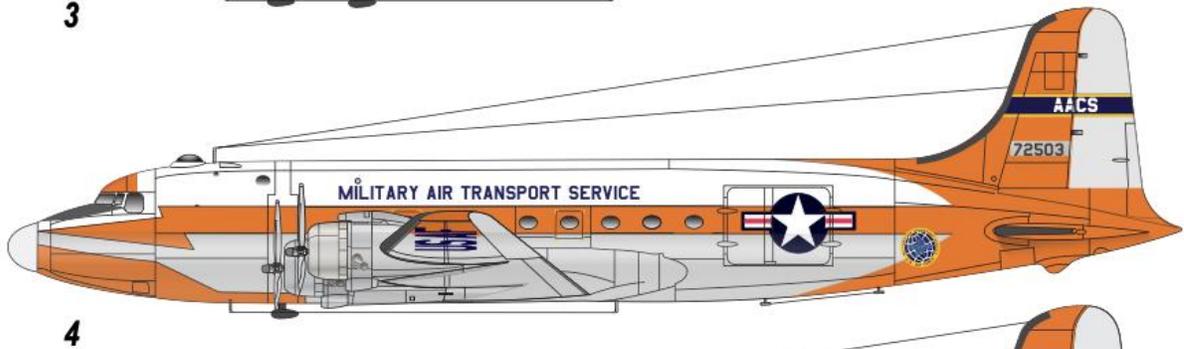
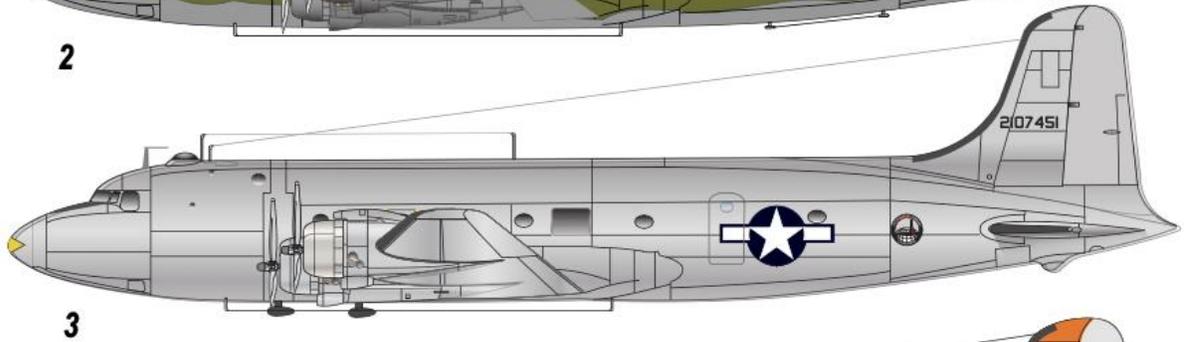
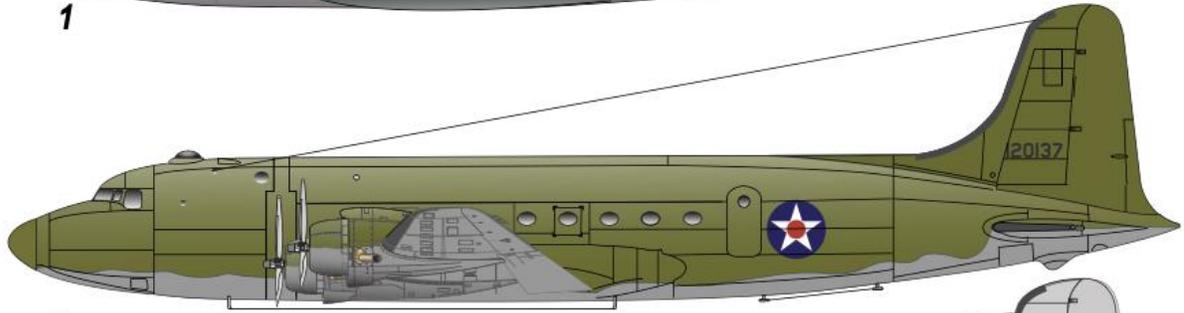
By Norm Filer

The DC-4 series is a very rich area to explore. With a decent 144th kit, Minicraft, and an excellent 72nd, Revell, I would expect to see more models on the display tables and in collections. I think there are more airliner decals than military out there.

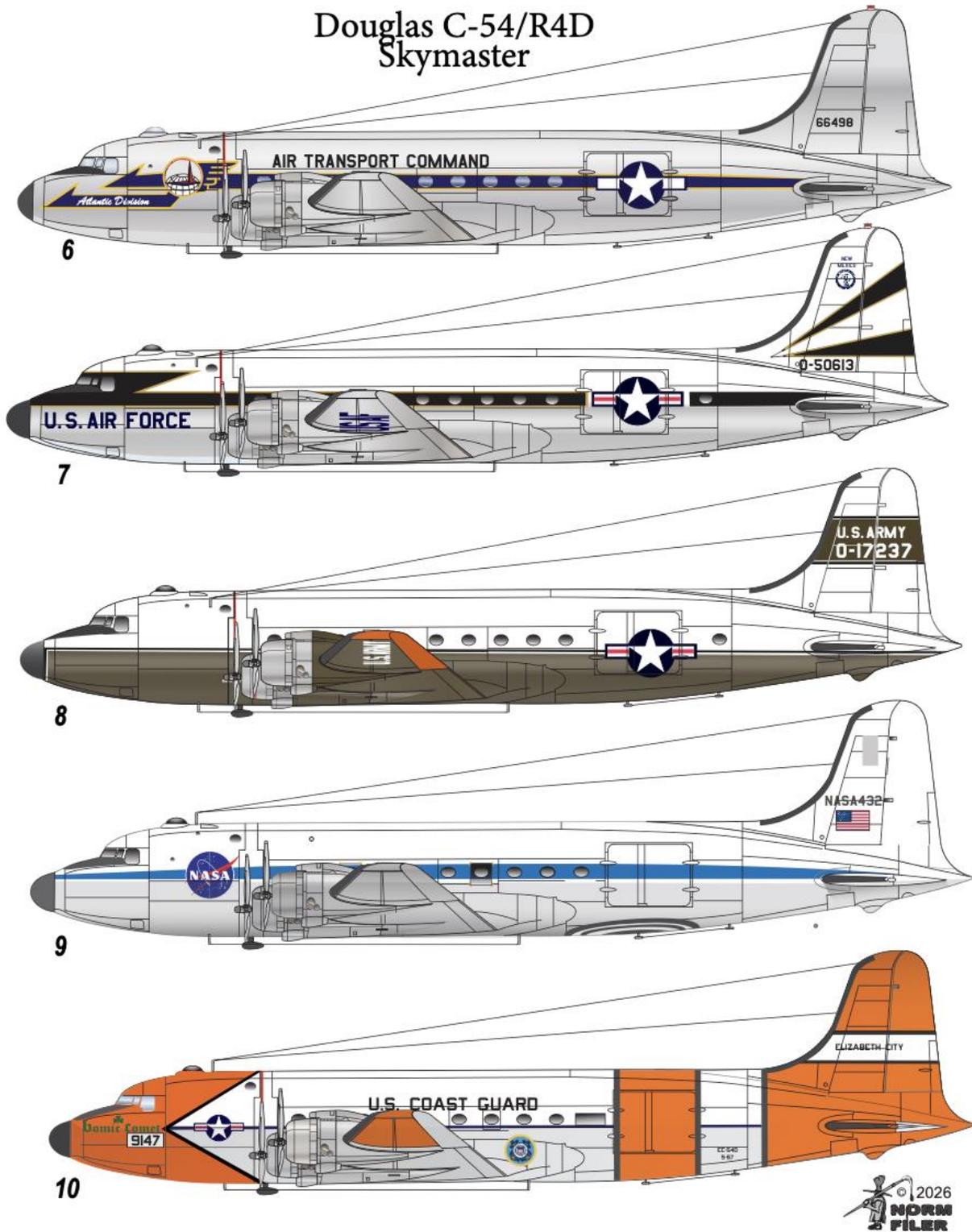
I probably could have doubled the number of profiles I have here, but time and effort are limited. As always, size of the printed profiles is a question. I chose 144th scale for these. It makes for a very full page but makes for a good drawing size and keeps the math conversions consistent as I draw and is the same size as the Minicraft kit.

The glaring error here is the complete absence of DC-4s. There were a lot of fantastic commercial ones, both airlines and private companies. As I kept looking for drawing subjects I limited my efforts to U. S. Military, but "other stuff" kept popping up. The DC-4/C-54/R5D file just kept growing. The temptation to draw some of that "other stuff" is there. We shall see.

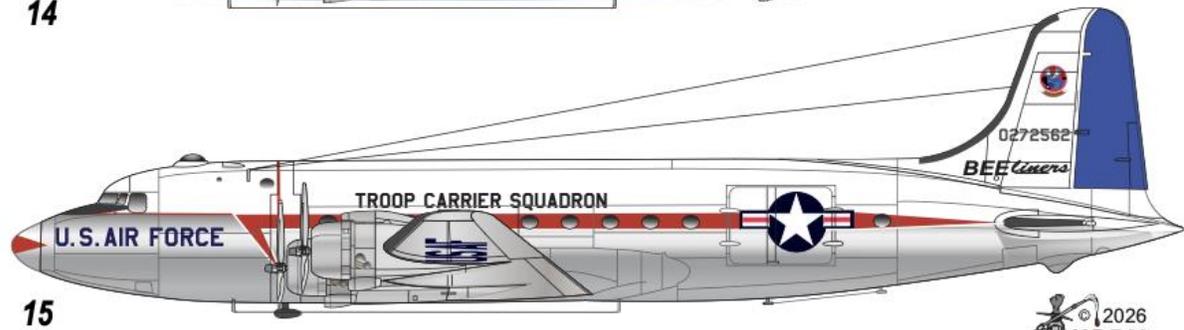
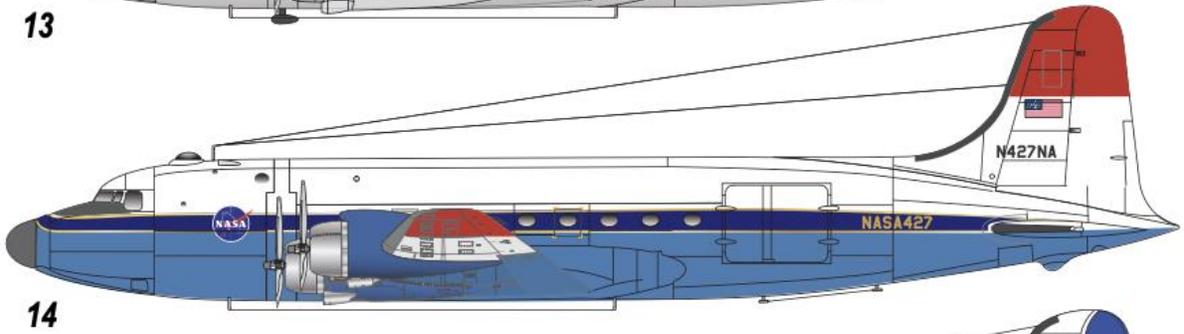
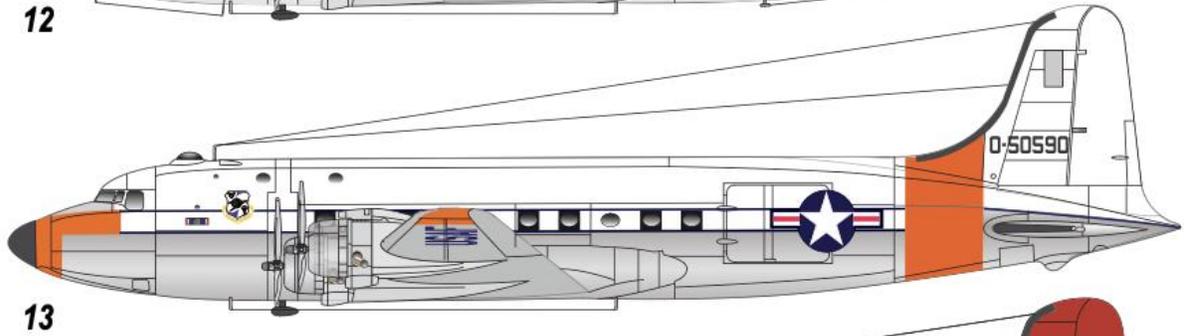
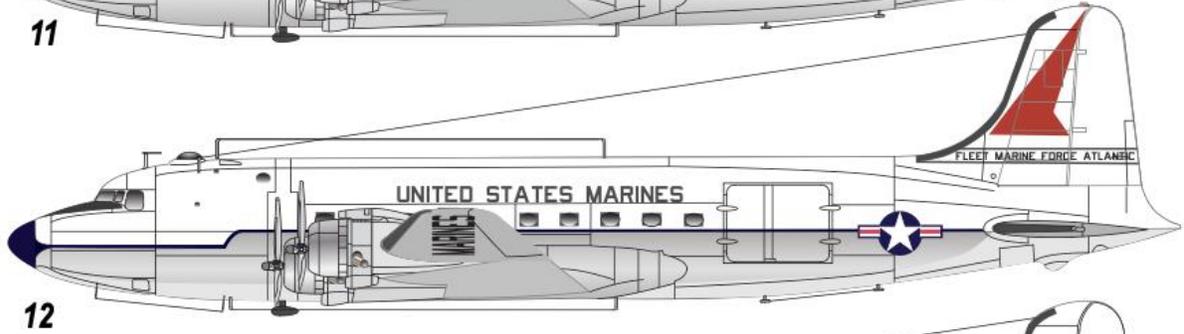
Douglas C-54/R4D Skymaster



Douglas C-54/R4D Skymaster

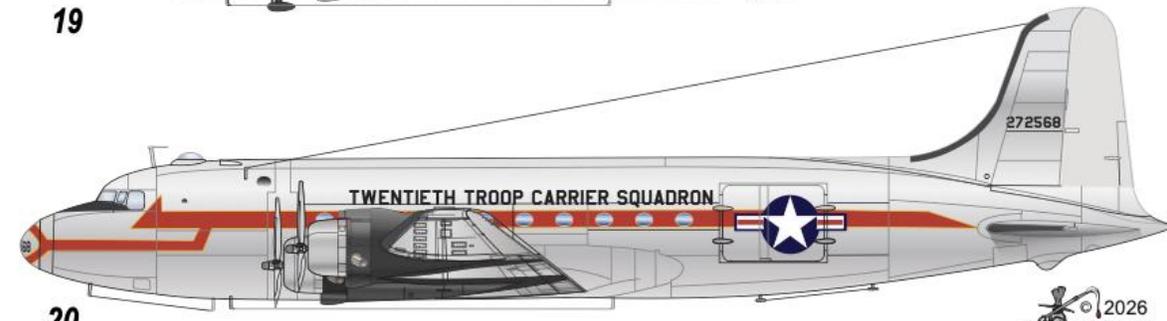
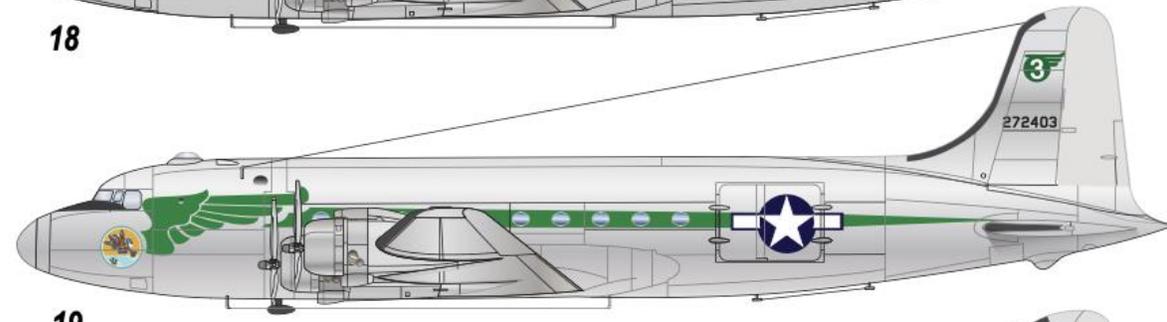
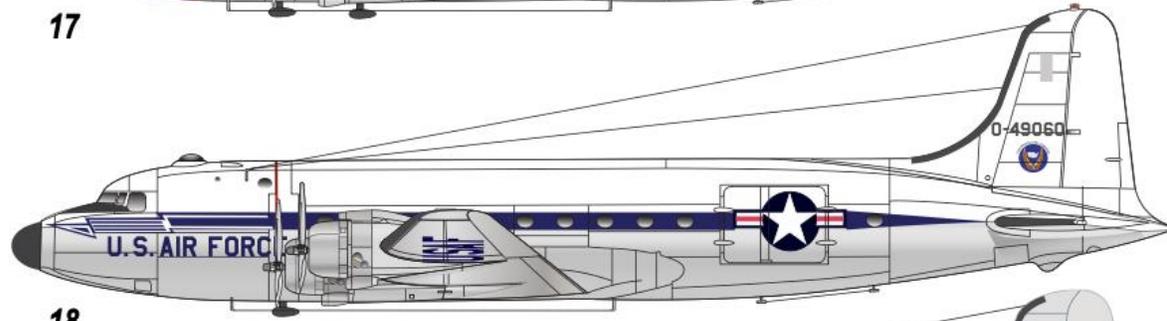
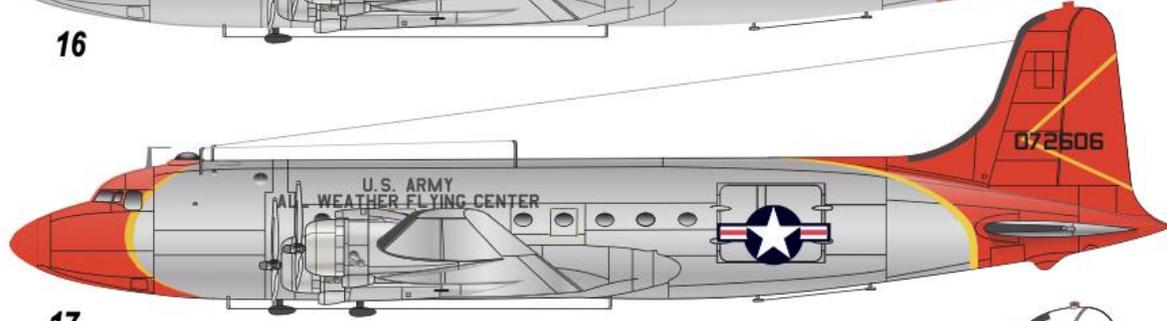
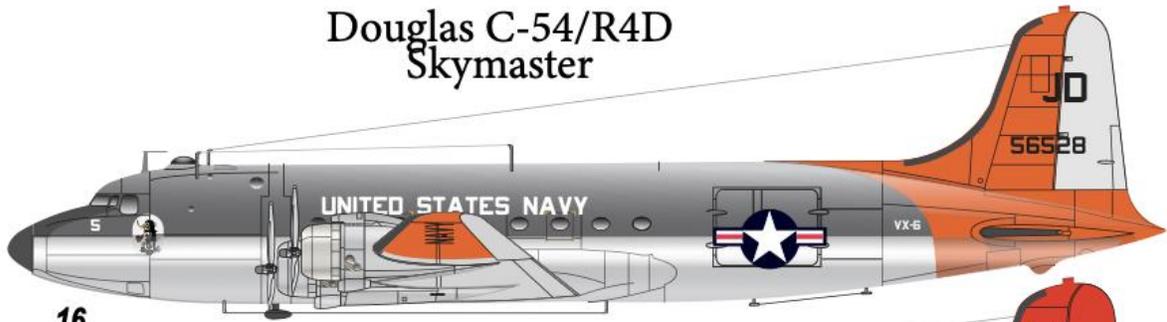


Douglas C-54/R4D Skymaster

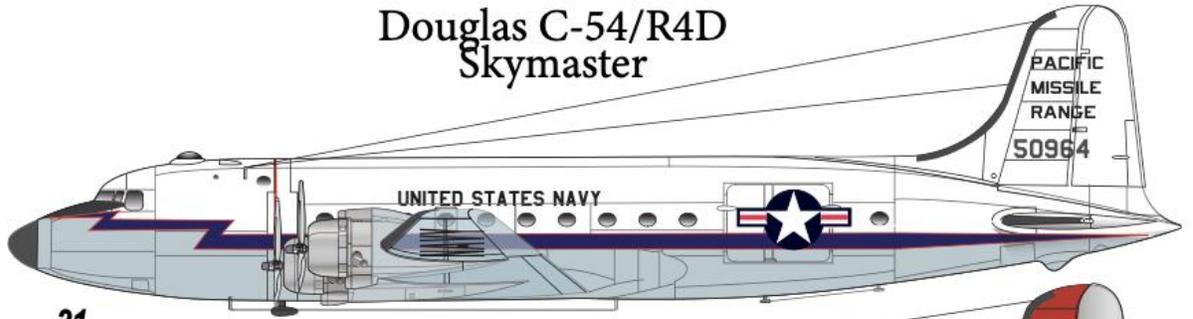


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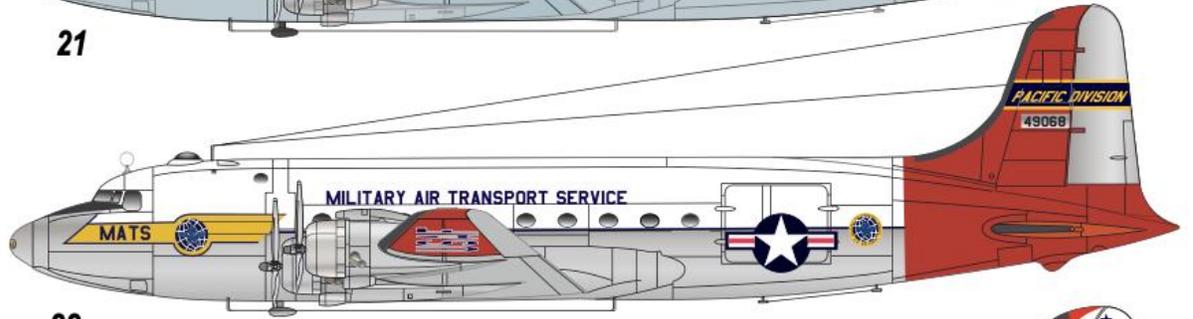
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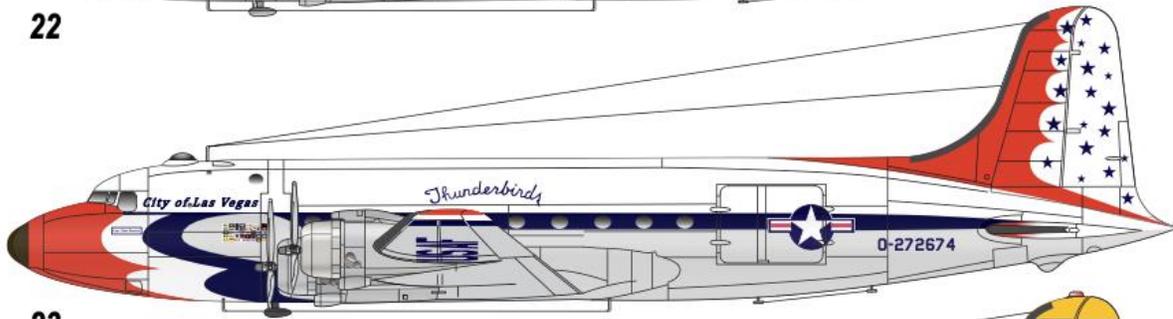
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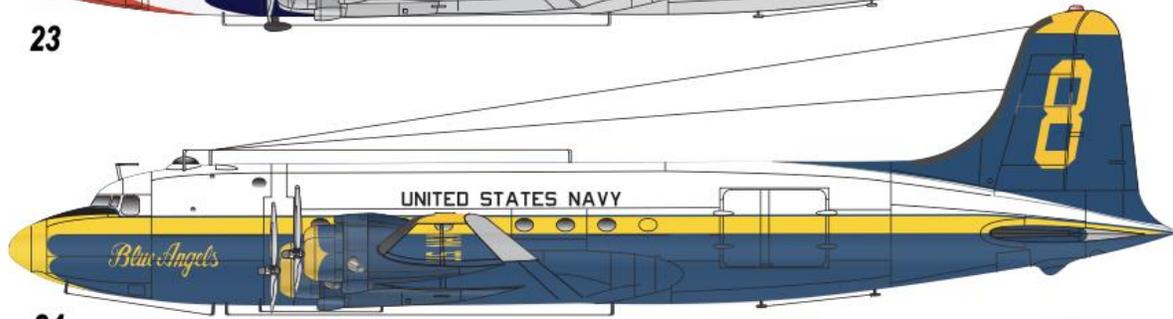
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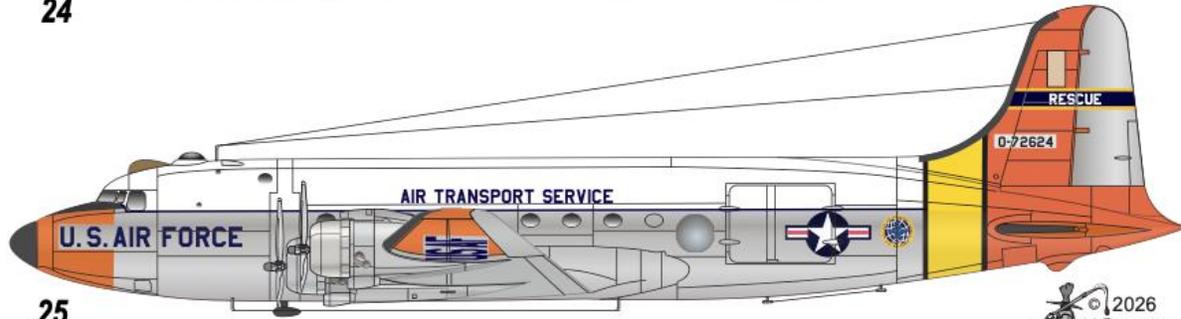
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Douglas C-54/R5D Profile Notes

1. [Douglas DC-4E Prototype](#). The ultra successful DC-3 had not yet flown in 1935 when Douglas was approached by United Airlines seeking a bigger, faster aircraft. The first flight occurred on 7 June 1938, and while that was successful, United Airlines nor any of the other airlines were interested. Douglas sold the sole prototype to Japan in 1939. It was subsequently handed over to Nakajima Aircraft Co. which reverse-engineered it to produce the G5N Shinzan Bomber. Apparently, the bomber was as unsuccessful as the original DC-4E was.
2. [C-54A 41-20137](#). The first C-54. The second effort, the DC-4 was ordered by American, Eastern and United. With a total of 61 on order and under construction when the war started on 7 December 1941. All 61 and a seemingly endless order for what became almost 1200 examples when production stopped in 1946.
3. [VC-54C 42-107451](#). The first dedicated Presidential aircraft. It was delivered June 12th, 1944, and was extensively modified with an elevator to allow boarding and deplaning for President Roosevelt.
4. [EC-54D 42-72503](#). Air Communications Service. Originally designated as AC-54s, they were used to evaluate and improve airways navigation and communications systems
5. [R5D-3/C-54Q](#). After the war, many surplus Army Air Force C-54s were reassigned to the Navy for use by the new Naval Reserve units. This one was assigned to the reserve unit based at NAS Sand Point in Seattle
6. [C-54E 44-66498](#). Pacific Division of Air Transport Command, 1947. The emblem on the nose is an early version of what would become Military Air Transport Command.
7. [C-54G 45-50613](#). New Mexico Air National Guard. Typical of the colorful Air National Guard marking of the era.
8. [C-54D 43-17237](#). Even the U.S. Army joined the C-54 parade. After its military service it went to the Federal Aviation Admin. In 1962 and retained its original serial number. It was retired in 1975.
9. [C-54G /NASA 432](#). This aircraft was only used from 1 May to 10 June 1960. The purpose of the large target is unknown but clearly provided a tracking target for some type of tracking device.
10. [EC-54U/44-9147](#). The U.S. Coast Guard operated fifteen C-54s from 1946 until the last one was sold in 1970. Ice patrols and search and rescue were a couple of the missions.
11. [C-54Q BuNo. 56501](#). U.S. Naval Test Pilot School, NAS Patuxent River, MD. The school generally offers a wide selection of different aircraft for the students to use. This Skymaster served in that capacity in 1973.
12. [C-54R / BuNo.90411](#). Fleet Marine Force Atlantic operated this one in 1970. This one is in the usual white top, but the lower fuselage is painted FS 16473 light gray.
13. [C-54E / O-50590](#). 322 Air Division, Evreux-Fauville, France. This is typical of C-54's during the early high vis. Era. Worth noting is the painting around the windows using black or dark blue paint around the elongated windows.
14. [C-54G / NASA N427NA](#). NASA operated five C-54s from 1946 to 1981. NASA 427 was C-54G-5-DO and served with NASA from 1962 until 1979.
15. [C-54D / 42-72562](#). 21st Troop Carrier Squadron "Bee Liners". These profiles would lead you to think that most of the C-54s were used by everybody but the cargo haulers. This is one of the "normal" cargo outfits that were really the backbone of those operations.
16. [C-54Q BuNo. 56528](#). VX-6 later VXE-6, "the Puckered Penguins" Long associated with the exploration of Antarctica. This is one of two C-54s operated by VX-6 This one dates from 1958.

17. [C-54D / 72606](#). U. S. Army All Weather Flying Service. In the post-war years, the Army's AWFS operated a wide variety of aircraft as it explored thunderstorms and bad weather operations. Another rich "collection" that is on my "to do list". Maybe someday....
18. [C-54D / 0-49060](#). Continental Air Command. One of the many variations of early MATS.
19. [C-54B / 42-272403](#). 320th Troop Carrier Squadron, 509th Combat Group, North Field Tinian August 1945. This was the support cargo outfit that was attached to the atomic bombers that bombed Japan. Another example of the farther away from headquarters you got the more freedom you had with markings.
20. [C-54D / 42-272568](#). Another example of the wide variety of color schemes associated with the early MATS era.
21. [R5D-2 / BuNo. 50954](#). Pacific Missile Range, Point Mugu. An example of many C-54s assigned to stations or functions as general purpose aircraft
22. [MC-54M / 0-49068](#). Military Air Transport Service (MATS). A C-54D Converted to a medical air ambulance/transport.
23. [C-54D / 42-72674](#). Thunderbirds Air Demonstration Team of course. From the end of 1959 until the end of 1963 the team was assigned a single C-54D. For the 1960 season it was painted with a Thunderbird design and was christened "The City of Las Vegas". The flag panel on the Nose represents the places the Thunderbirds had visited.
24. [C-54Q / BuNo. 50868](#). Blue Angels, NAS Pensacola FL 1968. The team colors were first applied to the C-54 in 1961.
25. [SC-54D / 42-72624](#). In 1955 Convair converted 42 C-54Ds into SC-54Ds. The Air Transport Service operated them as Search and rescue aircraft. They were used for transportation, logistics support and search and rescue support.



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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))

A screenshot of the Northwest Scale Modelers website. On the left is a navigation menu with links for Home, Meetings, Display Cases, Events, References & Resources, and Mailing list. The main content area features a large image of a military tank and the word "Home". Below the image is a welcome message: "WELCOME! Founded in 1986, we are an informal scale modeling club based at Seattle's Museum of Flight. We build all subjects, not just aircraft. We have no officers, no newsletter, no by-laws, no dues. We do have fun with discussion, show-and-tell, and generous exchange of ideas, techniques, information. We stage cool model displays in The Museum of Flight lobby. And we have this cheesy website and even a mailing list! See the applicable page for more info on any of the above. Also find us on Facebook (closed group but answer the simple questions and agree to the simple rules to join)". To the right of the text is a search bar, a mailing list sign-up form with a "submit" 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 page. The cover photo features a green tank model centered within a black circular frame containing the letters "AMPS" at the top and "EST. 2023" at the bottom, with four white stars. The background of the cover photo is a city skyline at dusk with the Space Needle. Below the cover photo, the page name "AMPS Seattle" is displayed, along with the text "Private group · 170 members". On the right side, there are buttons for "Cancel request", "Share", and a small icon.

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.

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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.

March 14, 2026

April 11, 2026

May 9, 2026

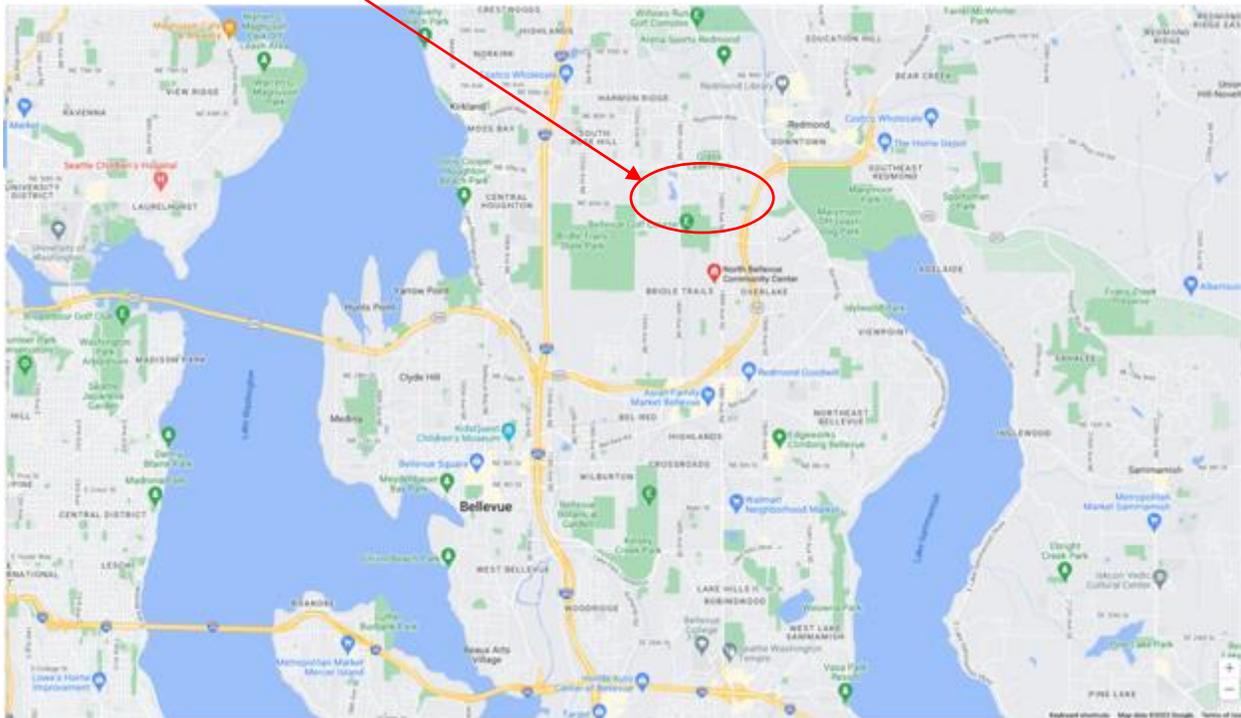
June 13, 2026

Next Meeting: March 14– 10:30 AM to 1:00 PM

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

[Map Link](#) [Site Link](#)

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



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

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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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