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Something Old/Something New

Greetings all!

Welcome to my first Newsletter editorial as president. Hopefully I'll be able to provide you with something worth reading here, as we go forward. Hopefully... 😊

Somethings Old

Newsletter Editor: First, I'd like to thank Elbert Lin for his excellent service as the newsletter editor, he's done an outstanding job in this regard. *(Editor's Note: I'm not Old!! I'm 37!)* And of course, the reward for doing good work is being given more work. Elbert has a great set of standards for newsletter articles and we fully support his direction and oversight of the club's newsletter. So, if you would like to contribute an article for the newsletter (and we encourage members to do so) please get a copy of the [standard to follow](#).

Treasurer: Additionally, Fuzhou Hu will continue to serve as our club Treasurer. Fu has also done a great job with this very necessary role and we welcome him to continue in this regard.

Webmaster: Also, our distant but good friend John Kaylor will also continue in his role as webmaster. Not living here locally makes it difficult for John to communicate in person with club members so if there's something you would like to see or something that needs to get fixed on the website, please contact John via [email](#).

WAG Appreciation: Lastly, Gil and I would like to thank all the members of the WAG team who kept the club running during the time between club executive officers being in place. There's a lot going on in a club this size and many key decisions had to be made, with lots of opportunity for things to go off the rails. A big "Thank You" to Rick Taylor, Spencer Tom, Tracy White, Tim Nelson and Will Perry for manning the ship in our time of need. Your efforts are greatly appreciated!

Somethings New

General Club Maintenance: Gil and I are settling in and discovering lots of things about IPMS Seattle that we never knew.

- Looking at the club financials and so far, we're looking in really good shape.

- Prepping to move banks for better control over funds management, financial benefits, and secure access. We appreciate Spencer Tom and Fu Hu's help with these efforts.
- Gil is working on improving club officer digital documents management and secure club member digital access on our web site.
- We are also conducting an extensive review of our club Bylaws to ensure we have necessary governance structures and ensure better financial controls.

The Spring Show: I know it may seem like a long way off, but there are many tasks we need to get started in order to successfully execute for Spring 2027. The show serves as a critical mechanism to fund our club and so is a long-term concern for our club's financial health.

Our needs:

- We need to vet and select a new venue (currently in-work)
- Identify a new Show Chair. I will not be involved in running the show as part of my role as president; therefore, we need a Show Chair.
- Need volunteer Leads to run the Raffle, Registration, Vendor management, Food Vendor contact, Model Photography and any other Lead roles that I may have missed. If you have previously held a Lead role for one of these posts in the past, please, let us know, we would love to have you continue. If you haven't but you're interested, please contact us.

Newsletter blasts: I've mentioned to the club, a couple times in the past now, that our newsletter gets a lot of distribution across the country and even some beyond-the-USA clubs get a copy of our newsletter. This isn't just our newsletter that gets shared but many of the IPMS chapter newsletters as well. I know that not all Seattle IPMS club members have access to these so I have asked our webmaster to save these to our server so that you can all see what other clubs are up to. To view the newsletters of other clubs, please go to the IPMS-Seattle website's Newsletter Exchange page at <https://www.ipms-seattle.org/newsletters/Exchange/index.php>

Club Meeting Day and times: Lastly and most importantly for the club, we have had another change of venue thrust upon us. Starting in **July of 2026**, we will still be meeting at the Bellevue Community Center, but the day and time will be changing. **Our new meeting day is every second Sunday from 12:30 to 3:30 pm. (corrected after publication)**

I know this is a bit of an inconvenience for some; believe me this was not how I wanted to start as club president. Similar to the Renton Community Center, the Bellevue center is being pressured to increase official community usage. Saturdays are no longer available to us at any time. We are looking at alternate venues. In the meantime, we have locked in Bellevue for the given Sundays through the end of the year. When we have identified some alternatives, we will present the options to a vote by the club.

Model on and hope to see you at the next meeting!

Mike

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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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Scale Aircraft Conversions (SAC) A-4M Skyhawk Landing Gear (for the 1/48 Magic Factory)



By Bob LaBouy

[Link to product on company site](#)
[Scalemates reference](#)

Background Notes

This is a white metal replacement for the Magic Factory A-4M Skyhawk kit and provides all the small details to match those of the kit's parts, along with those from the plastic kit itself.

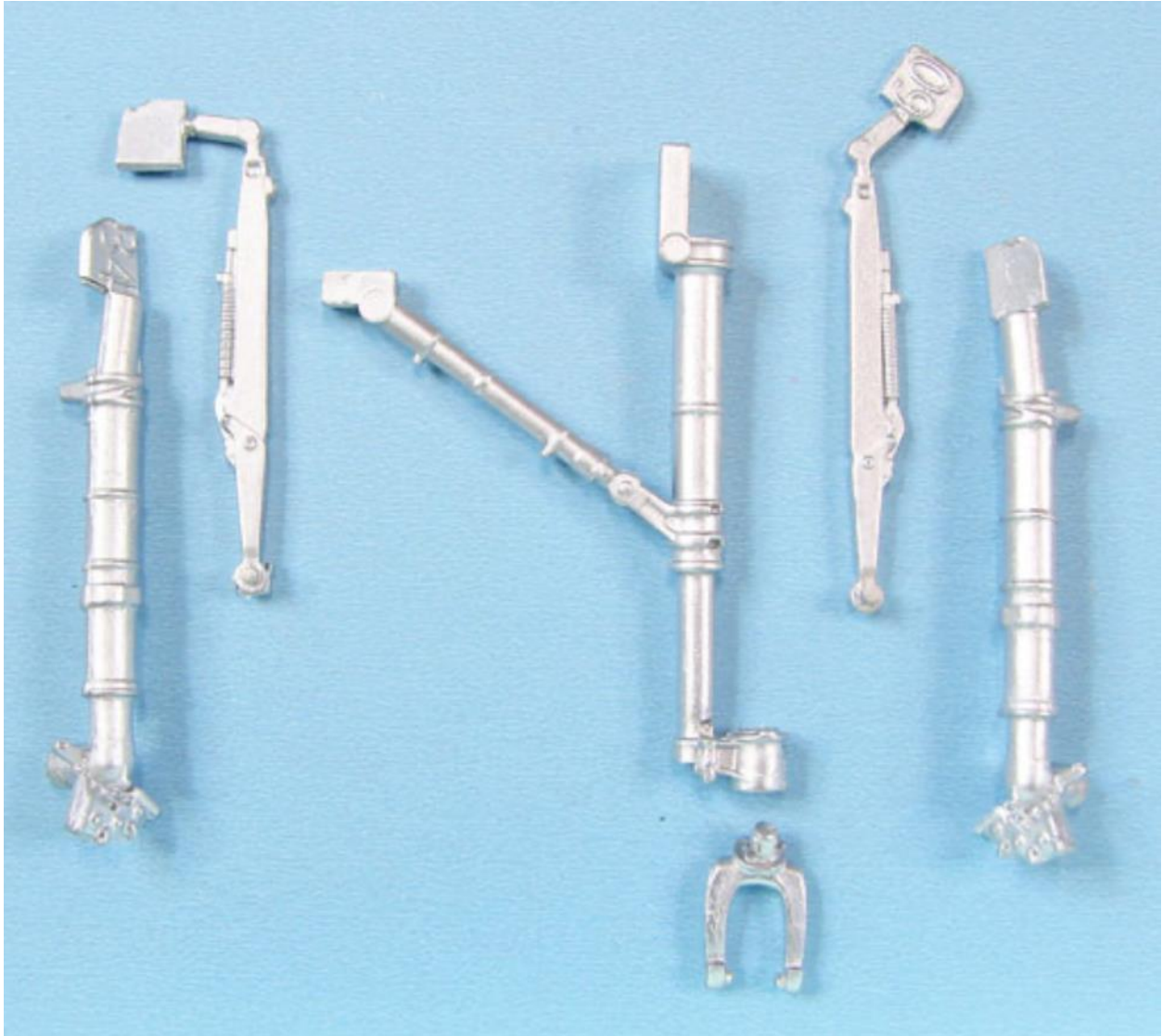
While the Magic Factory's A-4M kit is a great kit in itself, this aftermarket kit provides two aspects which will aid in completion of the base kit: (1) all of the small details are faithfully replicated in white metal (including expansion marks, collet rings, attachment points for both the rear and front wheels and gear retraction bar) and (2) the added weight provided by the white metal itself adds not only to the strength of the landing gear but more importantly the sheer weight itself of the metal gear parts.

Initial Impressions the SAC A-4M Conversion:

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.

Construction notes for the SAC A-4M Conversion:

As this is a metal set, the use of glues allows for a couple of options: either Cyanoacrylate (CA) or epoxy adhesives. I recommend the Devcon 5 Minute Epoxy, which allows for several minutes to cure and accepts both lacquer and or acrylic paints.



There are only five (5) simple pieces of white metal provided in this small package. I have attached only three images which will illustrate the original packaging, the unfinished or unpainted parts
You'll need to the Magic Factory A-4M instructions to complete your assembly of the SAC landing gear set. Specifically, you need to refer to instruction panel 17 in its entirety, paying close attention to the placement of parts F1, PE5 (two parts), D8, and E16.

Painting Outline:

Mr. Surfacer 1200 B-515 Surface preparation

Real Color paints I used:

RC 222

Insignia White

17875

Liquid Chrome – Mirror Effect

703.102

Abteilung 502

ABT080

Brown Wash

VMS Varnish HD top coats

Matt

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

My painting also included a small amount of pin washes, using 502 Abteilung Brown Wash #ABT080 allowing for details to be highlighted or 'popping' out.

And I sprayed my overall final finish using VMS Varnish Matt top coat, which provides a great dull top coat.



Recommendations:

Overall, this is a neat small set of white metal parts, which closely fit the Magic Factory A-4M kit. The sizes are accurate in their dimensions and fit to the basic kit. I recommend this Scale Aircraft Conversions (SAC) landing gear set.

Pros:

- Reasonably inexpensive aftermarket set for Scale Aircraft Conversions
- Provides added weight for the tricycle landing gear

Cons:

- Depending on your level of accuracy and desire to achieve a near perfect finish with your nose gear parts, you may wish to sand down the small seam lines (created white metal fabrication process).
- Lack of any instructions (kits instructions are to be followed as noted above)



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Let's Build a Warhammer Model!!



By Paul Rathbun

Background

On the bench is a Space Marine Brutalis Dreadnought. In the Warhammer 40,000 universe, a Dreadnought is a cybernetic combat walker used by the Space Marines as heavy infantry support. These towering machines are equipped with a variety of ranged and melee weapons, making them formidable on the battlefield. They are often mistaken for giant robots or suits of armor, but they are actually living war machines, with a Space Marine permanently interred inside a sarcophagus that links their mind and body to the Dreadnought's systems.

Space Marines are divided into Chapters, each with its' own history and iconography. There are literally thousands of Space Marine Chapters that make up the forces of the Imperium. The box art (Pic 1) shows a dreadnought of the Ultramarines, one of the most iconic and respected chapters, renowned for their discipline, tactical precision, and unwavering loyalty to the Emperor. Be that as it may, I've decided to paint my dreadnought in the livery of the Imperial Fists Chapter, which happens to be a nice bright yellow. One might wonder why the chapters choose bright colors for their armor and such. Rumor has it that they are just too arrogant to be concerned with unimportant details like camouflage.

The box contains roughly 100 parts on 3 sprues, a decal sheet suitable for several different chapters, and a color instruction sheet that is mostly without errors. The model is roughly 1/35th scale.



Assembly

Assembly is straightforward as the parts have good locating pins and minimal mold lines. I decided to make subassemblies to simplify the painting process. One slightly annoying thing about Games Workshop model kits is that the part numbers are not located logically on the sprues. It is not uncommon to find part number 5 on a completely different sprue than part number 6.... even if they are the two halves of the hull.

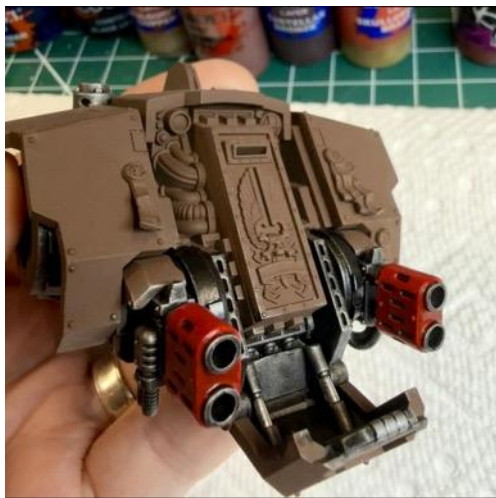


Painting

All subassemblies are washed with dish soap to remove any sanding dust, finger smudges (not that I would ever be eating snacks while modeling), and such. I chose a hull red primer which works well as a base color for yellow. My primer of choice is Stynylrez, an acrylic polyurethane, made by Badger. Airbrushed at about 25 psi with a 0.5mm nozzle. It goes smoothly and shrinks slightly as it dries so as not to obscure any surface detail.



The substructure behind the armor plating is painted next, using acrylic paints of various brands (e.g. Golden, Games Workshop Citadel, Vallejo). Black base coat followed by multiple shades of steel metallics. Transparent washes were used to bring out details, followed by drybrushing progressively lighter shades of steel/silver.





Next up is masking off everything but the armor plating. I've had bad luck in the past using liquid mask. It tends to get everywhere, the brush gets all tacky and is ultimately ruined, it ends up too thin and doesn't come off easily. It's just a mess. However, I recently came across a short tutorial showing that if you dip the brush in a diluted soap solution, it prevents the brush from getting all gummed up. It worked great!



For the yellow armor plating I used a multistep airbrush process.

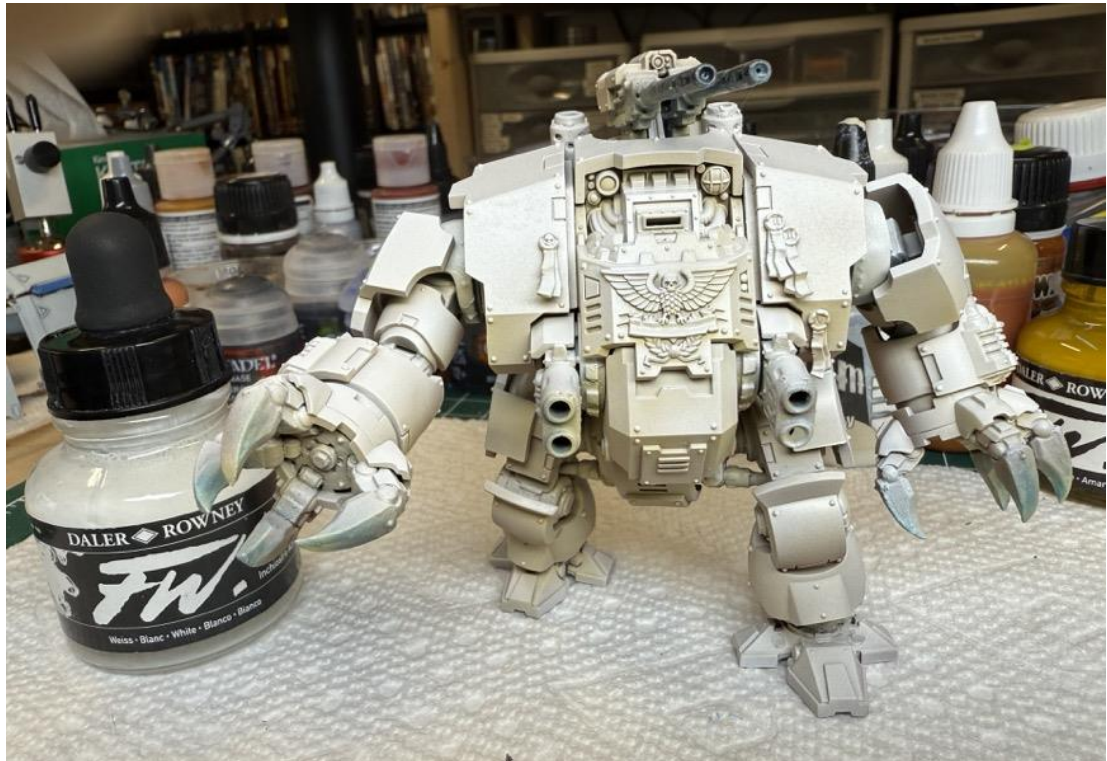
1. Vallejo Model Air Light Rust covering ~90% of the red-brown primer. (Pic 13)



2. Golden Naples Yellow Hue sprayed mainly from the side and top. Leave some of the light rust color on the undersides.



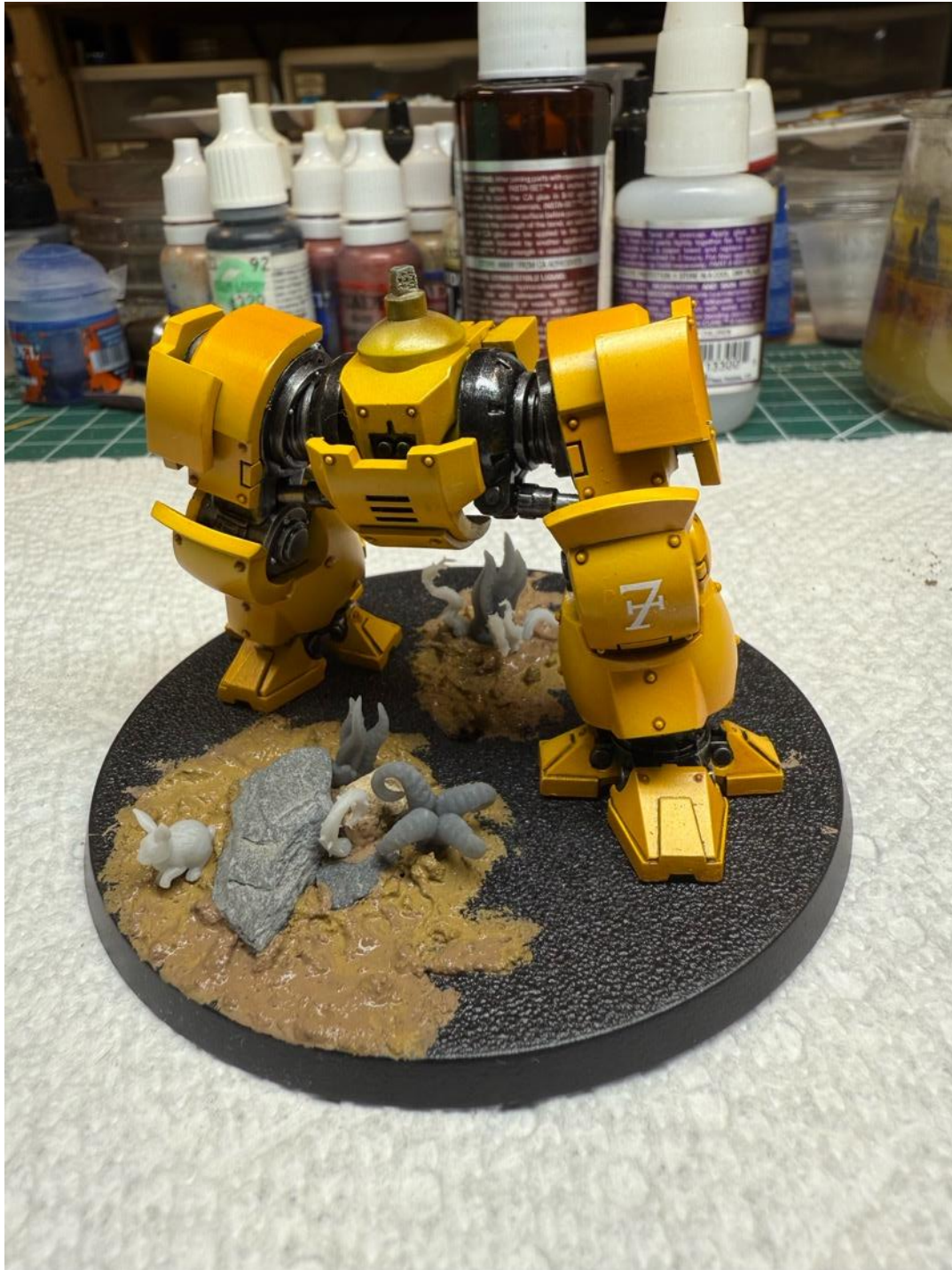
3. Daler Rowney white ink sprayed mainly from the top. The idea is to create light to dark shading from top to bottom as a base coat for the transparent yellow.



4. Now it's time to turn it yellow! I used Citadel Iyanden Yellow contrast paint thinned 50/50 with airbrush thinner. I sprayed light coats to gradually build up the color intensity, being careful not to obscure all the previous preshading.



After sealing with Testors Dullcoat, it was time for pin washes using Tamiya panel liner. Once dried overnight, the model was again sealed, this time using AK Interactive Super Clear Gloss. Decals were applied in the standard method and then the model was sealed again with Dullcoat. (Picture 20) While waiting for the various seal coats to dry, it was time to tackle the base. I used a variety of GW Technical paints and miscellaneous alien looking basing materials to add a little interest. Washes, drybrushing, a little detail painting, and 'Voila' ...the base is done. The white rabbit is nothing you need to worry about, just a movie/literature reference that resonates with me.



After an undocumented amount of time detail painting and weathering, I'm calling this one complete!
Thanks for reading!



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Airfix



By Morgan Girling

YouTube has its Dreaded Right-hand Column (DRC) of more videos curated by The Algorithm™. I was thus waylaid by “[Inside Airfix: The Bankruptcy That Destroyed Britain’s Model Empire](#)”, one of a series by [Lost Industries](#). It wasn’t the sterile, dispassionate business piece I’d expected, replete with mergers, acquisitions, and the like. Oh, it had those too, but it only as details around a history story told lovingly by someone who clearly grew up with [Airfix](#).

It’s broken into chapters and describes the company history across a familiar story arc. The founder who emigrated to the UK after WW I and created a company making inflatable gear (hence the “Air” in “Airfix). Then came the request for an unlikely product from an unlikely buyer: models of a Ferguson tractor that the salesmen could take with them to their clients. This came with a technical setback leading to inspiration. In this case, the setback was the cellulose acetate used in the molds being too brittle, making it uneconomical to cast and assemble the models. The inspiration came from a frustrated employee saying, “Why don’t we just sell kits of parts and let them make them?” Airfix was now in the model kit business, and by switching to styrene, solved the fragility problem while improving molded detail.

No story is complete without the “big break”, kindly provided by [Woolworths](#), who offered to sell Airfix kits in all their stores, provided that they could be sold for 3 pence each. Airfix needed 5 pence and the customer didn’t budge on the price. A clever Airfix employee suggested putting the sprues in clear plastic bags, sealed with a paper fold over with the artwork on the front and the instructions on the

back. This saved so much on packaging that they could sell it to Woolworth's for 3 pence with a tidy profit.

Airfix then grew to command 75% of the British model kit business and became ubiquitous through the UK and much of the modeling world. Things were looking rosy, which is of course the time to cue the switch the soundtrack to a minor key. They acquired two longstanding toy companies: Meccano and Tri-ang (think Erector Set and HO trains, respectively), which looked good on paper but proved to be financial albatrosses. Exacerbating the financial strain were unexpected outside forces: changes in the exchange rate cut into their export market, the Oil Embargo of the 1970s made styrene much more expensive, and video games appeared and drew young boys and their spending money away from models and into gaming arcades.

Airfix's conglomerate folded, with the kit manufacturing wing being sold to pay off the debts accrued by Meccano and Tri-ang. The factory was sold and the land converted to an office park. Molds were sent to France to be stored and bought or leased to a succession of different companies. General Mills^[1] (of breakfast food fame) was the first, marketing the kits in the US under the MPC name. In turn they left the kit business and the molds changed hands many times, with some of the earliest molds being lost or irreparably changed along the way. Hornby (model trains) was the last to acquire the molds in 2006. By now, the molds were showing their age against contemporary kits from Japan and China. Hornby started a program of creating updated moldings of new and classic Airfix subjects, using CAD for the design, with mold cutting offshored to China, molding to Bangalore India, and packaging in the UK. While sales continue to be good, sales aren't growing – the market is only existing modelers. I thoroughly enjoyed this 40-minute [video](#) and I think you will too.

Notes:

1. I remember buying their [RCAF Boeing 707](#) when in high school and being surprised by the General Mills logo on the back. I was amused to find that the boxing wasn't the usual 2-part box nor an end-open box. Instead, the back was scored in an "H" pattern and one opened it like the individual serving of breakfast cereal.

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The EA-6B Prowler



By Norm Filer

The concept of counter measures probably started about the time somebody picked up a rock and threw it at someone, and his target picked up something to shield himself. Of course, things had advanced a bit by the time our subject came on the stage.

Radar really arrived as a primitive system prior to WW II but quickly matured and was applied to all sorts of things. For us the spoofing/blocking of Radar signals and all types of communications is what led to the EA-6B.

By 1962 all the U.S. Military services had aircraft dedicated to electronic warfare (EW). The Navy had the ERA-3B Skywarrior and the Marines were using the outdated F3D-2Q Douglas Skynight. The Marines were the first to take a more active role. As the enemy equipment became more advanced the EW requirements also grew and resulted in both more space requirements and more and better trained crew members operating it.

A contract was signed with Grumman to adapt the new A2F (later A-6 Intruder). Grumman inserted an 8 inch insert just in front of the windscreen and added the large radome on the top of the vertical fin.

While the EA-6A retained some attack capabilities of the A-6, the platform was almost totally dedicated to an electronic counter measure.

The Navy evaluation of the EA-6A saw that while it was very capable, the future threat growth would quickly prove it unable to match that threat due to both lack of space and the fact that more than one ECM operator would be required.

Grumman submitted a Contract Design Proposal in June 1964. The resulting design work eventually led to another A-6 redo. This time they added 54 inches to the nose to accommodate the two new systems

operators in a new rear cockpit. The fuselage speed brakes were moved to the wing aft tips, and a dorsal fin was added ahead of the vertical fin.

First flight occurred on May 28th, 1968, delivered to the Naval Aviation Test Center in May 1970. Operational deliveries to the U.S. Navy began in January 1971 at NAS Whidbey Island to VAQ-129.

Grumman built 170 Prowler and the last one was retired in March 2019. Today the EF-18G Growler has replaced the Prowlers in all the former EA-6B squadrons. It is interesting that the crew demands that lead to the need for three ECM crew members in the Prowler are now being done by just the single operator in the Growler.

A typical Prowler squadron had four aircraft, about 150 enlisted sailors and Petty Officers and around 20 officers. Generally, a squadron was assigned to a CAG (carrier Air Group) and cycled with the carrier that operated that air group. Like most things, the Air Group, the carrier or the Prowler Squadron could not do the forthcoming cruise, and they would be ready and switch to another group for that deployment. As seen in the profiles by noting the same squadrons often have different two letter tail codes.

More recently rather than cruises, a few squadrons did their "cruises" ashore in the middle east. Bagram in Afghanistan comes to mind. The Prowlers provided the same EW service but supported a wider variety of customers that usually was more Air Force than if they were operating off a carrier. The two camouflaged profiles are a result of such a deployment.

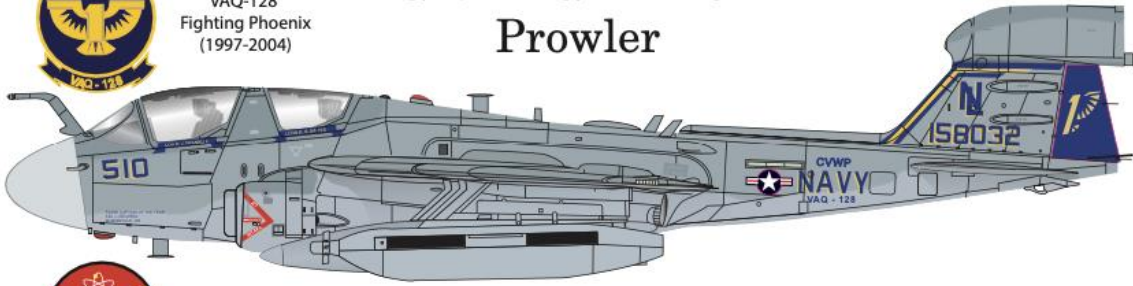
Notes: This month's Prowler project started back in 2006. All the Prowlers were based on NAS Whidbey Island. I first started attending open houses and any other excuse that got me on the base with a camera. Over the years I accumulated a fair batch of slides and info and of course the usual shelf of books. When I started drawing profiles the Prowlers and Intruders were high on the "to do" list. I overestimated my progress on that long journey, which is why I chose it as this newsletter's topic. That resulted in another trip down the rabbit hole. Time constraints and the frequent system problems have resulted in what we have today-what I consider in incomplete project. The Marines, test and aggressor units and other interesting line squadrons markings are still not done. The big billboard tail of the Prowler just seemed to be an irresistible palate, and I keep seeing these teasing photos of just the tails. Matching those to what the rest of it looks like leads me to the rabbit hole mentioned above. Sometimes the trip produces a match and sometimes it just wastes more time. I would like to finish this, but will it ever show up on these pages? We shall see.

Norm

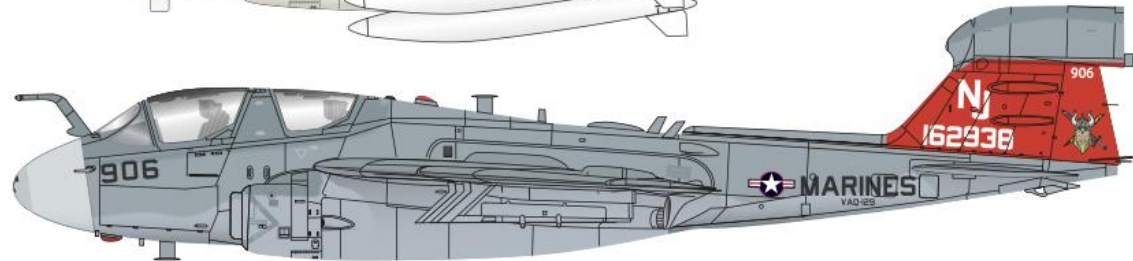
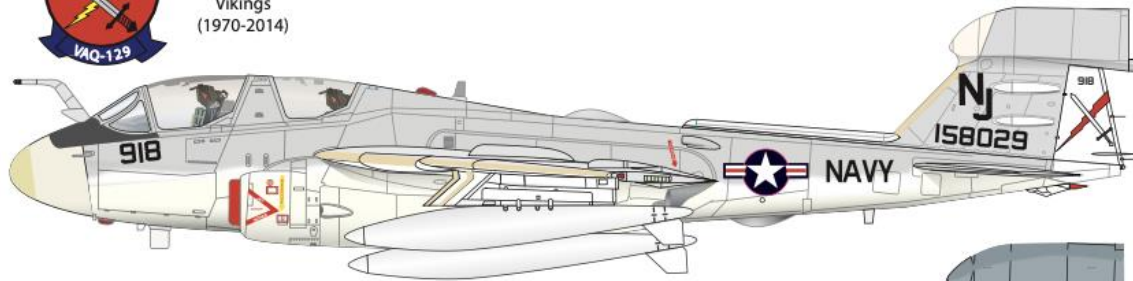
Grumman EA-6B Prowler



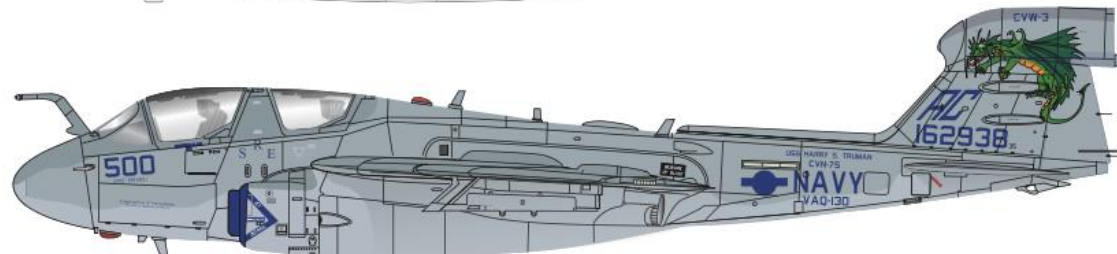
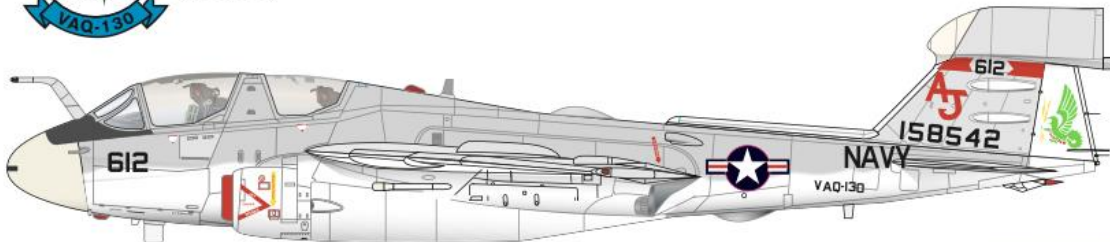
VAQ-128
Fighting Phoenix
(1997-2004)



VAQ-129
Vikings
(1970-2014)



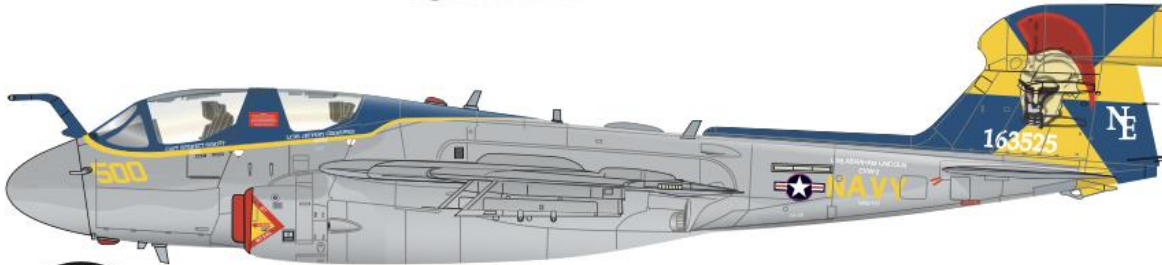
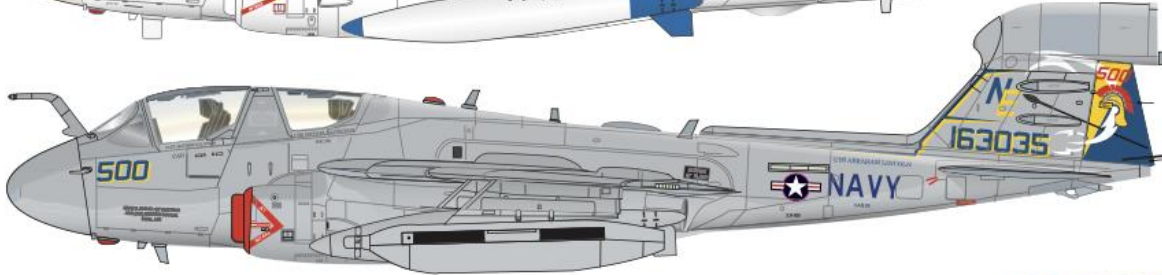
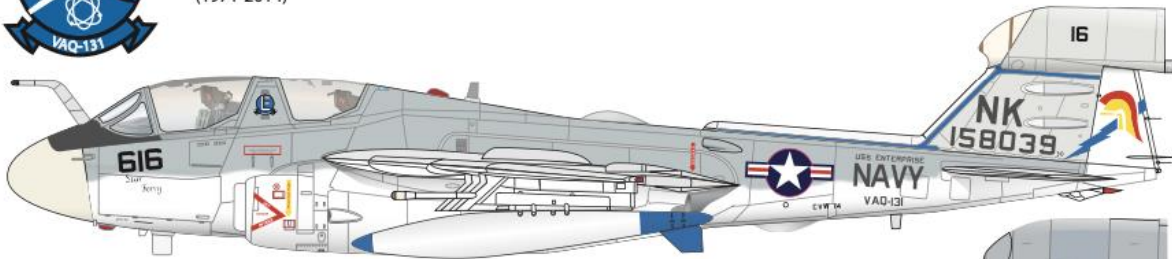
VAQ-130
Zappers
(1975-2014)



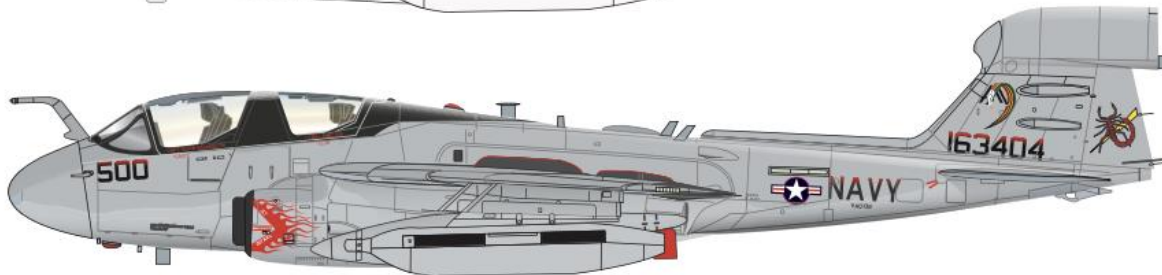
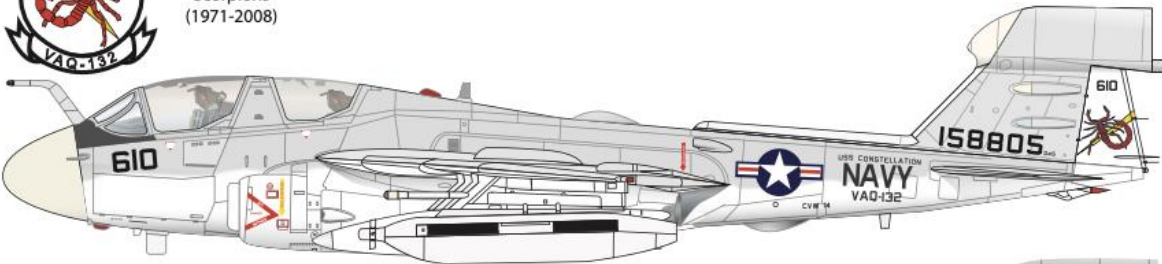
Grumman EA-6B Prowler



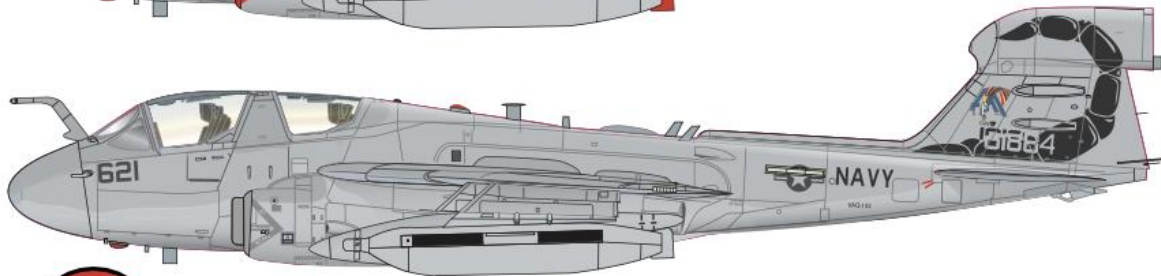
VAQ-131
Lancers
(1971-2014)



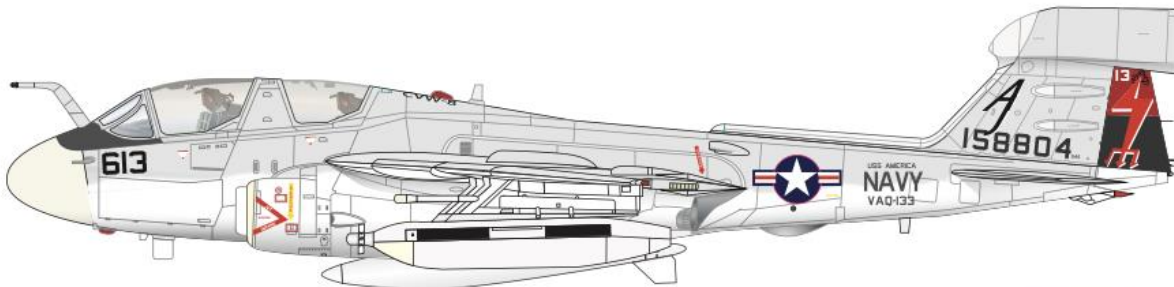
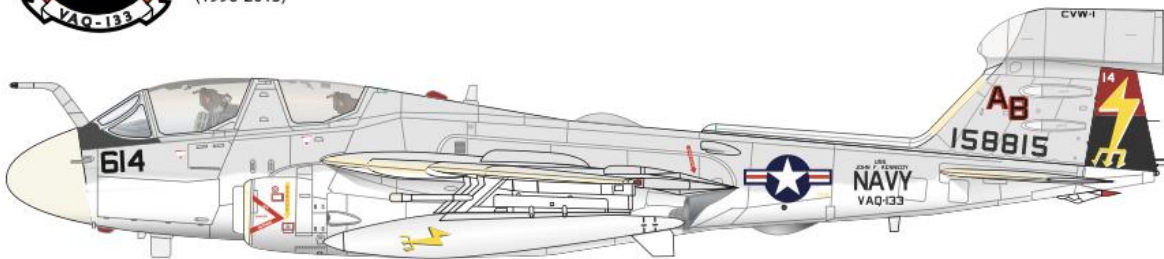
VAQ-131
Scorpions
(1971-2008)



Grumman EA-6B Prowler



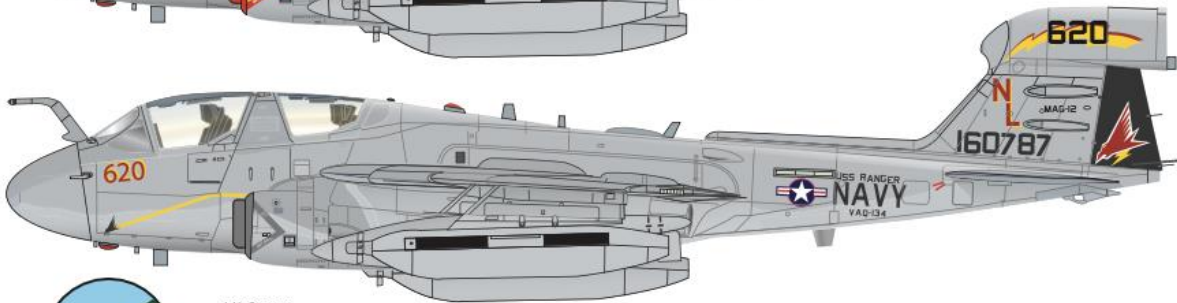
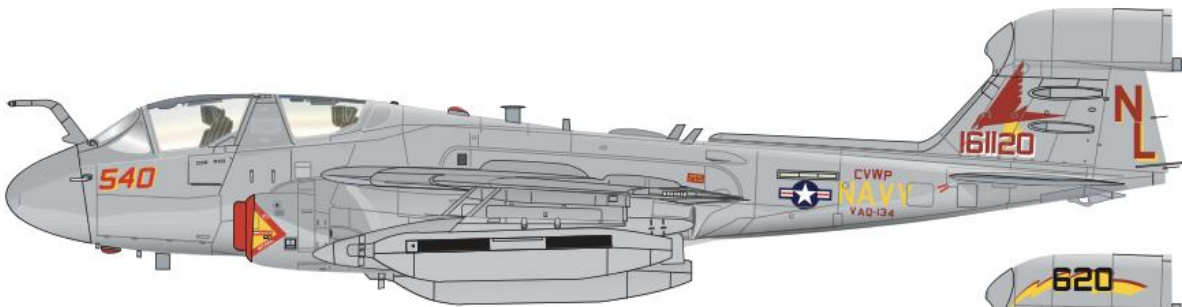
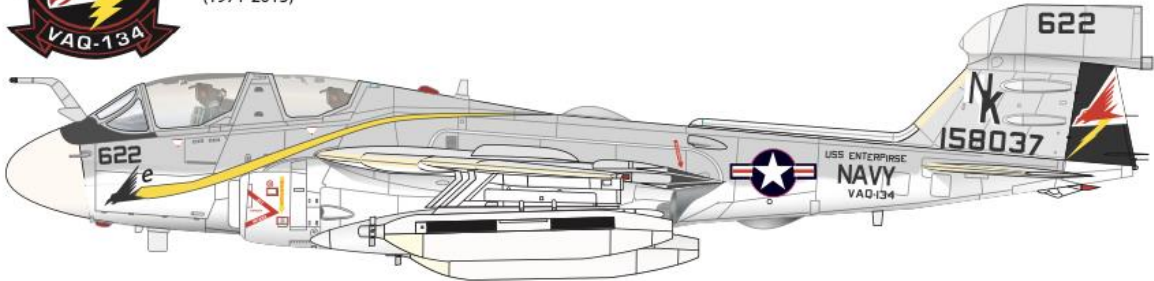
VAQ-131
Wizards
(1971-1992)
(1996-2013)



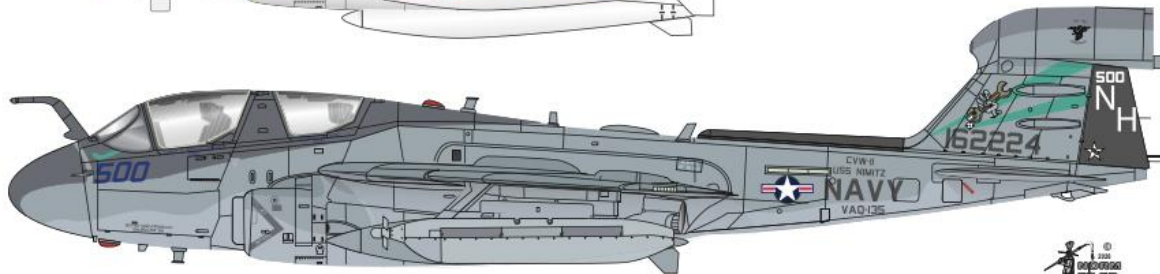
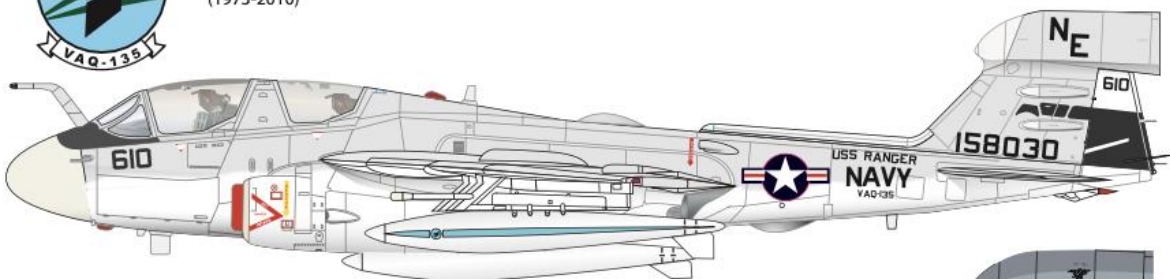
Grumman EA-6B Prowler



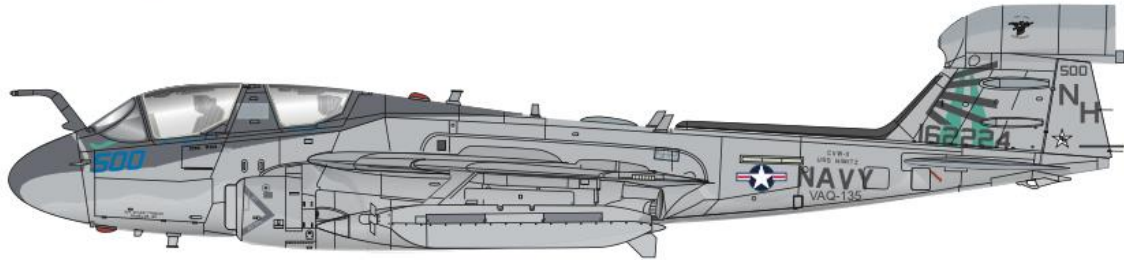
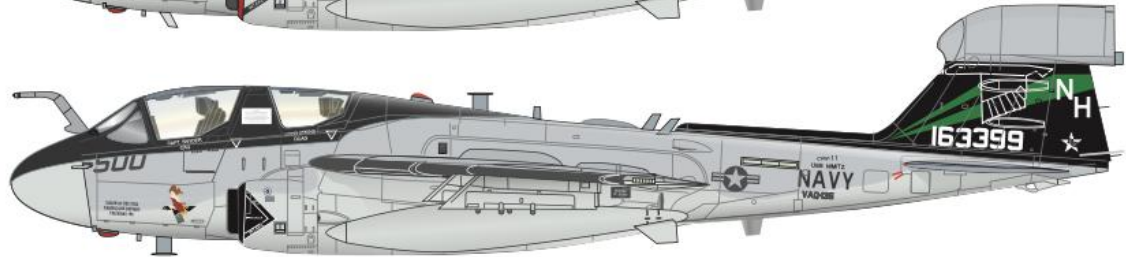
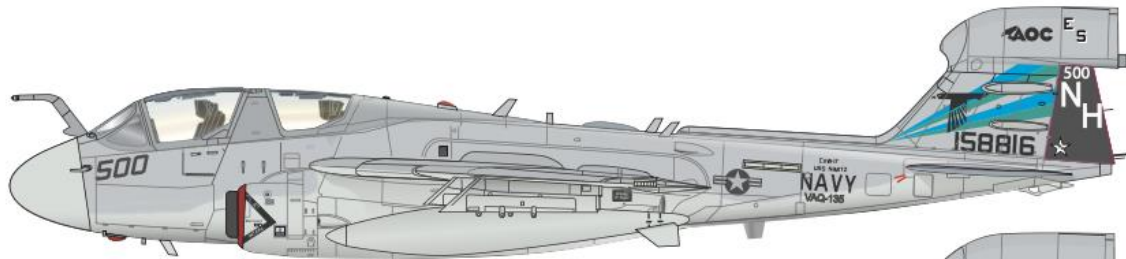
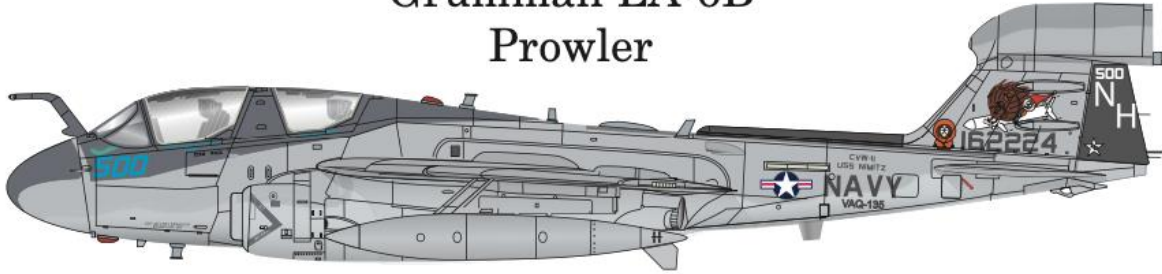
VAQ-134
Garudas
(1971-2015)



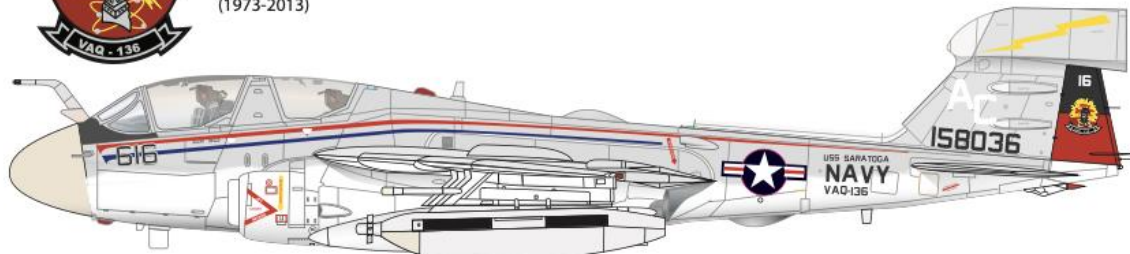
VAQ-135
Black Ravens
(1973-2010)



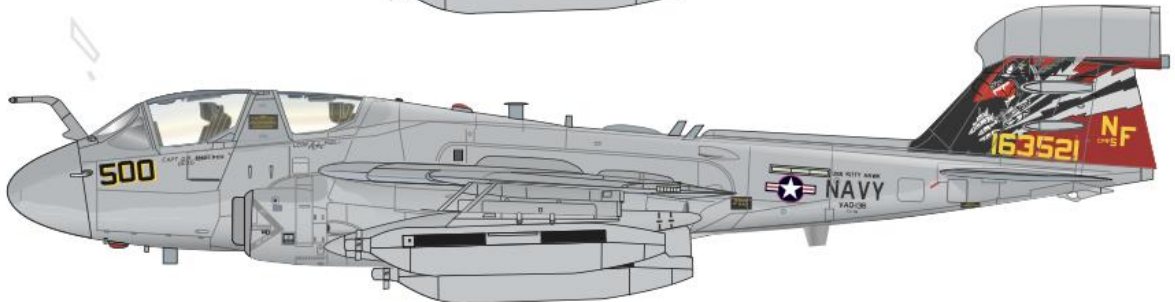
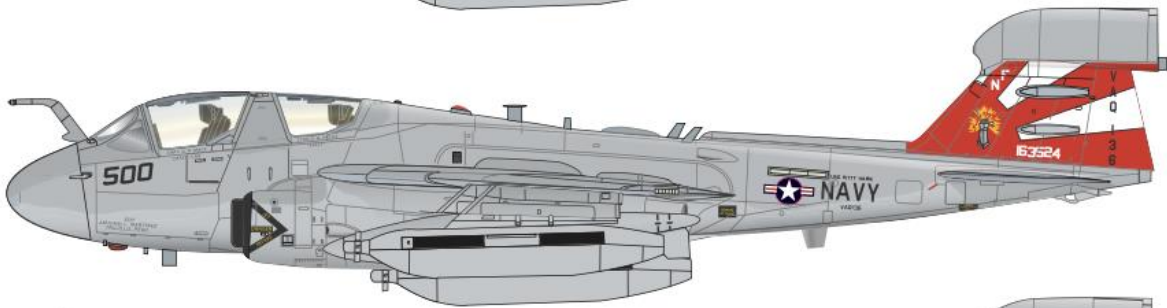
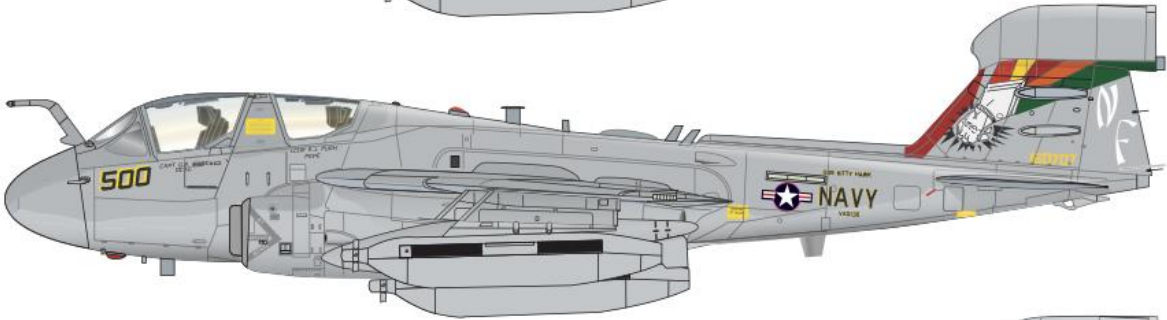
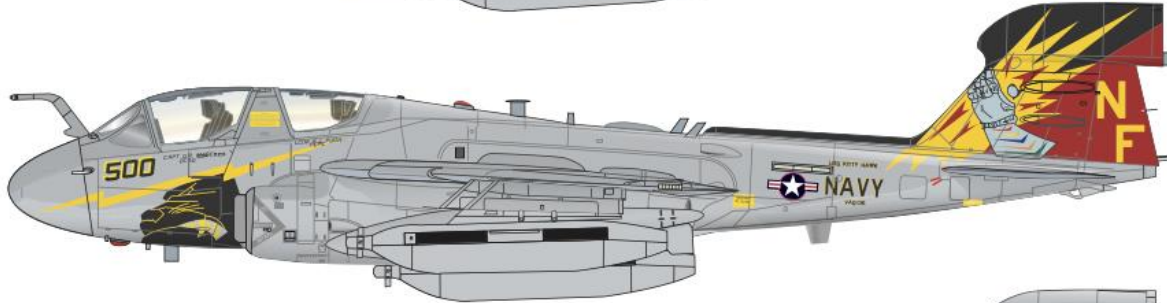
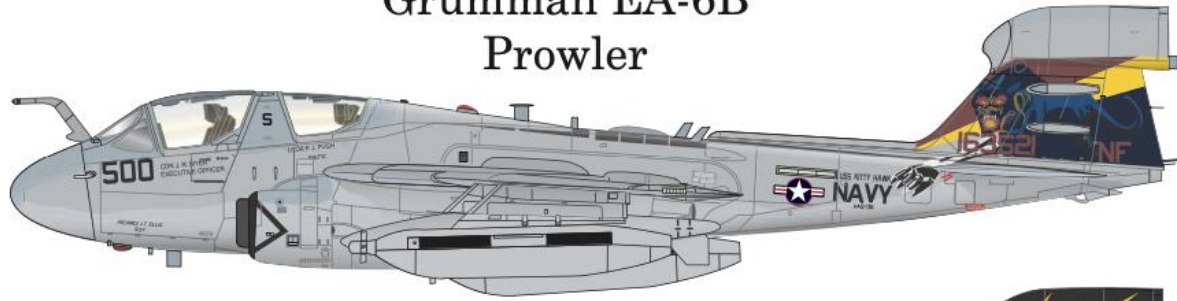
Grumman EA-6B Prowler



VAQ-136
Gauntlets
(1973-2013)



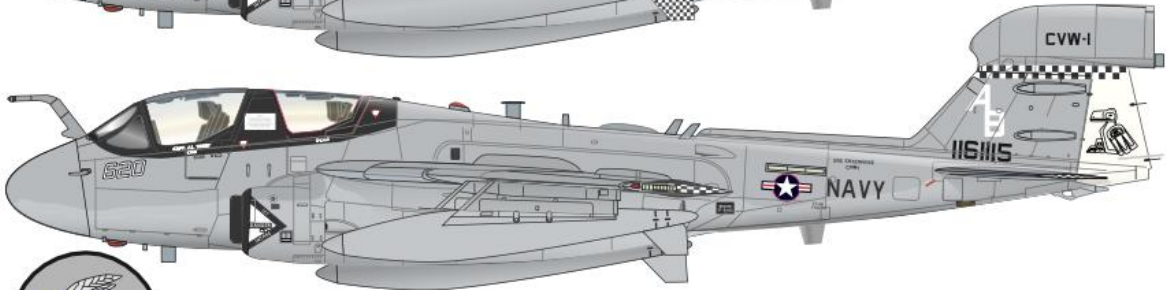
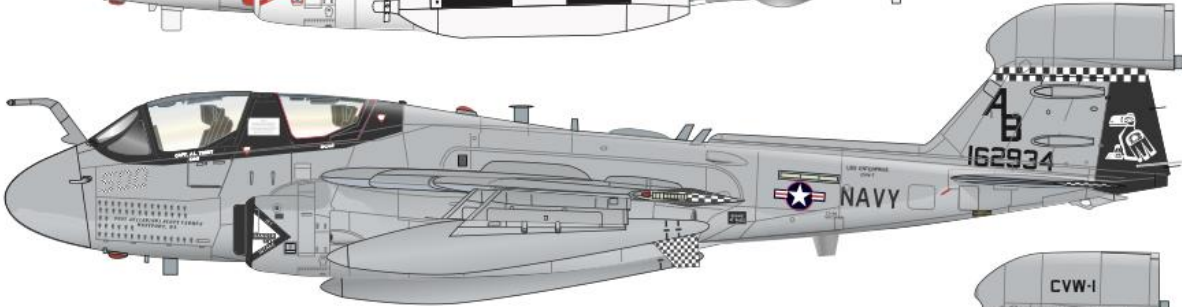
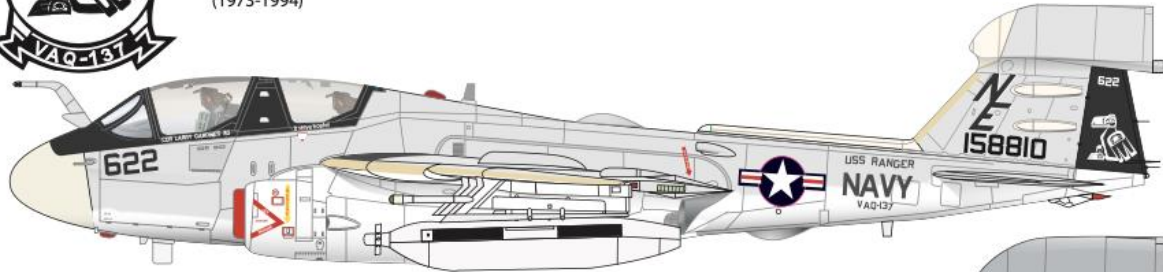
Grumman EA-6B Prowler



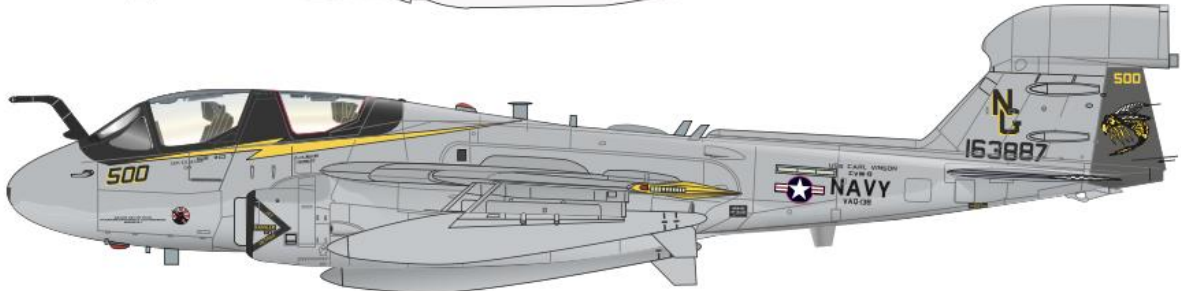
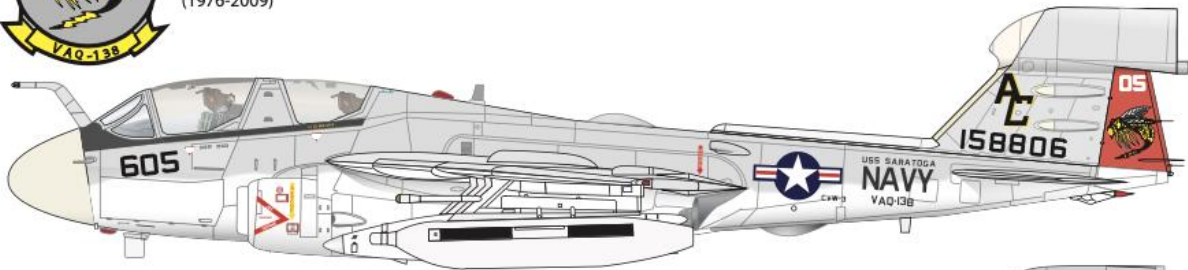
Grumman EA-6B Prowler



(1996-2012)
VAQ-137
Rooks
(1973-1994)



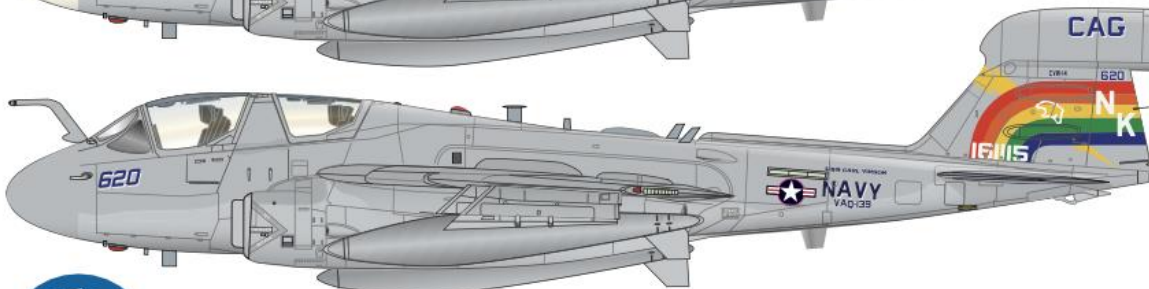
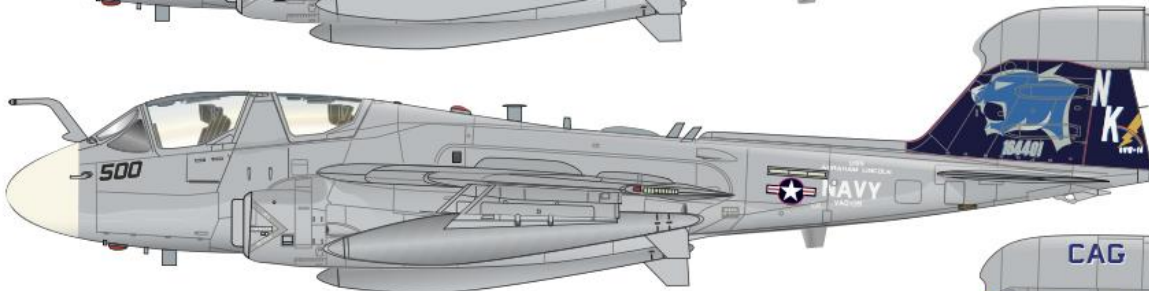
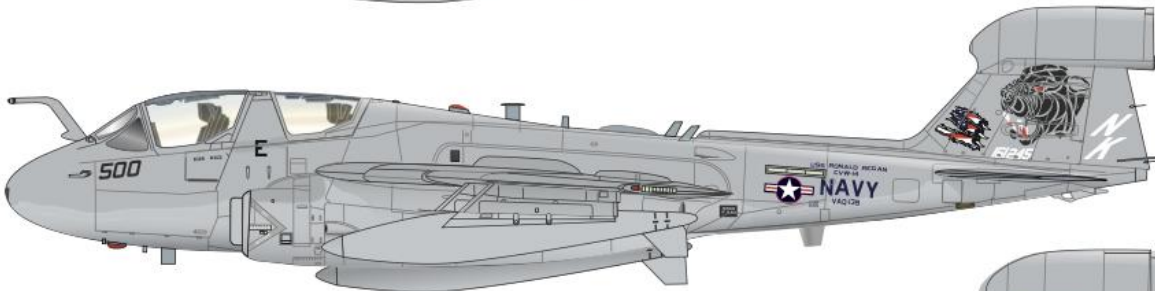
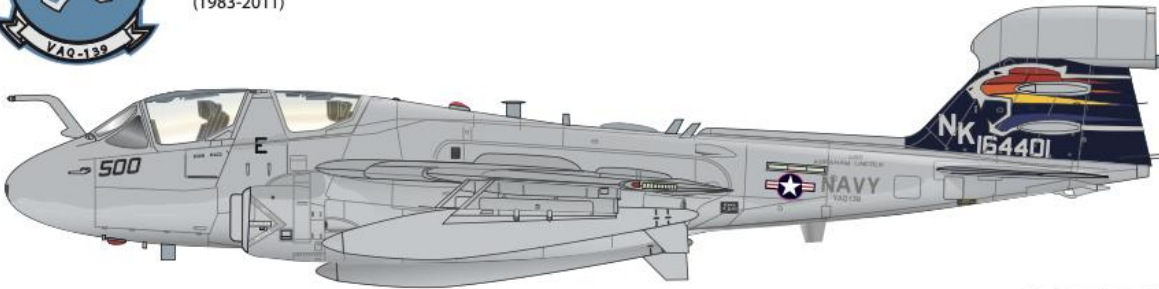
VAQ-138
Yellow Jackets
(1976-2009)



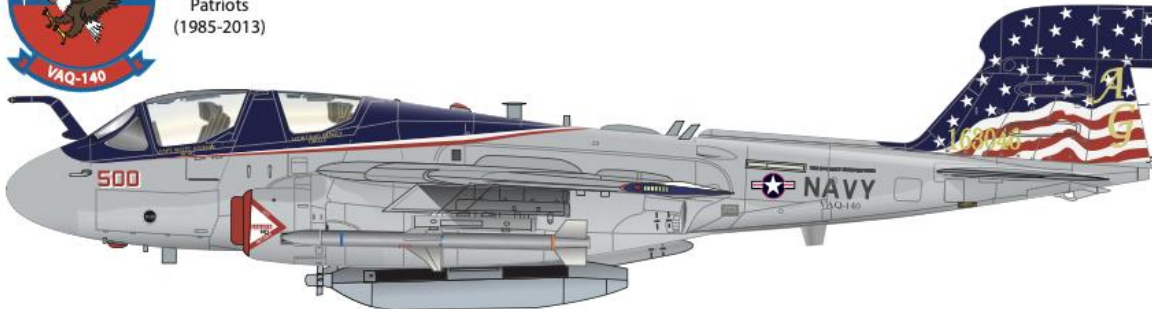
Grumman EA-6B Prowler



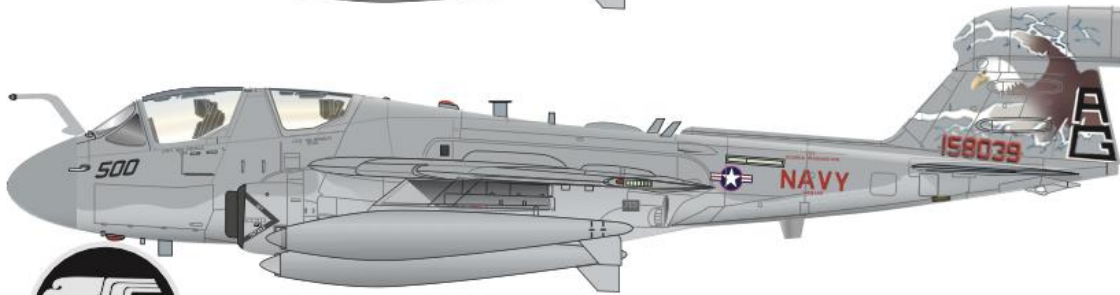
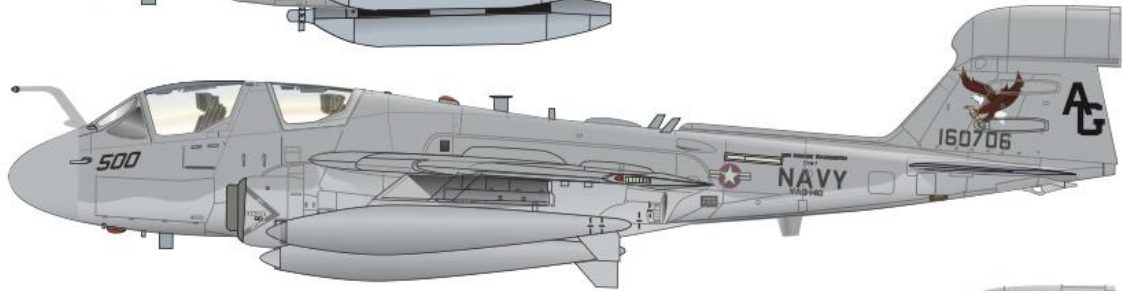
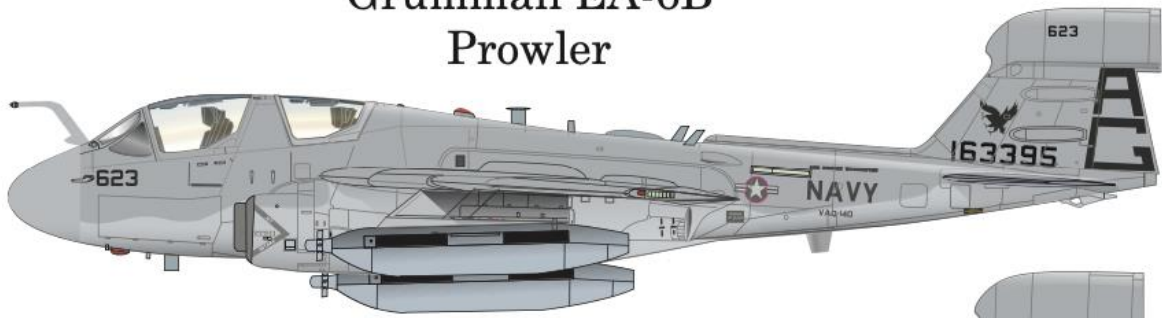
VAQ-139
Cougars
(1983-2011)



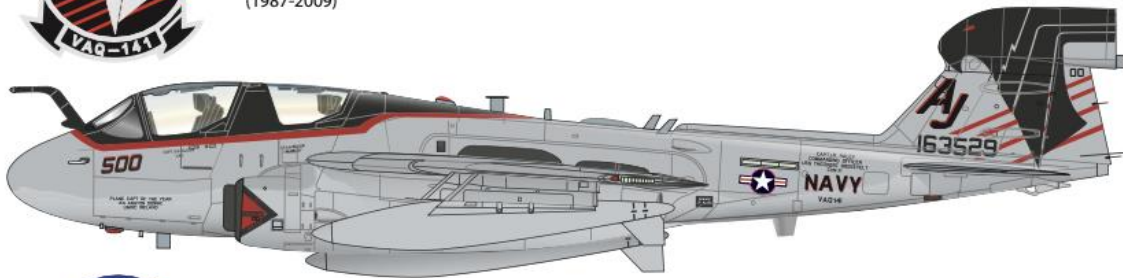
VAQ-140
Patriots
(1985-2013)



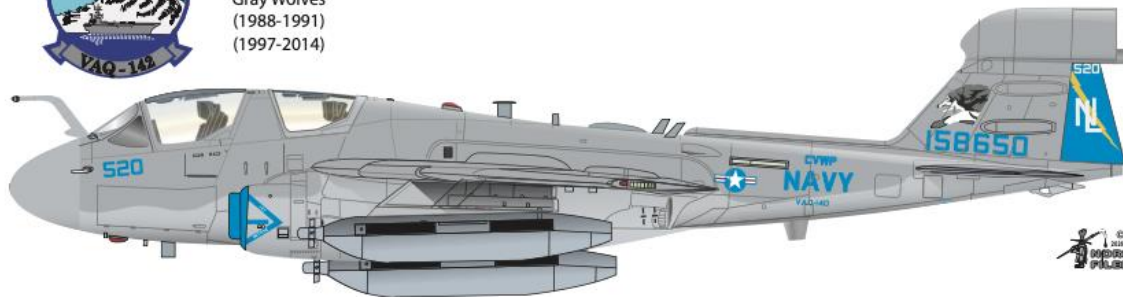
Grumman EA-6B Prowler



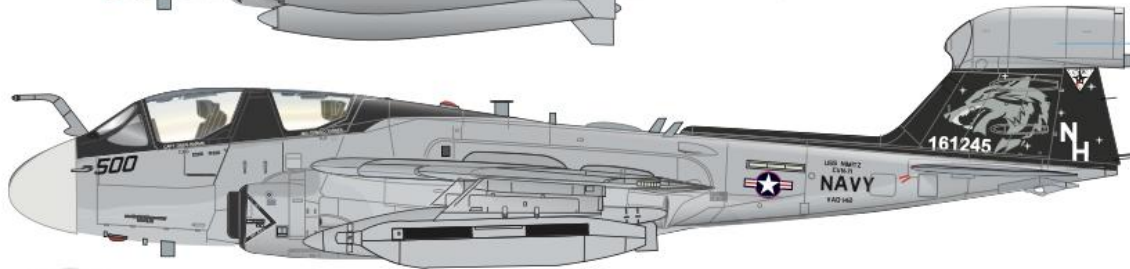
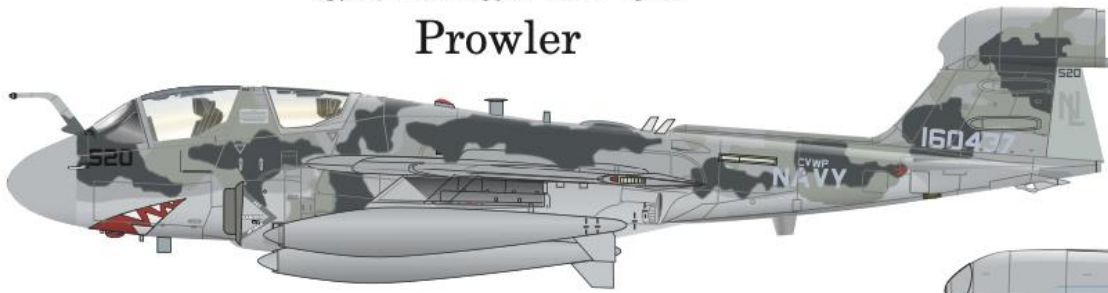
VAQ-141
Shadow Hawks
(1987-2009)



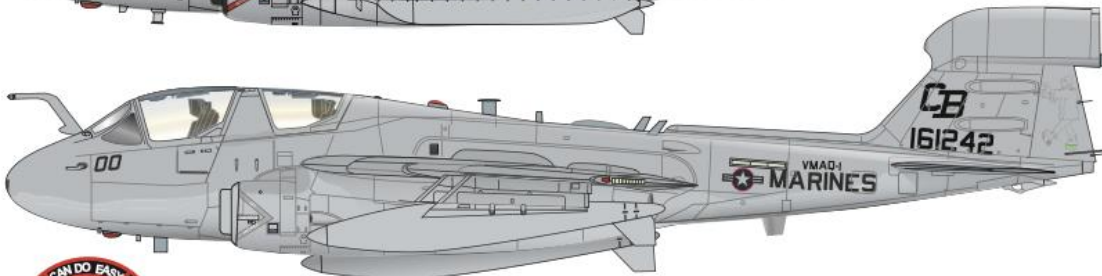
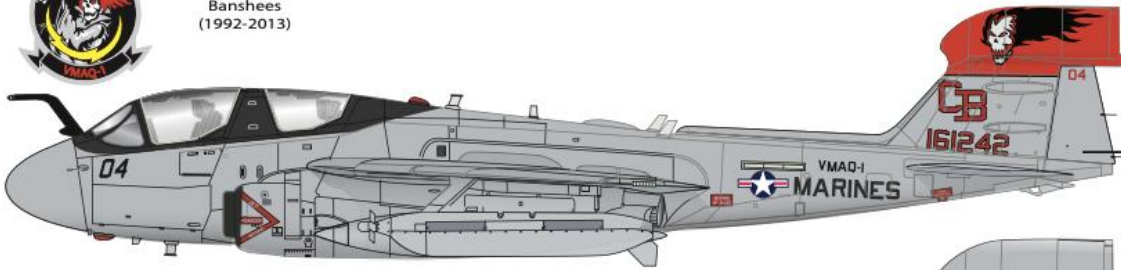
VAQ-142
Gray Wolves
(1988-1991)
(1997-2014)



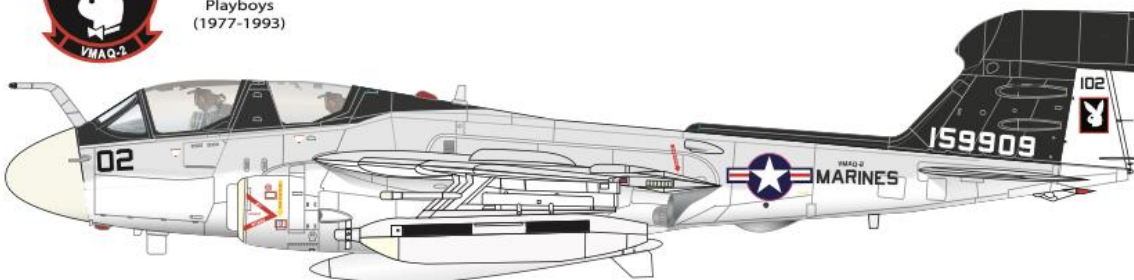
Grumman EA-6B Prowler



VMAQ-1
Banshees
(1992-2013)



VMAQ-2
Playboys
(1977-1993)

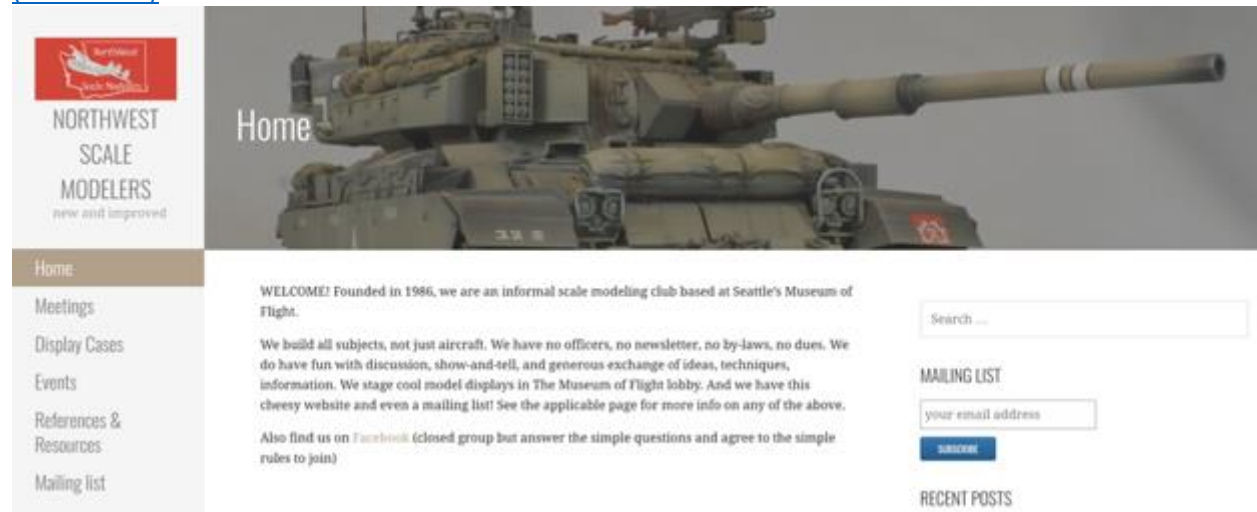


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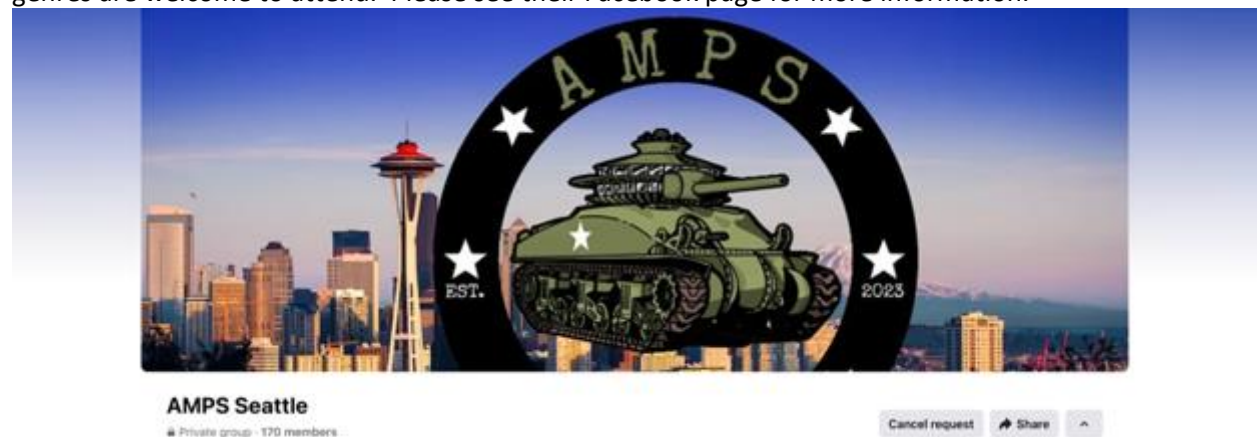
Northwest Scale Modelers (NWSM)

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



Seattle Armor Modeling and Preservation Society (AMPS)

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



Galaxy Exiles Sci-Fi Modelers

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



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.

May 9, 2026

June 13, 2026

July 19, 2026*

August 16, 2026*

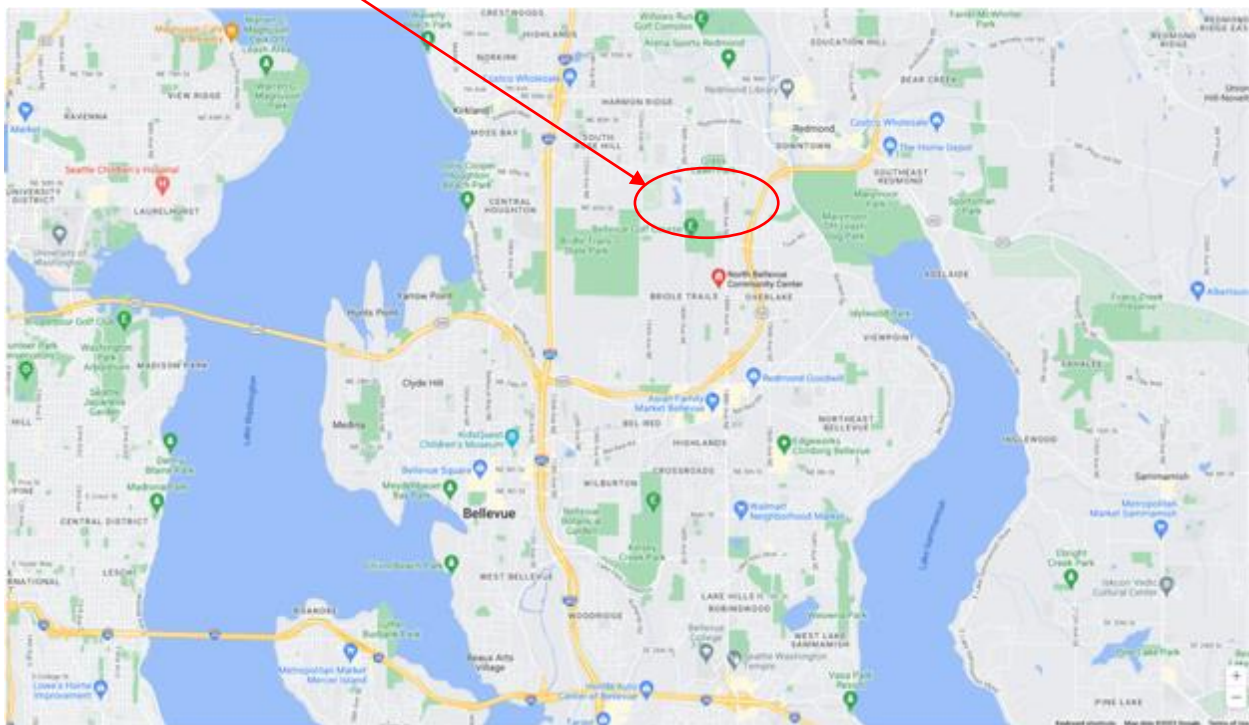
Next Meeting: May 9– 10:30 AM to 1:00 PM

***Note: These are the 3rd SUNDAYS of the month at 12:30 PM to 3:30 PM. As per Mike’s note, starting July 2026 through the end of the year, meetings will switch to the 3rd SUNDAY of each month at the new time of 12:30 PM to 3:30 PM. Same location as below.**

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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