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Tokyo Big Sight, the show offered plenty of new releases, some welcome reissues, and a few surprises. [Tamiya](#) attracted attention with a 1/48 F-14B Tomcat, complete with an aircraft towing tractor.

Car modelers weren't left out either, with a 1/24 Volkswagen Type 2 bus and a Porsche 911 Carrera RS 2.7 among the announcements. The Porsche is part of Tamiya's newer Click Lock series, designed to go together without glue. Whether that appeals to traditional modelers or not, it's good to see manufacturers trying something different.



For those of us who remember building Tamiya kits decades ago, there was some welcome news. The company is bringing back several old favorites, including the Toyota Celica LB Turbo Group 5 and BMW 320i Racing. The distinctive Tyrrell P34 six-wheeler is also making another appearance in both 1/20 and 1/12 scales.

Show Report: 2026 Tokyo Hobby Show

(Editor's Note: As the 2026 Tokyo Hobby Show just finished, we thought we'd give everyone a quick rundown of some of the highlights, some cool stuff being released here soon!)

If you're looking for more kits to add to an already overflowing stash, the 2026 All Japan Model & Hobby Show certainly didn't disappoint! Held October 2–4 at





Hobby Japan had a few interesting subjects of its own. Aircraft enthusiasts can look forward to a die-cast 1/32 Mitsubishi A6M3 Zero Model 22/22a, while armor fans get another version of the Swedish Strv 103D S-Tank prototype in 1/35 scale. The company also showed several 1/12 Honda NSR50 motorcycles.

Hasegawa had a bunch of new and re-releases, including new subjects in their 1/32 snap-fit car series. You can see the full list [here](#).

Of course, no Japanese hobby show would be complete without a healthy dose of Gundam, Macross, and other science fiction subjects. Bandai and Kotobukiya had plenty to keep fans busy, with new additions to their respective lines. While character kits continue to be a huge part of the Japanese market, it was encouraging to see a good selection of traditional scale models as well. Between the new tooling, reissues, and some rather unusual subjects, there was plenty to talk about. More stuff to add to your Christmas lists.

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Editorial Policy

Our newsletter is prepared with the goal of providing information that educates, informs, and helps expand the skills of our membership about our hobby: plastic scale modeling (including resin, vacu-form, and 3-D printed scale models). All content related to the hobby are welcome. For more detail, please see the complete Editorial Policy [here](#).

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1/48 Hobbyboss A-4B



By Tracy White

Most model companies will have their detractors for one reason or another. Some even gain a nick-name, and one that I have heard over the years is "Hobby Boo-Boo." The recently released Hobbyboss A-4B in 1/48 scale is not going to do anything to decrease use of this nickname; however, if one wants a relatively painless "out of the box" build in terms of engineering and fit this kit will certainly fit the bill.

This boxing is basically an Argentinian A-4P kit with US Navy decals. The kit provides A-4P antennas and the instructions incorrectly directs the installation of two of them (VOR antennas as Step 4's parts J12 & J13) on the tail and the Argentinian Bendix RTA-41B antenna (part J20) aft of the cockpit (Step 9) as opposed to a correctly shaped part J19 AN/ARC-27A antenna for US Navy service. Parts L3 & L4 attached to the tailpipe shroud on Step 6 are ALQ-126A ECM mounted on later model Skyhawks and



have recessed position lines that are a bit of additional work to remove. Part B21 on step 11 is some sort of faired sensor that I have only seen on photos of the New Zealand A-4K, but Hobbyboss provide one piece for the left wing whereas the A-4K has the assembly on both. The instrument panel is not correct for either an A-4B or P and looks to be based on the A-4D with a few things missing or otherwise a little larger or smaller than they were on the actual panel. The biggest visual difference between versions of the instrument panel is an extension down between the pilots' legs whereas on the B model the bottom of the panel was completely straight. I would recommend the "Main Instrument Panel" section of "The Drivers Office" page [here](#) to evaluate how much this matters to you. Various panels are incorrect or missing for the B Scooter as well.

Overall quality of the plastic and parts is decent. Panel lines are recessed and crisp. There is little flash. So far test fitting has not revealed any big issues other than the gear doors (when fit closed), but I recognize that this is



essentially my own fault for straying from Hobbyboss' plans for this build. There are a few depressions / sink marks here and there. The most noticeable ones are on the outside of the speed brakes but there is one on each side of the fuselage immediately inboard of the forward air intake, on top of the spoilers, and there are a couple of subtle ones on the exhaust shroud. Some of the attachment points

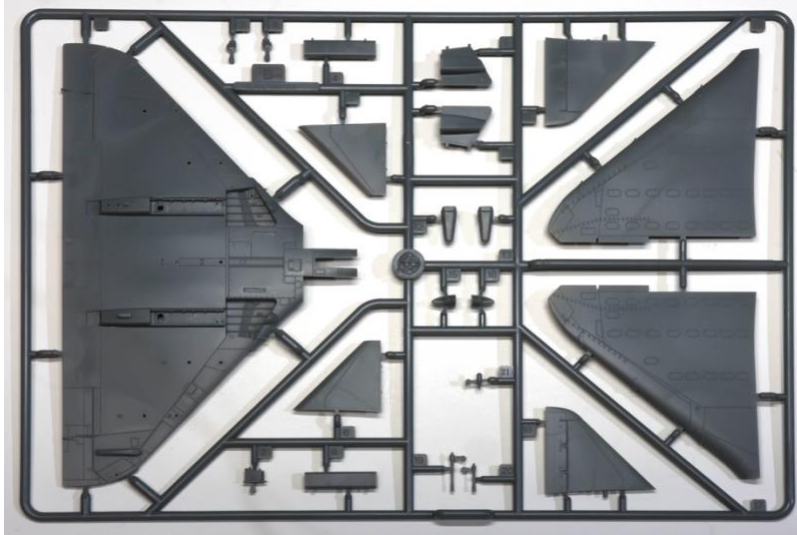
could have been better; there is one on the canopy sill in a curve that will be more work to leave clean than if they had moved it a few millimeters to a straight area. Aft, there is one on the rudder tab and another nearby on the tail below the rudder near a position light. I'm no plastic mold expert but I don't see why they couldn't have been moved a few millimeters to areas that are a little easier to clean up.

Then there is the wing. I bought this kit specifically for the wing, because I saw on the box side art that it was kitted with the leading-edge slats up and flush with the wing. This is the natural state of the Skyhawk in

flight, but not on the ground when gravity and the lack of airflow pull them down. This is great if you want to build one of Heinemann's hot rods in flight (which I am planning on) but not great for the other 99% of builders who generally build their kits as they are at rest. This is the fifth release of a Skyhawk in 1/48 scale from Hobbyboss and all of the releases have



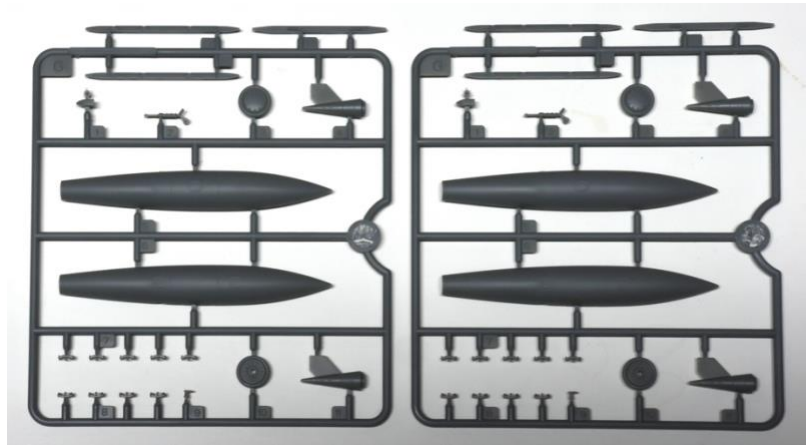
had this issue. Potentially minor to most, the hinges on the ailerons are also represented wrong, not extending out into the flight control surface as they should. There are trim tabs on



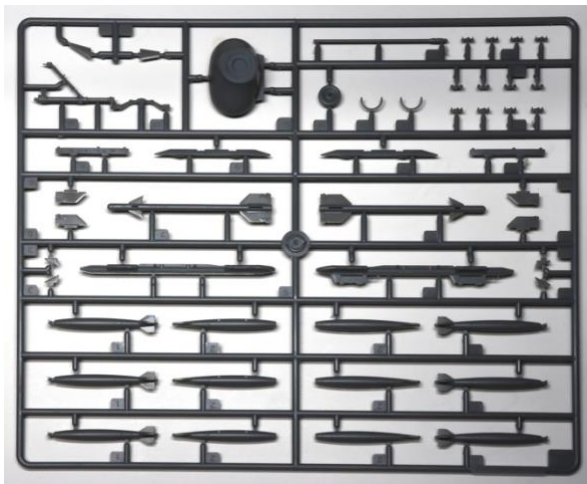
both ailerons when there should only be one on the left aileron. Lastly, while an easy fix, it should also be noted that the kit comes with an A-4E (and later) wing, which has two more weapons pylons than the A-4B did and some differences in panel lines.

Two drop tanks, bombs on a MER, and two sidewinders are provided with the intention of having the bombs on the centerline and tanks on the outboard pylons (and

sidewinders on the very outboard pylons that were not actually part of the A-4Bs airframe). The tanks and ordnance is all better than what we have seen in the past but do not compete with current aftermarket quality. The Drop tanks are close to the Aero 1-D 300 gallon 'Charlie' tanks used regularly by the A-4 but are a little off dimensionally. Sway braces are provided that can be used with other munitions if one chooses to use aftermarket 750 or 1,000 lbs. bombs, Shrikes, etc. The six "slick" Mk.82 500 Lbs. bombs



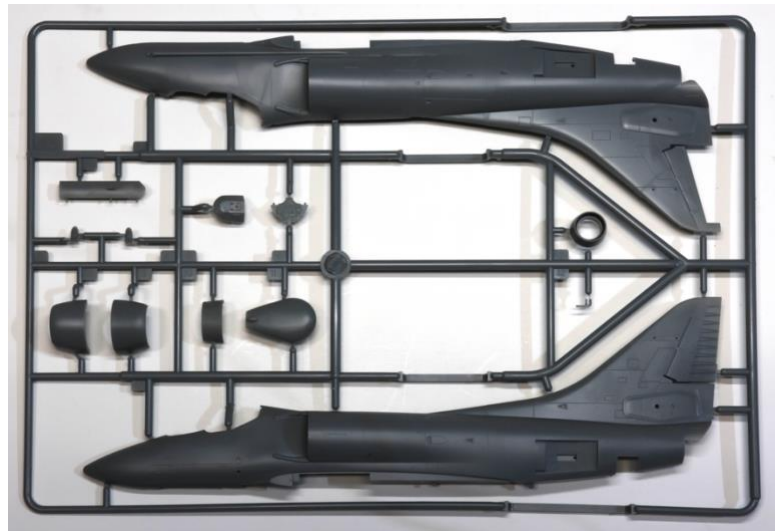
come in two halves with the fuse and three of the fins on one half and the remaining fin on the other. There is a small mold seam line on the fuse but it is small enough that it can probably be ignored unless you're aiming for placing in a well-attended contest. The MER (Multiple Ejector



Rack) is a touch basic but does include the sway braces as separate parts. The two AIM-9Bs likewise are credible, with options for more detail available if one so desires. Despite only having three weapons/drop tank pylons, there are photos of A-4Bs with sidewinders, so this is also a valid inclusion. If one wants to do a single tank and two sidewinders it should be noted that the 300-gallon tank with the shorter "bobtail" (finless) configuration was desired (due to ease of access to the maintenance door immediately aft of the wings) but not always used.

Markings are provided for two aircraft. One option is Aircraft I of VA-93 during the squadron's time as part of Antisubmarine Carrier Air Group 58 on CVS-15 Bennington. 1963 and 1964 saw two Vietnam deployments with "Detachment Q" of A-4s provided to the Antisubmarine carrier to provide limited fighter protection. As such they were generally armed with sidewinders and a centerline drop tank. #512 of Carrier Air Wing 10's VA-95 "Green Lizards" while operating off of Intrepid during her 1966 Vietnam War cruise is the second option. This aircraft is on display at the Intrepid Museum currently although the kits decals are thankfully more in line with the aircraft in actual service at the end of the combat cruise than how it is painted today. The Green Lizards logo that was painted on the fuselage was often duplicated on the drop tanks but the decal sheet only has enough for the plane itself. Decals are provided for the cockpit instrument and side panels, and masks are provided for the wheels and windscreen, although the main canopy only has narrow bands for the edge of the frame that do not completely cover the entire clear section. While there are decals provided for markings on the Sidewinders and MER, none are provided for the yellow rings around the nose of the bombs.

For those aiming for the A-4P kit (due soon) - be aware that they were not wired for the AIM-9 sidewinders included in the kit. The A-4P was a modified B and while it did have five pylons, the outer two were engineered differently than the A-4E/F/M models and removed one of the vortex generators on the top of each wing so that a structural doubler could be attached on the outside of the skin.



References:

Douglas A-4A/B Skyhawk in Navy Service - Steve Ginter

<https://skyhawk.org/article-unit/va93>

<https://skyhawk.org/article-unit/va95>

<https://tailspintopics.blogspot.com/>

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**Dragon 6245 '39-'45 Series SD.KFZ. 173
JAGDPANTHER EARLY VERSION**



By Bob LaBouy

Product Links

[Here](#)

Background and Historical Notes

This was a revolutionary tank design. While earlier designs were somewhat similar, the Jagdpanther was different in three major respects: (1) it used major parts from the proven Panther tank (almost every part from the basic hull, the engine, tracks), (2) without the need for a movable turret it greatly reduced the crew stress and workload, and (3) it incorporated the newer and more powerful 8.8 cm Pak 43/3 L/71 main gun. *(Editor's Note: Technically classified as a Tank Destroyer, or Jagdpanzer a self-propelled anti-tank gun. Subjectively one of the most graceful German armor vehicle designs of WWII.)*

While there may be many internet reference sources available, I can recommend four primary sources:

- (1) [Wikipedia](#)
- (2) [Tank Encyclopedia](#)
- (3) [The Tank Museum](#)
- (4) [Scalemates](#)

I also want to thank my benefactor for his gifting of this Dragon/DML kit, Martin Paietta.

This kit has a lengthy boxing history beginning from Dragon with at least ten re-boxing of the same basic kits (as well as increasing pricings).

Construction notes:

The kit instructions were well thought out in general and easy to follow. It includes sixteen steps and 15 pages of a comprehensive and detailed guide to completing this older 1995 kit. These steps call out the individual placement of parts. These instructions are also included on the [Scalemates](#) page and may be helpful in just deciding how the kit goes together.



I did however run into several questionable areas:

- (1) The first hurdle was that of matching the box art to the Jagdpanther, which clearly shows an application of Zimmerit. This is where the trolley came off the track, at least for me. Allow me to explain.

I needed to settle on a 'Zimmerit' like material (remembering from the several real Zimmerit examples I have seen in Germany and Belgium which is a plaster of Paris like anti-magnetic material (which was never used by either Allied or Russian forces).

I tried to use (a) Mig's Armor Zimmerit Paste (AMM2037), (b) Tamiya Putty Basic Type (87053), (c) Tamiya Epoxy Putty (87052), (d) Tamiya Putty White (87095), (e) Deluxe Perfect Plastic Putty (8044), (f) Elmer's Wood Filler (EL-E855). Both the Mig, Deluxe and Elmer's are each water soluble, while all the Tamiya products require lacquer or other solvent thinners to clean tools after each use. I'm sticking with the water-soluble products and to my surprise the Elmers wound up being the best all-around Zimmerit like material. *(Editor's Note: Ahh, Zimmerit. The bane of many a German armor modeler's existence. I remember using Squadron Green Putty and a little metal tool stamping over and over again.... Now many of the more "modern" kits come with Zimmerit molded on or Zimmerit sheets that can be applied as decals. Highly recommended for sanity reasons.)*

And then, which tools should I use to create the actual Zimmerit patterns? This is where I really invested in a few different pattern tools made of both plastic and metal. Without boring you with the plethora of tools tested (and the expense....) my favorites are the metal tools which I found on line from Galaxy Models (eBay has several similar tools available as well). I believe each of the three sets I purchased are made of brass and around 4.5mm long. In my 'research' I found the plastic headed Zimmerit stamps or rollers to be almost useless and cleaning them with either water or solvents was difficult at best.

- (2) The track sections are barely usable and just fitting each section is a herculean task. One of my images shows just the type of slopy engineer and injection molding—it's terrible!! I made the decision to use these tracks, which tested my sanity to finish the model at all.

I also chose the indicated painting scheme from the instruction sheet's last page in Dunkel Gelb with the only Zimmerit on the forward hull surfaces. What I chose to paint my model is somewhat like the kit's box art illustration. I also used the Rot Braun color for the track which replicates the color of the real tracks as they left the factory.

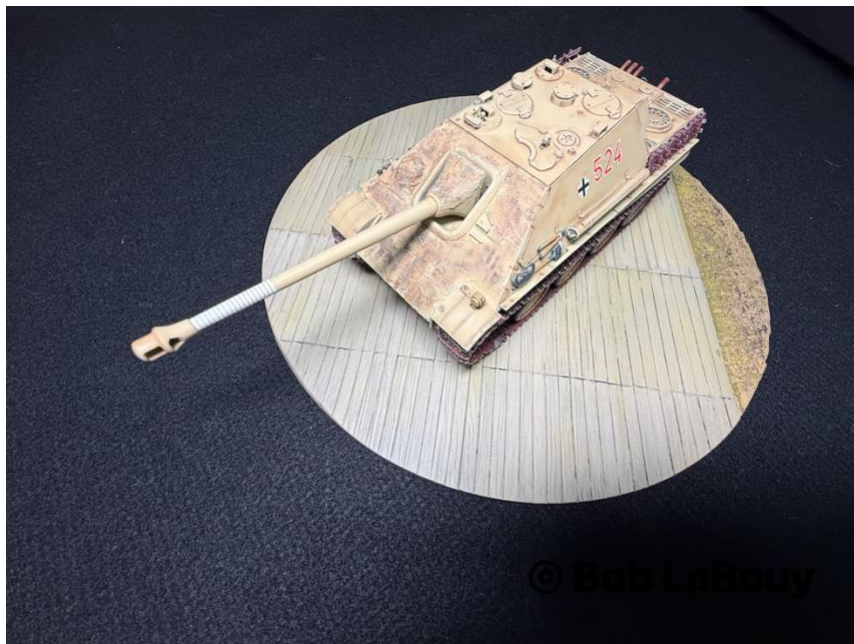
Paints Used:

The Dragon suggested colors included Dunkel Gelb overall for this Jagdpanther.

The color paints I used included:

Real Color	RC 060	Dunkel Gelb	RAL 7028
Vallejo	73.605	Rothbaum	RAL 8012
AK Track Wash	AK 083		

I used Vallejo Plastic Putty # 70.401 to fill the voids left around the tank edges and crevices. And Mr. Surfacer 1500 Black for overall surface preparation. Followed by an overcoat sprayed coat of Alclad II Lacquer's Aqua Gloss Clear (#ALC 600) for the few decals.



Once the colors are applied, shaded, and highlighted, I follow up with pin wash lines to accent the armor surface using 502 Abteilung Brown

Wash #ABT080. I completed my dry brushings, using my favorite, Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426.

And I sprayed my overall final flat finish using Testors Dullcoat Lacquer (#1160), thinned with Mr. Color Leveling Thinner #T106.

Summary Recommendation

This is a good basic kit. The instructions are easy to follow and build. I enjoyed learning about tank, the painting and its history. This vehicle is also available from Tamiya, Takom, Rye Field Models, Italeri and Das Werk; though as you might expect, the prices often more than the Dragon kit.



© Bob LaBouy



© Bob LaBouy

I recommend this kit, though with reservations about the Zimmerit hurdle and track assembly which might well force you to choose another kit manufacturer.

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G-Mark 1/20 scale Bell Model 47G helicopter



By J. Bankston

Kit No. GP-1003

The G-Mark 1/20 scale Bell 47G-2 helicopter is a remarkable multimedia model kit originally released in Japan in 1975. Featuring a factory-assembled and painted brass framework, an investment-cast brass engine and rotor mast, a plastic cockpit and windscreen, and formed metal details, the kit was designed

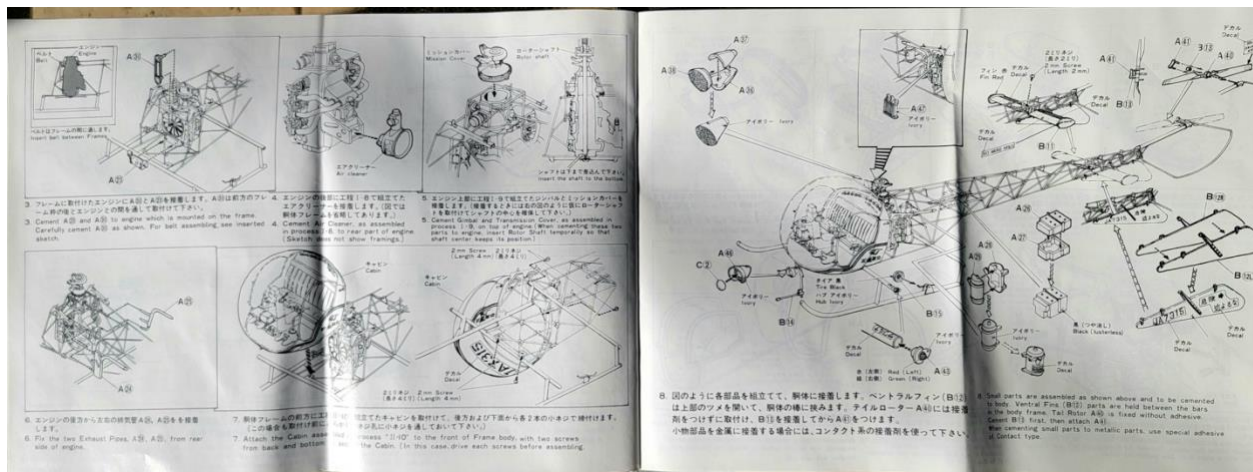
to produce an exceptionally realistic replica of the famous Bell helicopter. Long out of production, it remains a rare and highly sought-after collector's item.

The kit was produced under the G-Mark brand, associated with [Gakken](#), one of Japan's major educational and publishing companies. Gakken had been involved in plastic model manufacturing since the 1960s, while the G-Mark name was used for specialized, high-end multimedia kits incorporating brass, metal, and other premium materials.

What made this kit particularly unusual was its construction. Unlike conventional injection-molded plastic kits of the period, the Bell 47G-2 featured an intricate skeletal tail boom painstakingly hand-soldered from brass tubing at the factory. The engine, rotor mast, and other components were also reproduced in metal, giving the finished model an impressive level of detail and authenticity.



This labor-intensive manufacturing process contributed to both the kit's high price and limited production. Retailing for approximately \$50 when introduced in 1975—a considerable sum for a model kit at the time—it was aimed at serious modelers and collectors. Production appears to have been



limited to relatively small batches during the 1970s, with the kit disappearing from the market by the

early 1980s. Today, surviving examples are exceptionally difficult to find, particularly in complete, unbuilt condition.

The Bell 47G-2 Helicopter

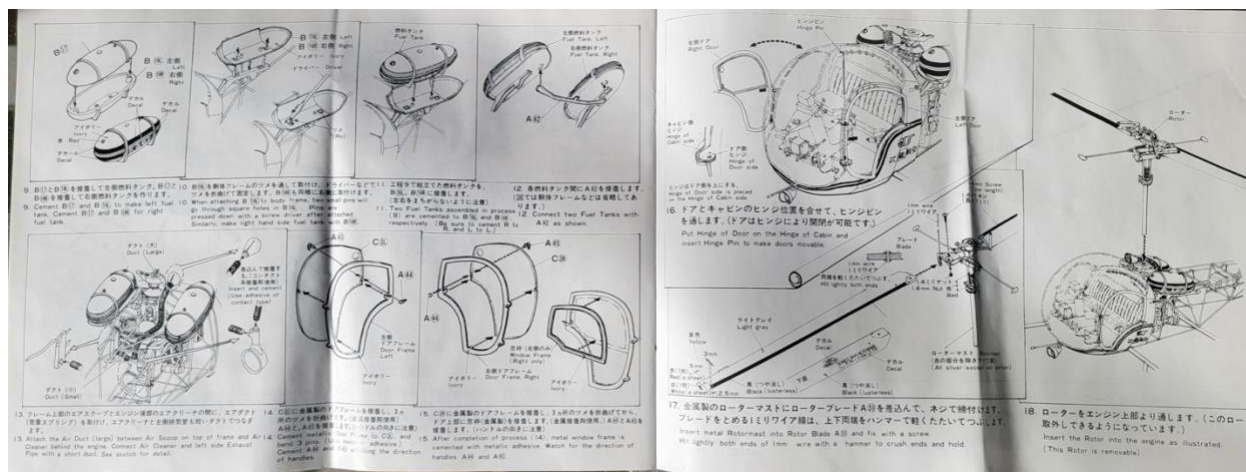
The Bell 47G-2 was an improved version of the successful Bell 47G helicopter, developed by the Bell Aircraft Corporation. Receiving its type certificate on January 20, 1955, the G-2 incorporated a more powerful Lycoming VO-435-A1 engine, improving performance over earlier versions.

The Bell 47G-2 was a three-seat helicopter featuring a conventional configuration, with the pilot seated on the left and two passengers seated side by side. Its distinctive design included a two-bladed main rotor with a stabilizer bar, a two-bladed tail rotor, and an exposed tubular tail boom.

The fuselage consisted of three principal sections: the cabin, central framework, and tail boom. Perhaps its most recognizable feature was the large Plexiglas bubble canopy, which provided exceptional visibility in nearly every direction. The cabin was accessible through removable doors on either side.

Produced by Bell from 1955 to 1962, the 47G-2 became one of the more numerous variants of the Bell 47 series. Its distinctive appearance, exposed mechanical components, and extensive use in civilian and utility operations made it a particularly appealing subject for scale model manufacturers.

With its combination of precision metalwork, factory-assembled brass components, and unusually large 1/20 scale, the G-Mark Bell 47G-2 stands as an impressive example of Japanese multimedia model kit engineering from the 1970s—and a fascinating reminder of an era when manufacturers occasionally pushed the boundaries of what a model kit could be.



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LTV A-7 Corsair II Profiles Part 1 (Redux)
(Or as Count Basie said, [“Let’s try it one more once!”](#))



Norm Filer

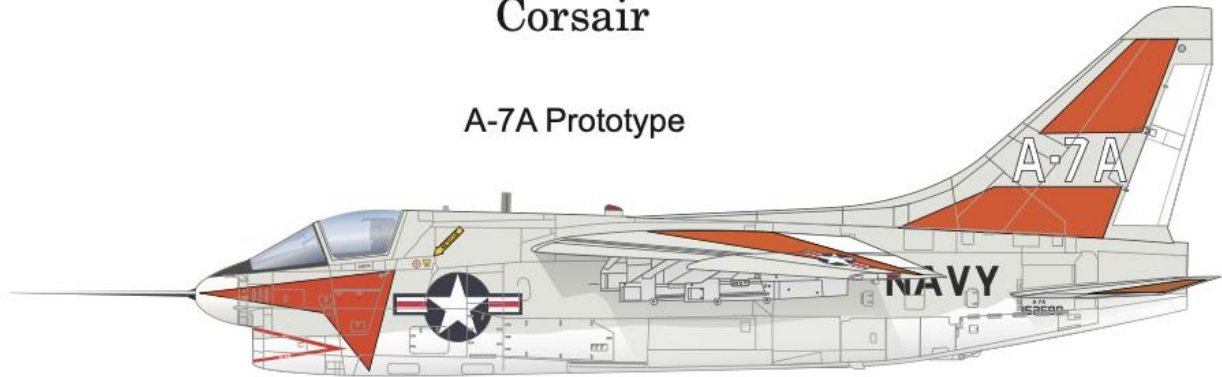
The **LTV A-7 Corsair II** was developed in the early 1960s as a carrier-based light attack aircraft for the U.S. Navy. Derived from the successful F-8 Crusader, the A-7 was designed to provide greater range and weapons-carrying capability than the Douglas A-4 Skyhawk while remaining relatively economical to operate. First flown in 1965, the Corsair II entered Navy service in 1967 and quickly saw combat in Vietnam. Its sophisticated navigation and weapons-delivery systems gave it excellent accuracy in the ground-attack role, and later versions incorporated more powerful engines and improved avionics.

The A-7 was subsequently adopted by the U.S. Air Force as the **A-7D**, while the Navy's definitive version became the **A-7E**. Corsair IIs served extensively during the Vietnam War and later participated in operations in Grenada, Lebanon, Libya, Panama, and the 1991 Gulf War. The Navy retired its last A-7s in 1991, while Air National Guard units continued flying the type until 1993. More than 1,500 Corsair IIs were built, and the aircraft also served with Greece, Portugal, and Thailand, giving the rugged attack aircraft a career spanning more than four decades.

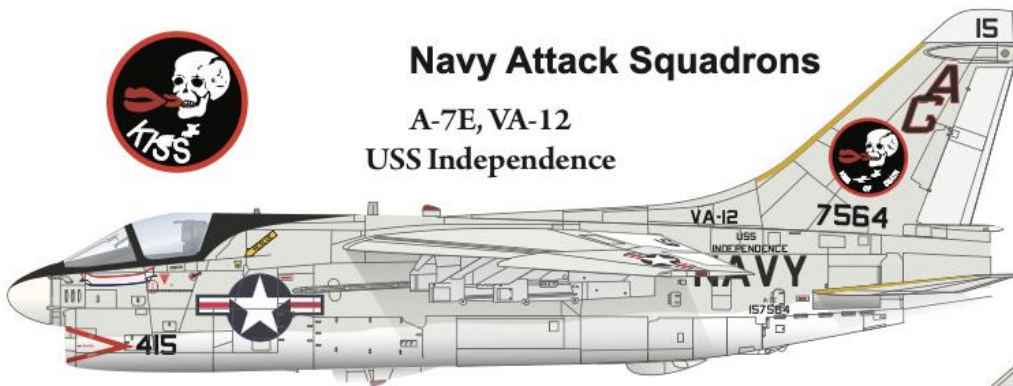
(Editor’s Note: Through a combination of Adobe and Microsoft technical support, tears, toil, and sweat Norm’s technical issues have been solved. So, we’re going to give this another shot and start from the beginning.)

Vought A-7 Corsair

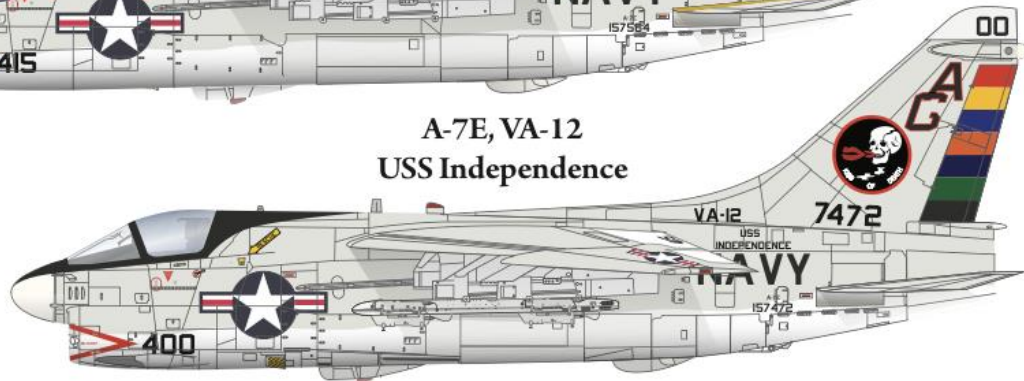
A-7A Prototype



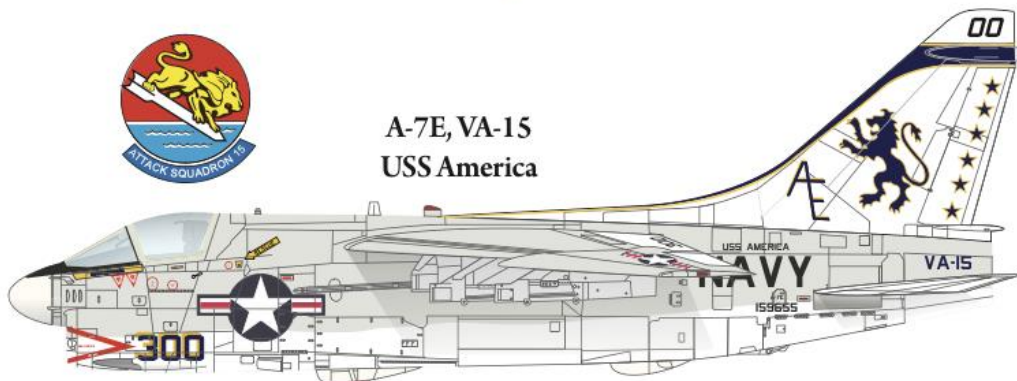
Navy Attack Squadrons
A-7E, VA-12
USS Independence



A-7E, VA-12
USS Independence



A-7E, VA-15
USS America

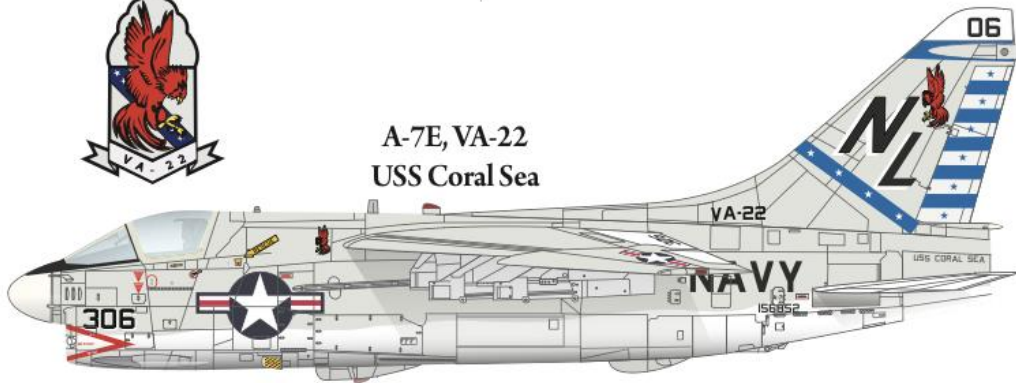


Vought A-7 Corsair

A-7B VA-15
USS Roosevelt



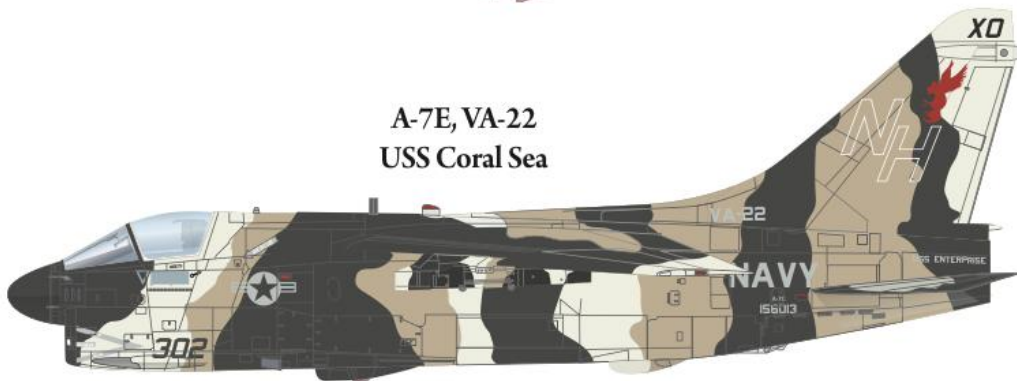
A-7E, VA-22
USS Coral Sea



A-7E, VA-22
USS Coral Sea



A-7E, VA-22
USS Coral Sea

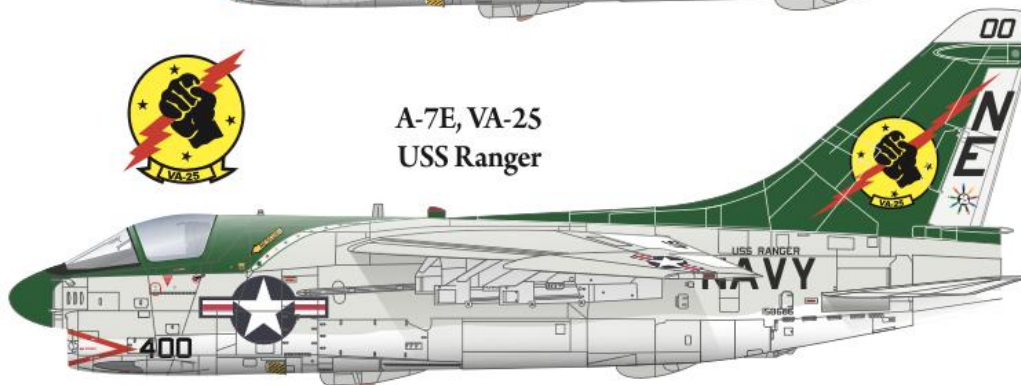


Vought A-7 Corsair

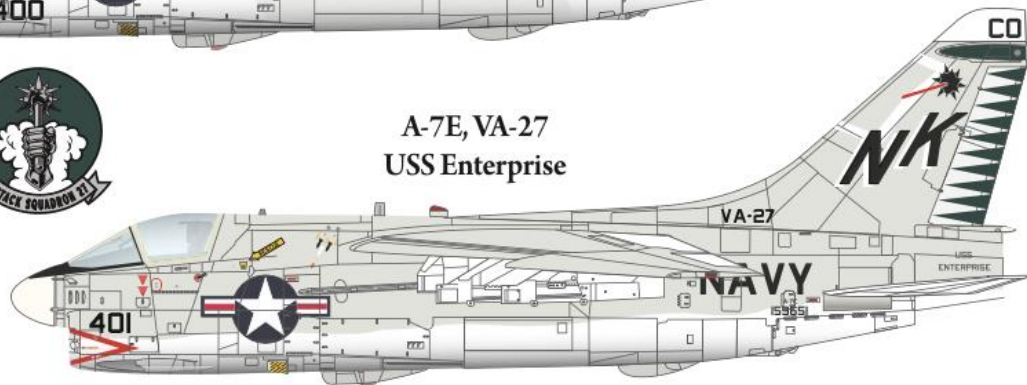
A-7E, VA-22
USS Coral Sea



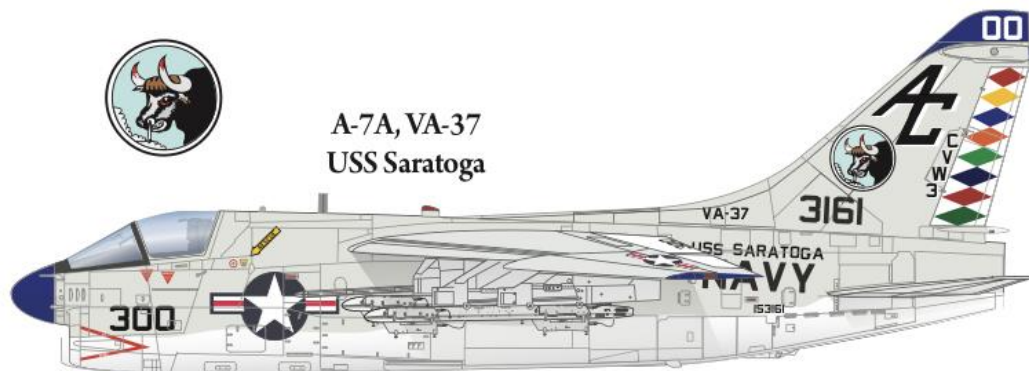
A-7E, VA-25
USS Ranger



A-7E, VA-27
USS Enterprise



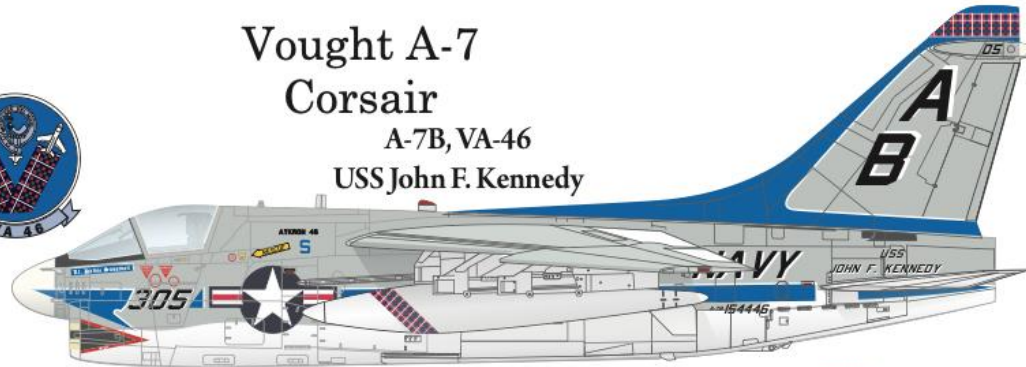
A-7A, VA-37
USS Saratoga



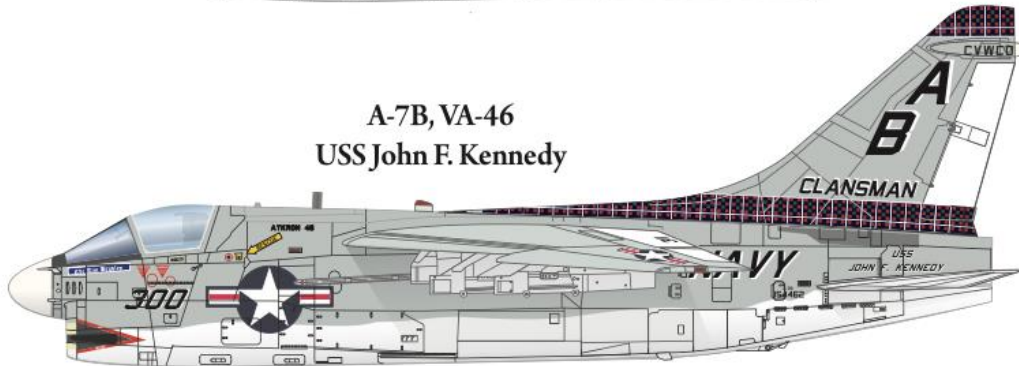
Vought A-7 Corsair

A-7B, VA-46

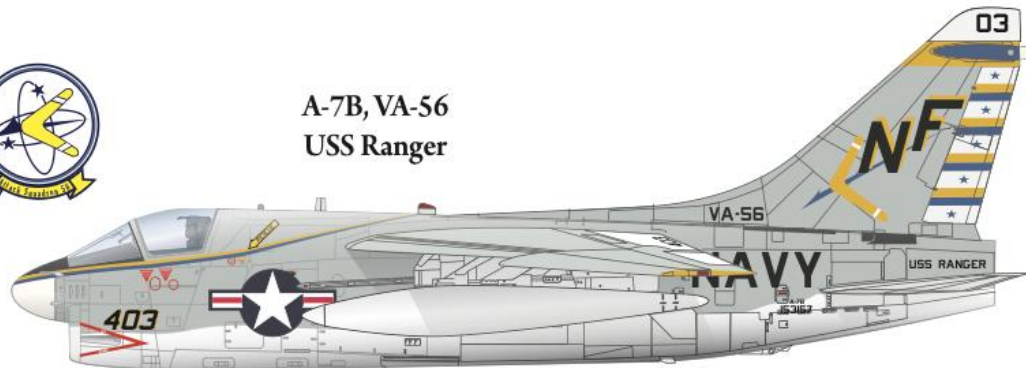
USS John F. Kennedy



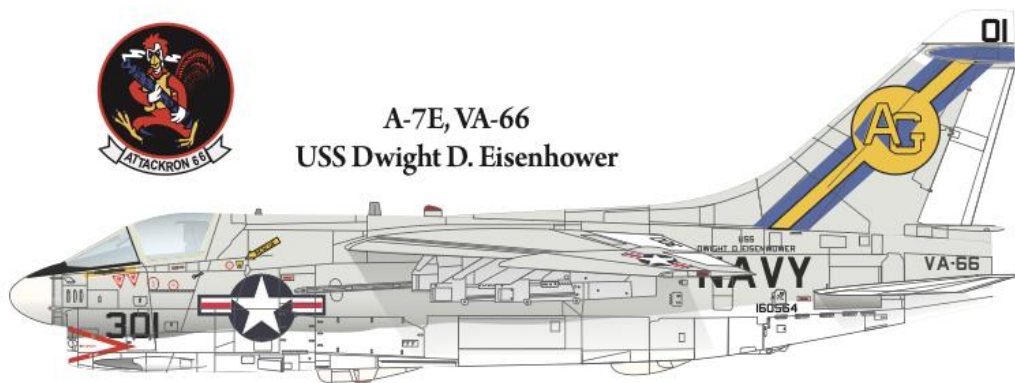
A-7B, VA-46
USS John F. Kennedy



A-7B, VA-56
USS Ranger

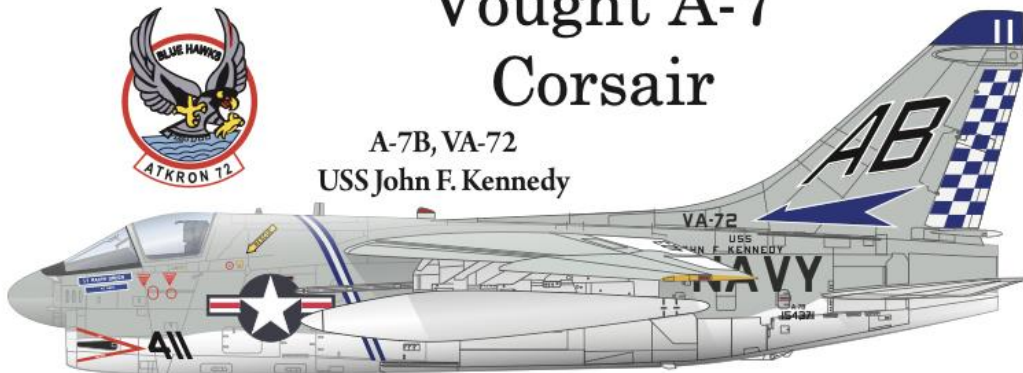


A-7E, VA-66
USS Dwight D. Eisenhower

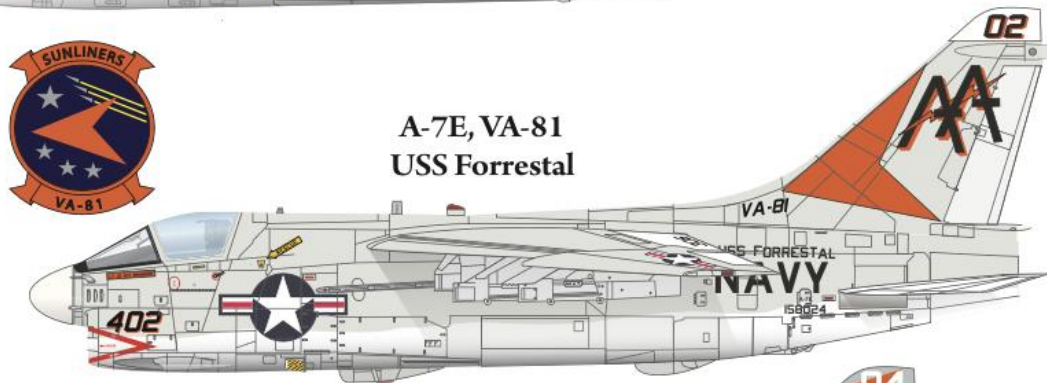


Vought A-7 Corsair

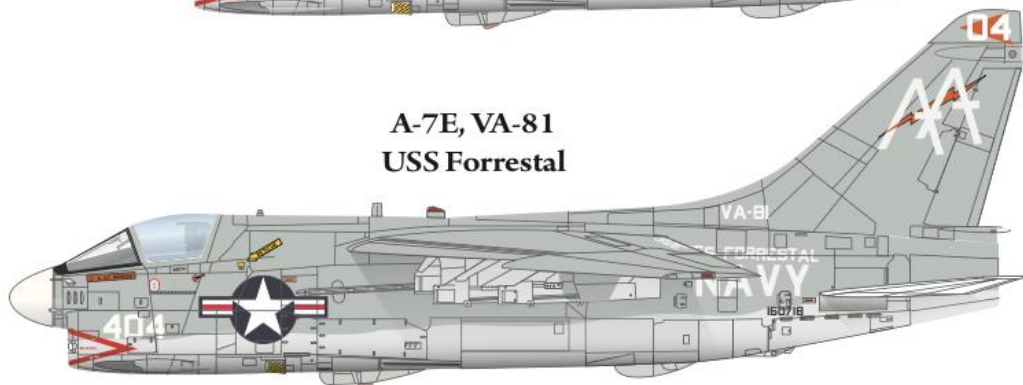
A-7B, VA-72
USS John F. Kennedy



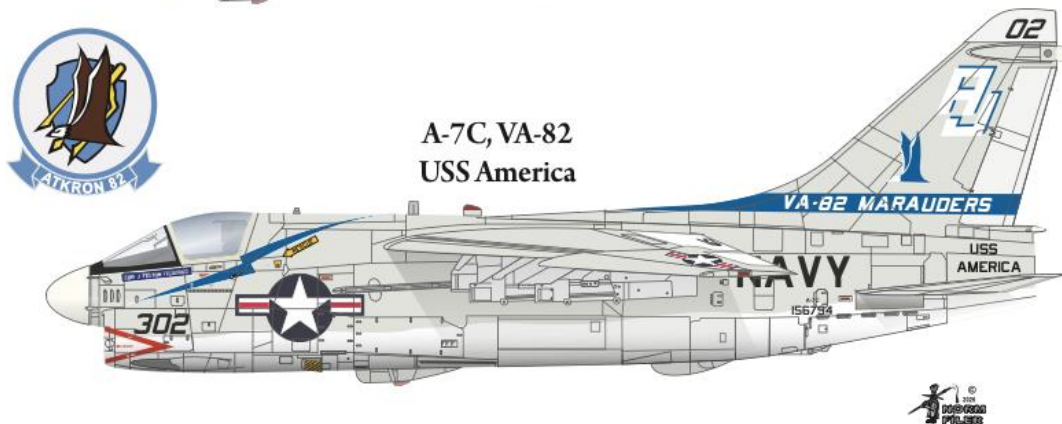
A-7E, VA-81
USS Forrestal



A-7E, VA-81
USS Forrestal



A-7C, VA-82
USS America

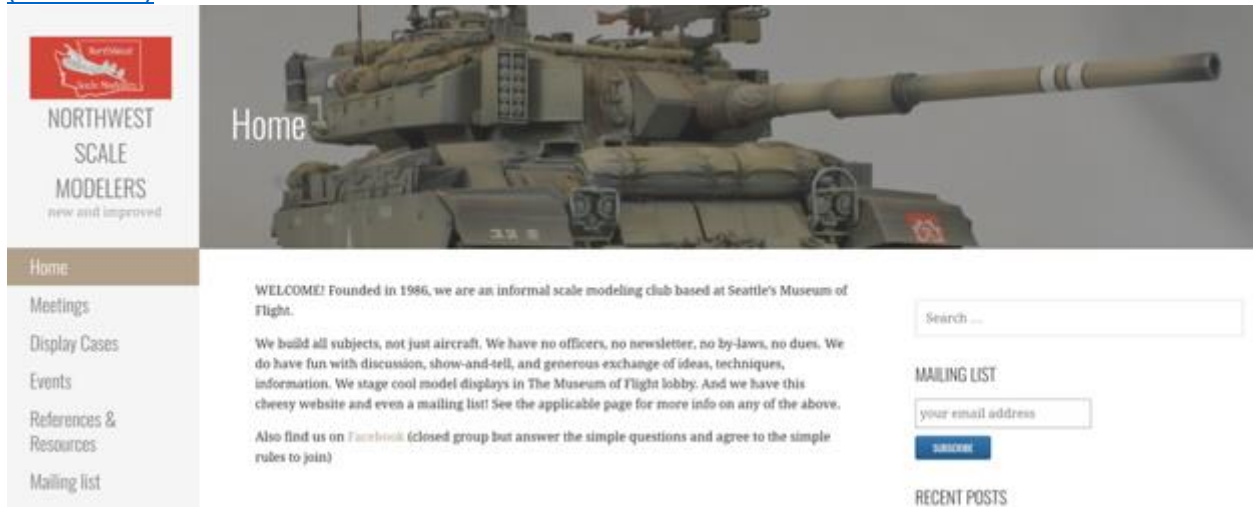


To Be Continued..... [Back to Top](#)



Northwest Scale Modelers (NWSM)

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

October 11, 2026

November 15, 2026*

December 13, 2026

January 10, 2026

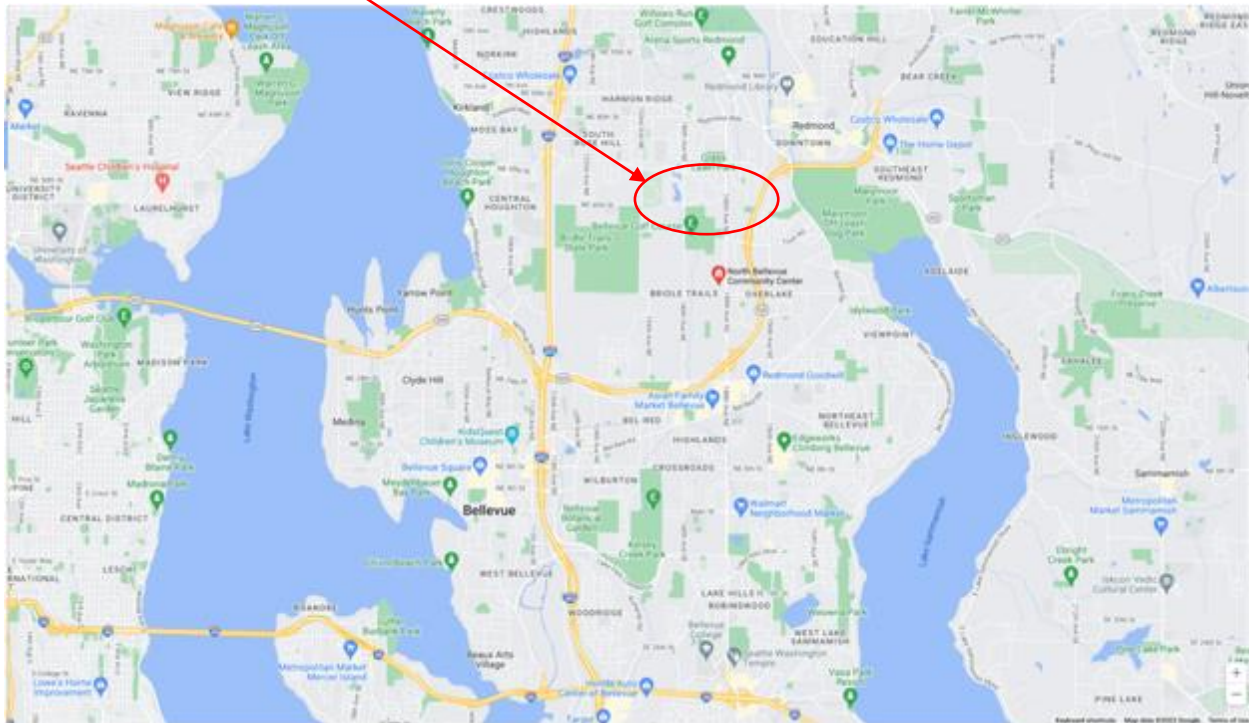
Next Meeting: October 11, 2026– 12:30 PM to 3:30 PM

***Note: The November meeting is on the 3rd Sunday the 15th at 12:30 PM to 3:30 PM. Due to Bellevue Community Center Scheduling issues. Same location as below. 3rd Sunday of the month, 12:30 PM to 3:30 PM, November 15th.**

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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