



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

Message from the President	1
I Built a Gundam and Liked it	4
Book Review-Siege of Leningrad, Then & Now	8
US Six-Ton Tank M1917 by Vargas Models	11
Northrup T-38 Talon Original Profiles	16
Modeling Around the Sound/Event Calendar	29

Change of Year

It's the year 2525, and (somehow) man is still alive! I woke up with that catchy Zager and Evans tune in my head – it's picking up airplay if you haven't noticed. I told Jackie that I'm shooting for 3535, just so we can hear it again someday.

The change of year is a big deal for modelers around here in the Pacific Northwest. Inclement weather, the receding holiday circus, and two of the biggest model shows in the country (both local) looming on our horizon.

Yes, it is our time to get busy with our hobby; to finish what we intended to and to cross the T's and dot the I's, so to speak. This is my first (retired) January and I am excited about the days before me. I am such a nerd. My calendar says that I have 91 hours of scheduled modeling time between now and February 15th, the weekend of the first big local show – **the [Northwest Scale Modeler's \(NWSM\) 2025 Winter Display \(February 15/16\)](#)**. I generally keep my modeling time to Zoom sessions and weekly 2-hour visits to John Miller's house, so that schedule helps my modeling stay organized.

For me, the big NWSM display at the [Museum of Flight](#) is the tougher of the two shows. I don't get around like I used to, and moving 250 models from their cases here to tables under the SR-71 Blackbird at the Museum takes a village of family and friends to help. That effort is dwarfed, however, by what everyone else brings to display at the show. There will literally be thousands of models to look at over the two days of the event, as well as cool modeling seminars, and a premium opportunity to model with our friends, to the delight of several thousand museum visitors. If you have not been to the big NWSM show before, you have unquestionably missed a great modeling opportunity right here in our midst. And it is free to participants – free entry to the show, and free entry to the Museum.

But that's not all, not by a long shot. My calendar also shows that I have roughly 226 hours of modeling time remaining before the **[2025 IPMS Regional Spring Show \(April 26th\)](#)**, the largest modeling contest and show in the country, short of the Nationals. Our big April show is when we here in the Seattle area

get to shine. Vendors, Raffle, Food, Free Parking, and some of the very best models our five-state region can produce.

Since our April show employs many volunteers working many jobs, the show itself is a little easier on me (physically) than the NWSM event, but a lot more stressful since there is 'OPM' (other people's money) involved. Still – it is the premier modeling contest in our area, and another high point of the modeling year.

I say this repeatedly; we are so lucky to have so much local modeling talent, in an industry that seems limitless. If you love this hobby as much as I do, I sincerely hope you will make it a point to attend both of these great shows coming up!

P.S. - At the end of this newsletter, you will find a '[Zoom' section](#), with hot links to every online modeling session taking place each week (that I know about). I believe, as we get older, these sessions will only become more popular, so if you aren't wired up yet, you might want to think about that. I have reconfigured my modeling space to allow me to work on anything (including using my airbrush) while on Zoom. So, every moment I work on a model, I am modeling with friends. The experience has changed my hobby!

Model On!

Eric

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This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA.

Editorial Policy

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

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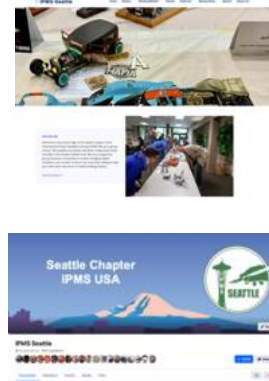
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[IPMS - International Plastic Modelers Society - Seattle Chapter \(ipms-seattle.org\)](http://ipms-seattle.org)

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



Highlights from the December 2024 Meeting





I Built a Gundam, and I Liked It!



By Rick Taylor

I bought several inexpensive Bandai Gundam kits to donate to the IPMS Seattle Make-N-Take at the Spring Show. Gundam's are very popular with the grade school aged kids that we aim to introduce to the hobby at the Make-N-Take. I selected the entry level 30 Minute Mission series kits. They are aimed at beginning modelers – snap together with minimum to no tools required – perfect for the Make-N-Take. They are inexpensive and readily available at Skyway Model Shop, International Hobby Toy, Hobby Town and other local plastic purveyors.

As I packed for a cruise to Hawaii, I looked through my stash of artillery kits for one to build on the many sea days between Seattle and Hawaii. None seemed to fit the bill – small enough to fit in the suitcase, able to build with a very limited set of tools, and not full of tiny parts that require an Optivisor. Then I spied the stack of Make-N-Take Gundams. I'd never built one, and they fit the bill for a cruise ship build perfectly. I selected the bEXM-33T Volpanova (Tank Ver) kit in 1:144 scale, Bandai part number 5065316, and packed it for the trip. It can be built to look like a tank, and I could paint and weather it like an armored vehicle.

On about the third sea day, it was time to model. As the ship had excellent satellite Wi-Fi, I logged into one of the IPMS Seattle afternoon Zoom build sessions and cracked open the kit. The instructions are a glossy full color booklet that carefully illustrates how to build and pose the model. The instructions include the "history" of the Gundam and the conflicts that it fought in. The instructions are much more detailed and thorough than I have seen on any other scale model kit. A lot of thought and testing went into the instructions. I did not find any errors, omissions, or confusing areas in the instructions.

The kit consists of ten rather small sprues. Four are molded in light brown styrene, two in dark brown styrene, two in dark gray styrene, one of clear green parts, and a sprue of polycaps. The engineering on the kit is impressive. The parts are cleanly molded with no flash, mold parting seams, ejector pin marks,



sinks, or other imperfections. The sprue gates are flat and thin so that parts can be snapped off the sprue by kids. There is almost no cleanup required on the parts. I'd love to see other manufactures put so much thought into the design of the parts and sprues to minimize clean up.

Normally, I jump around in the instructions and build in an order that makes sense to me. I do this as most manufactures design the instructions to use the fewest possible exploded diagrams rather than in logical steps. Not this kit. I built it step by step, part by part, removing each part from the sprue as it was called out in the instructions. Again, there was no clean-up required. I ran a sanding stick along the edges of the parts out of long habit, not need. The fit was perfect. The kit is designed to be posable, so parts go together with a click and stay there unless wiggled apart. I didn't do any carving with hobby blades, or filing, or sanding, or puttying, or test fitting to get things together. No glue is necessary. Once the subassemblies are complete, the instructions illustrate several options for posing the model from a running humanoid figure to a recognizable turreted tank. You just snap things together at different points and angles to get the desired look. It's pretty neat and very well designed.



As designed, the kit doesn't require paint, and no decals or painting instructions are included. With it molded in three different colors, it looks fine right out of the box. However, I really struggle to build anything out of the box; so...

I decided to paint and weather it just as I would one of my armor models. I primed it with rattle can Mr. Surfacer 1500 black. I pre-shaded it with white with my fine-line Harder & Steenbeck Xfinity airbrush. Having done a couple of Italian artillery pieces, I used leftover LifeColor Grigio Verde Chiaro (UA 213) for a thin basecoat. The key to success is to let the black and white pre-shading show through – you are not painting a house. Post-shading was with a small amount of Tamiya XF-71 in the centers of the panels. As I want to simulate a very experienced Gundam, I used oil filters of green, gray, and blue to shift the color of some panels. I used a small bit of sponge held in cross-lock tweezers and Tamiya XF-10 Brown to chip along the edges. After sealing with Alclad AquaGloss, I did a pin wash of AK Streaking Grime and cleaned up the excess with a makeup sponge. As I wanted that worn metal look on most panels, I carefully brushed a bit of AK Track wash along the panel edges and feathered it with an almost dry brush of mineral spirits. This left a very light rust like stain along the edges. After a good flat coat of my precious Model Master Flat Lacquer, (only 3 bottles left), I rubbed an HB pencil along the worn panel edges to enhance that worn metal look.

I must admit, this was one of the easiest and most fun models that I have built. The engineering of the kit sets a standard for other manufacturers to strive for. The instructions are clear and error free. The fit was perfect. As it isn't historical, I was freed from the constraints of the "right" color, markings, and

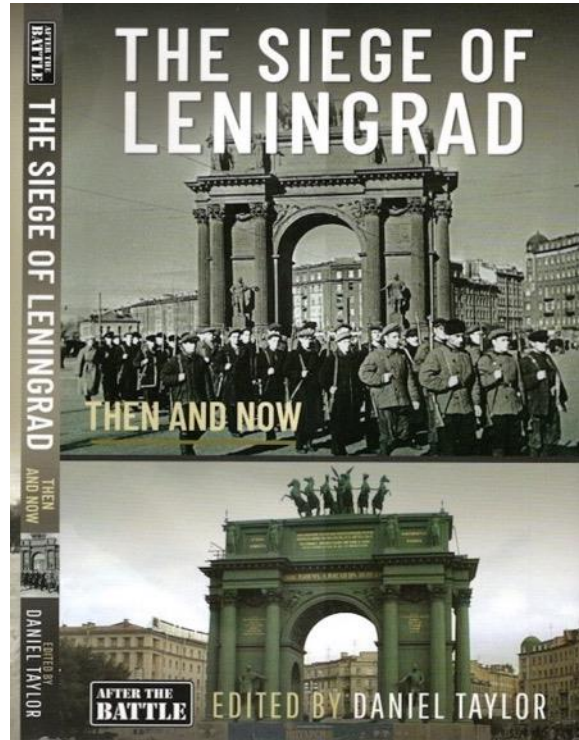


weathering. All in all, it was a great experience. To paraphrase the old Katy Perry song – “I build a Gundam, and I liked it”.



Back to [Top](#)

The Siege of Leningrad, Then & Now



By Bob LaBouy

Publishers' Description

From the publisher's notes, you'll quickly grasp the basic facts surrounding the siege of Leningrad:

"The siege of Leningrad (1941-1944) was the longest and deadliest in modern history, with over one million deaths from cold, disease, starvation, and bombardment.

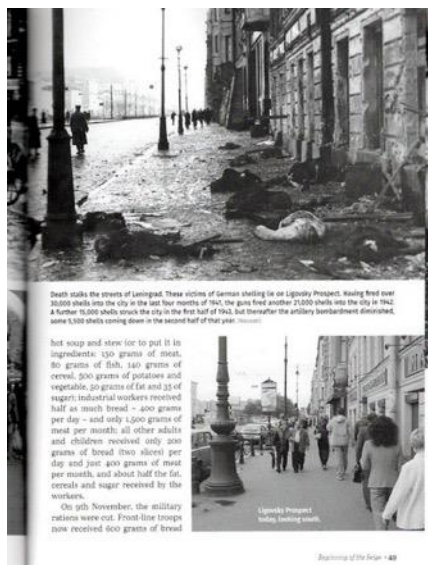
The siege of Leningrad was the longest ever endured by a modern city, and the deadliest siege in recorded history. It lasted for nearly 900 days, from late August 1941 to late January 1944, bringing unparalleled hardship to the population. Out of over three million persons in the city more than one million lost their lives through cold, disease and starvation, bombs and artillery fire. The severe winter of 1941-42 was by far the worst period of the siege, when food reserves ran out, rations dropped to a little over three ounces of bread per person per day and regular supplies of water, fuel, and electricity stopped. Its epic suffering and endurance earned Leningrad the title of 'Hero City of the Soviet Union'.



This book is from an article in issue 123 of After the Battle magazine, the joint authors were Karel Margry and Ron Hogg.”

This is another ‘then and now’ compendium from the [After the Battle](#) series of books. It serves to outline the basic pattern of their prior books, with this table of contents:

Forward	6
Leningrad	8
Operation Barbarossa	10
Leningrad Prepares For Siege	13
Renewed German Offensive	25
The Baltic Fleet Withdraws To Leningrad	28
Leningrad Isolated	29
The Finns Close The Ring From The North	36
Beginning Of The Siege	38
Winter 1941-42	53
The ‘Road Of Life’ – Across Lake Ladoga	63
1942: Failed Attempts To Lift The Siege	77
1943: The Blockade Is Broken	86
1944: End Of The Siege	90
Conclusion	95



As previously reviewed ATB (After The Battle) series books, this book provides a great deal of photographic insight about the siege. As important, it provides a contemporary look at most of those locations in recent time. In looking at the many 1941-44 images, there appears to be a wealth photographic history, much of which could serve as references needed by those modelers in dioramas and period staging for models themselves.

I have enclosed a very small collection of the photographs taken in and around Leningrad, each of which is accompanied by the comparison photo captured during WW II and in recent years. Though there are some exceptions, the vast majority of these places can be seen in current times (with the various differences in street signs, traffic lights, aerials, cross walks, etc. now different).



On 27th June 1941, five days after the start of the German invasion (Operation 'Barbarossa'), the Leningrad City Council Executive Committee mobilised every able-bodied citizen – men and women – to erect defensive works on the approaches and inside the city itself. These women are building a barricade on Moscow Prospekt. This avenue, the largest in the southern district of Leningrad and leading straight to the heart of the metropolis, was the most likely point of entry of any German force trying to advance into the city. We are looking north, back toward the centre. (Novosti)

This story could not have been produced without the invaluable help of two native Leningraders, Vladimir Skvortsov and Tatiana Yeliseyeva. All present-day comparison photos were taken by Vladimir, ably assisted by Tatiana. Vladimir was born and raised in Leningrad while Tatiana, although born in the south of Russia, has spent most of her life in the city. Encouraged by Ron Hogg to look into the history of the blockade, they were able to readily identify many of the locations of the wartime pictures and in an excellent position to research the more difficult ones.



14 • THE SIEGE OF LENINGRAD – THEN AND NOW

This a great book and though it leaves most of the German losses to the readers further research, it certainly provides amply photographic evidence of the price paid by the Russians who served during that terrible siege and the horrific price of all warfare. Readers will quickly and graphically gain an appreciation for the hardships facing the Russian on a daily basis. Just reading the section about the 'ice bridge' across Lake Ladoga and the photos of that frozen lake gives new meaning the phrase 'when hell freezes over.'

I strongly recommend this book for historians in general and modelers as previously noted. I would like to thank Casemate for providing this book for review as well as IPMS/USA for the review opportunity.



Volunteers from the Kirov metallurgical plant march past the Narva Gate, the triumphal arch commemorating the Russian victory over Napoleon in the war of 1812. This picture is one of many taken by Boris Kudoyarov, the only reporter to spend the entire period of the siege in Leningrad. A photographer/reporter for Komsomolskaya Pravda, Kudoyarov was sent to Leningrad from Moscow on the first day of 'Barbarossa' but, unable to travel by air, he went by train across Vologda, detouring around Lake Ladoga to reach the city. For the next two and a half years he lived and suffered with the inhabitants, photographing the fighting near the city and everyday life in the streets, factories, schools and homes. In all he took some 3,000 photographs, a unique pictorial testimony to the heroic defence of Leningrad and the suffering of its inhabitants. (Novosti)

elaborate networks of barricades, road-blocks, concealed pillboxes and strong points were built up in the city suburbs. Air raid shelters able to accommodate 918,000 people had been built and trenches for another 672,000.

At the same time, a large part of the male population of the city was mobilised into the so-called Opolcheni – Peoples Volunteer Militia. Zhdanov's call for volunteers to enlist in militias went out on 27th June. The population responded with great enthusiasm and zeal. Over 10,890 volunteers signed up for service on the first day of registration, 30th June. By 6th July, 100,000 had enlisted and the next day this total had reached 160,000, including 32,000 women, 20,000



The Narva Gate stands in Stachek Square, which is in fact a mile down the road from the Old Kalinkin Bridge seen in the previous pictures. The volunteer soldiers are on Stachek Prospekt, which leads straight to the Kirov factory.

Leningrad Prepares for Siege • 17

Back to [Top](#)

U. S. Six-Ton Tank M1917 by Vargas Scale Models



By David Hansen

Of all the tanks I never expected to see in kit form, this one tops the list. The Six-Ton Tank was the slightly Americanized version of the French Renault FT. As such, it incorporated no notable innovations and saw no combat on any battlefield. Those meager qualifications aside, it was a mainstay of the early armored force in the United States, was a frequent participant in World War I bond drives, accompanied U. S. Marines in China during the 1920s, and even clanked its way up Pike's Peak.

The Tank

The Six-Ton Tank differed from its Renault origins in several ways. All the measurements were converted from metric to English standard, a 42-horsepower Buda engine became the power plant, the large front idler was of all-steel construction (the Renault version was wooden, rimmed with steel), the muffler was switched to the left side, and additional vision slits were placed on either side of the driver's position. There were other less obvious changes, some of which we'll get into when we discuss the kit, below.



Construction began in October, 1918, and only ten examples reached France before the Armistice was signed in November. The initial order was for 4,000 vehicles but ultimately the production totaled 952 examples. In addition to two mild steel prototypes, there were 374 tanks that mounted a 37mm canon and another 526 were equipped with machine guns. An additional 50 were manufactured as unarmed communications vehicles;



these were fitted with a fixed, box-shaped superstructure instead of the octagonal turret used for the tanks that carried armament.

The completed vehicles were issued initially to the Tank Corps, and then to infantry regiments when the Tank Corps was dissolved in 1920. Some also found their way into several National Guard units as well as the detachment of Marines that provided security for the international legation in Shanghai. They were also used in the 1920s to promote the sale of bonds to help retire

the debt incurred by the United States during World War I. In that role, some were painted in elaborate camouflage to attract attention when they took part in parades and a single Six-Ton Tank was sent up the long road to the top of Pike's Peak as a related stunt. It didn't reach the top because it was called away before reaching the summit so that it could take part in another bond promotion. They appeared in other public roles during the Great Depression. They were used as a "show of force" during the Bonus Army march on Washington, D. C. in 1932, and similarly in 1934 during the San Francisco General Strike. A few ended up as war memorials and a few others had cameo appearances in the movies. In 1940, Canada bought 250 Six-Ton Tanks at scrap value and used them to help train the Royal Canadian Armoured Corps. Only a handful remain extant today.

The Kit

The [Vargas](#) kit is not the first model of the Six-Ton Tank to hit the street. That honor goes the Marvel Model Manufacturing Company; it issued a balsa kit of the tank in 1944, labeling it as "U. S. AMSCO." A plastic kit didn't show up until 2003 when RPM released several versions of the tank, albeit in 1/72 scale. Vargas Scale Models wins all the points for the first to offer it in 1/35.



A lot has been said about 3D printed kits, pro and con, and I am not going to repeat any of that discussion. Love them or hate them, it looks like they are here to stay. I have some experience with them as a modeler, however the Six-Ton Tank is my first experience building a Vargas kit.



You can build one of four versions. Three are three armament options: 37mm canon, .30 caliber Browning machine gun, or .30 caliber Marlin machine gun. The fourth is the unarmed communications or signal tank. It is a copy of the Renault TSF ("transmission sans fil" or "wireless") however the kit instructions label it as FTS. The parts are in the format that we have come to expect in printed kits with the major assemblies suspended on thin shafts of resin attached to a larger plate. Cut them all free and you're good to go. The kit includes two shovels, a pick, and some

extra pieces that might be useful – several dish-pan helmets, a few boxes of varying size and design, oil cans, and three canteens. Especially noteworthy are the suspension springs – they are very well done with the right amount of heft.



I began work on the hull. A happy discovery was that the print lines that can characterize 3D kits were not that pronounced. Assembly was quick – there were only a few parts to be added, including six hooks, one of which I immediately lost. The instructions say that the front hatches are intended to be set in the open position to display the interior. The kit does provide parts for a rudimentary interior, however I felt they were not well molded and opted to install the doors closed. The interior is empty except for the drivers position and since the hull is a single piece, it would be almost impossible to improve the interior without major surgery. The walls of the hull are very thin and that resulted in a slight buckling on one side and swelling on the other. Those aspects are hardly noticeable and would become even less so once the tracks were in place. There is no opening on top of the hull for the cooling air inlet; the opening should be covered by a cage-like fitting. Also omitted were the holes in the muffler for the exhaust gases. The muffler had no tail pipe and instead featured rows of small holes along its front side; it may be that rendering those small details is beyond the ability of 3D printing. Finally, I removed the closure tab at the end of the engine cover. It is a feature of the Renault FT and was not duplicated on the Six-Ton Tank.

Next came the running gear, which is reproduced as complete right and left assemblies. No fiddling with tiny roadwheels here. Each of the track links is marked “AMSCO” for the American Manganese Steel Company that manufactured many of the tracks seen in photographs of the tank. There were visible print lines on the top run and I used a chisel and sandpaper to get rid of them as best I could. There are some shortcomings with the design of the assemblies as a whole. The long beam that holds everything together is in detail more like the Renault than the Six-Ton. It is most noticeable in the location of the

upright that supports the back end of the return roller race: it should be placed on the horizontal surface of the beam rather than the curved portion next to the drive sprocket. The roadwheels have been dropped out altogether, which makes it appear that the tank is sliding along its track by the bogies alone. Vargas provides a bracket for the jack that was mounted on top of the left beam, but no jack; the kit includes two brackets but only one is needed.



I opted for the 37mm cannon version of the turret. No difficulties however the turret fits very loosely on the hull and slides back and forth. A nice detail is the bracket on top of the cupola which prevented it from opening too far. If you decide to build the wireless version, the top cab overhangs the hull and you will have to add sheet plastic to fill in the gap on the undersides of the overhang. The wireless version will also require a different interior.

No decals are included however a very complete set is available from Decalcomaniacs! at its Ebay website. Ten versions are covered, including two Canadian tanks as well as the tank that made the Pike's Peak attempt in 1919 and markings for the Marine tanks in China.

My original thought for completing the tank was to finish it in a camouflage scheme used for promoting the post-war bond drives; I had several good photographs that showed both sides of a tank so painted that apparently appeared in Seattle. The elaborate pattern would be tedious to reproduce in scale, and I felt that to make it worthwhile, I would have to correct the several shortcomings in the Vargas model. That would be a bigger undertaking than I had in mind and I decided instead to complete the model largely out of the box and use the Decalcomaniacs! markings.

The Verdict

The U. S. Six-Ton Tank is an important vehicle in the history of U. S. armor although that significance is obscured by its physical similarity with the much better-known Renault FT. Congratulations to Vargas Scale Models for bringing a kit of the tank to the model-buying market. There are some visible shortcomings, notably the incorrect location of the support for the return roller race and the omission of the air inlet with its cover on top of the hull. Less noticeable are a few issues with scale: the hull appears to be too short and the turret is too small overall. Correcting those features would be a job of work. A more accurate Six-Ton Tank can be made with a resin and white metal conversion kit by MB Models, which is based on the RPM Renault FT. Archer makes transfers for the “AMSCO” markings on the track links for an added detail. The conversion would be a difficult task on its own, but one that would yield a better model. That is a project for the future, and for now, our best option is to accept the Vargas kit as it is, use some of the dandy markings from Decalcomaniacs!, and place it on your shelf of inter-war armor.

A Note on Sources

The two most useful publications about the Six-Ton Tank were the following:



FT-17/M1917 WWI Tanks, David Doyle, Squadron Signal Walk Around Series No. 27023, 2011

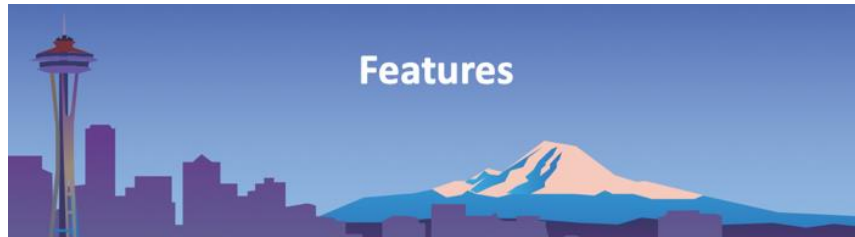
French Light Tank Renault FT & U. S. Six-Ton Tank M1917, Witold J. Lawrynowicz, Armor Photo Gallery No. 15, 2006.

Both publications include many photographs of surviving vehicles as well as drawings. The four-view drawings in the Lawrynowicz publication are scaled 1:35; what appears to be the identical drawings are

included in the David Doyle publication but with no scale given. They are notably larger, perhaps to better fit the larger format of the Walk Around series.

I also consulted *Renault FT & M1917 Light Tanks*, Jacek Szafranski and Samir Karmieh, Kagero Publishing, 2018. The title is misleading since the coverage focuses almost exclusively on the FT; material on the M1917 is limited to artist sketches.

Back to [Top](#)



T-38 Talon in US Service Profiles



Original Art and Drawings By Norm Filer

Northrup T-38 Talon Introduction

When the first production T-38 Talon reached Randolph AFB in March of 1961, Air Training Command finally had an aircraft capable of training pilots to a standard compatible with the newer Century Series Jets in the Air Force Inventory. Up until then, the best trainer it could provide was the T-33. A development of the F-80 designed in 1943.

Like the T-33, the T-38 quickly started showing up in many non- training situations. Regular line squadrons acquired them to haul people around, chase parts, fly VIPs and whatever else they needed done. Test organizations used them for all kinds of tasks. and even the Thunderbirds used them from 1974 to 1983. Along the way it quickly acquired the nickname The White Rocket.

Over the years most of the training a/c have been either White or White with DaGlo Orange panels. As regulations eased the various color schemes shown in these profiles started to show up. As the demand for new pilots has diminished over the years, excess T-38s have been acquired by all sorts of organizations. A few have even been acquired by private Companies

T-38A 1,187 T-38A models. All production was built as T-38A models. with production ending in 1972

Over the years two other versions were created via modifications into other versions.

AT-38B Converted T-38A models. As weapons trainers. Fitted with gunsights and a centerline pylon capable of carrying a small gun pod or rockets and practice bombs.

T-38C Most T-38As and AT-38-bs have been converted to the T-38C. Updated engines, a completely updated glass cockpit and a completely new intake configuration to improve flow to the engines.

Structural replacements and upgrades and new wings are expected to keep the T-38 in service until 2029. Hopefully we will see more interesting markings.

T-38 Talons in U.S. Service



T-38A, 4th Production airframe. Standard Training Colors



QT-38A, Naval Weapons Center



T-38A, 50th FTS



T-38A, 9th SRW, Beale AFB



T-38A, 88th Fighter Training Squadron



T-38A, Air Training Command





QT-38A, NWC, Bi Centennial



T-38A, Air Training Command



T-38A, NASA



T-38A, Naval Test Pilot's School



QT-38A, Naval Weapons Center



T-38A, 434th TFT Squadron





T-38A, 14th FTW



T-38A, 9th SRW, Beale AFB



T-38A, Naval Weapons Center



T-38C, 90th Fighter Training Squadron



T-38C, 469th Fighter Training Squadron



T-38A, 434th TFT Squadron





T-38C, 586th Flight Test Squadron



T-38C, Naval Test Pilot's School



T-38C, 586th Flight Test Squadron



T-38C, 88th Fighter Training Squadron



T-38C, 88th Fighter Training Squadron



T-38C, 560th Fighter Training Squadron





T-38C, 25th Fighter Training Squadron



T-38C, 25th Fighter Training Squadron



T-38C, 87th Fighter Training Squadron



T-38C, 469th Fighter Training Squadron



T-38A, Navy Test Pilot's School



T-38A, Thunderbirds





T-38A, WWI Spad XVIII Commemorative



T-38A, 586th Flight Test Sqdn. Holloman AFB (1)



T-38C, 586th Flight Test Squadron (2)



T-38A, National Test Pilot's School



T-38C, 50th Fighter Training Squadron



T-38A, B-29 Commemorative





T-38C, 90th FTS, Euro-NATO Jet Pilot Training Program



T-38C, Viet Nam Commemorative



T-38C Black Splinter, 7th FTS



T-38A, 1st Fighter Wing



T-38A, 1976 BiCentennial



T-38C, 49th Fighter Training Squadron

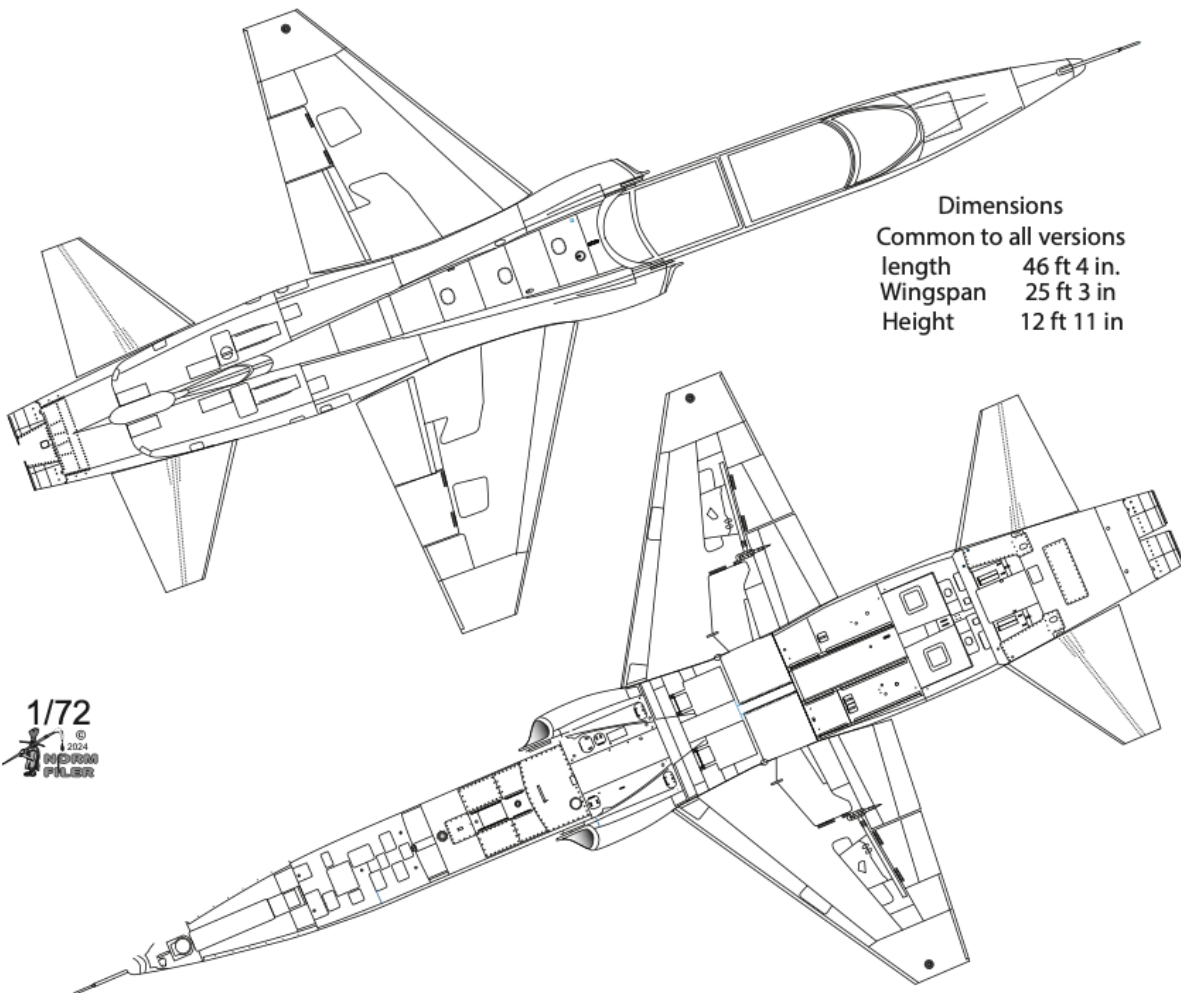
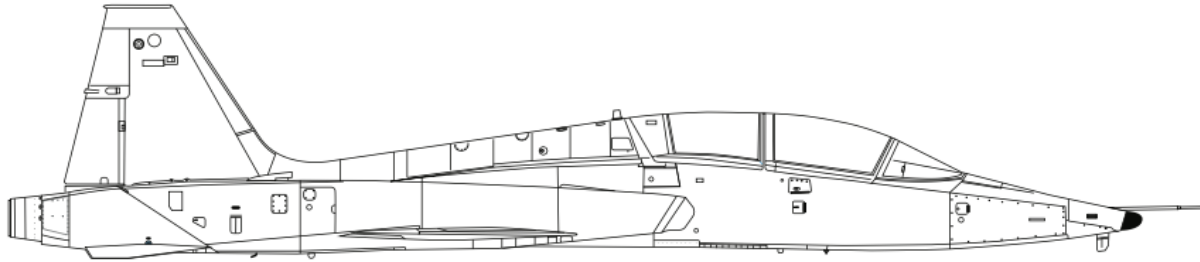
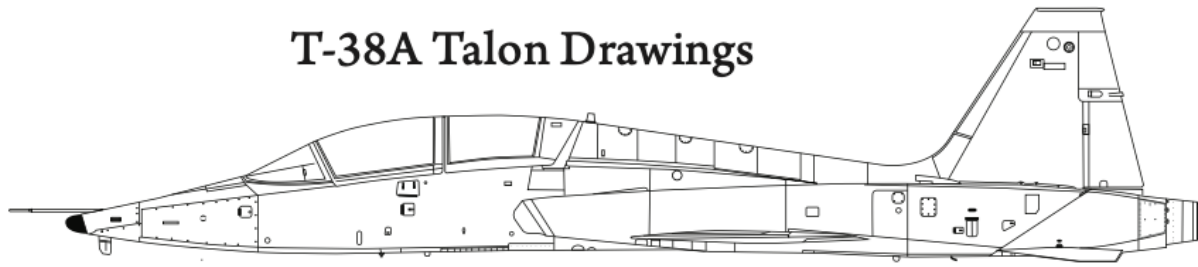


T-38 Talon Emblems





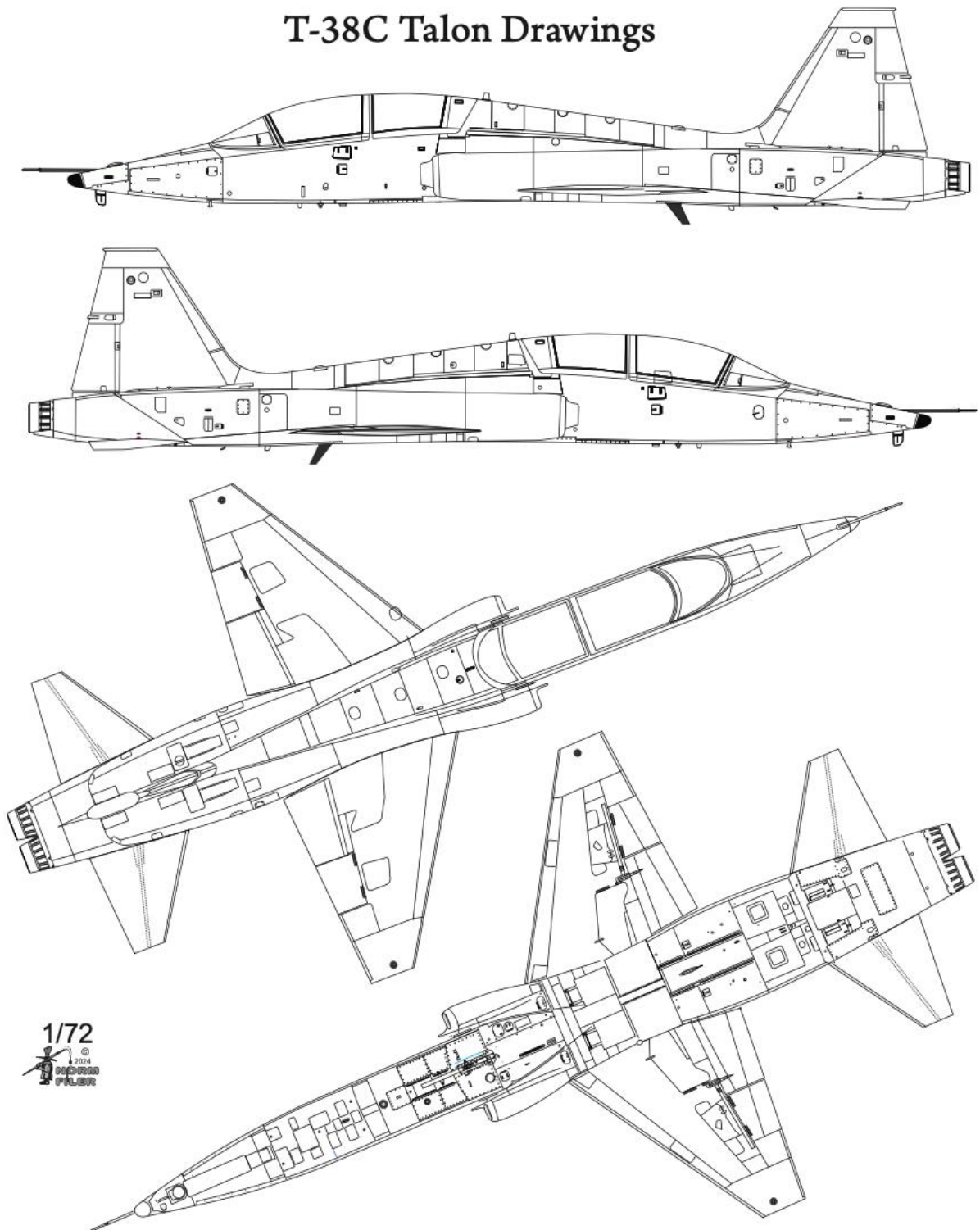
T-38A Talon Drawings



Dimensions
Common to all versions
length 46 ft 4 in.
Wingspan 25 ft 3 in
Height 12 ft 11 in

1/72
© 2024
POLAR

T-38C Talon Drawings

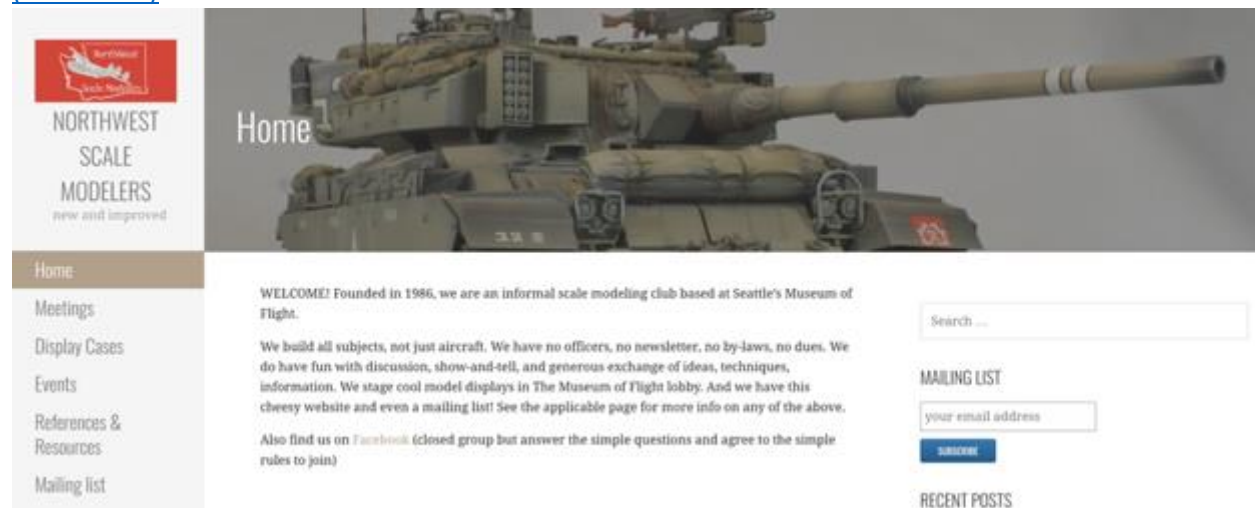


Back to [Top](#)



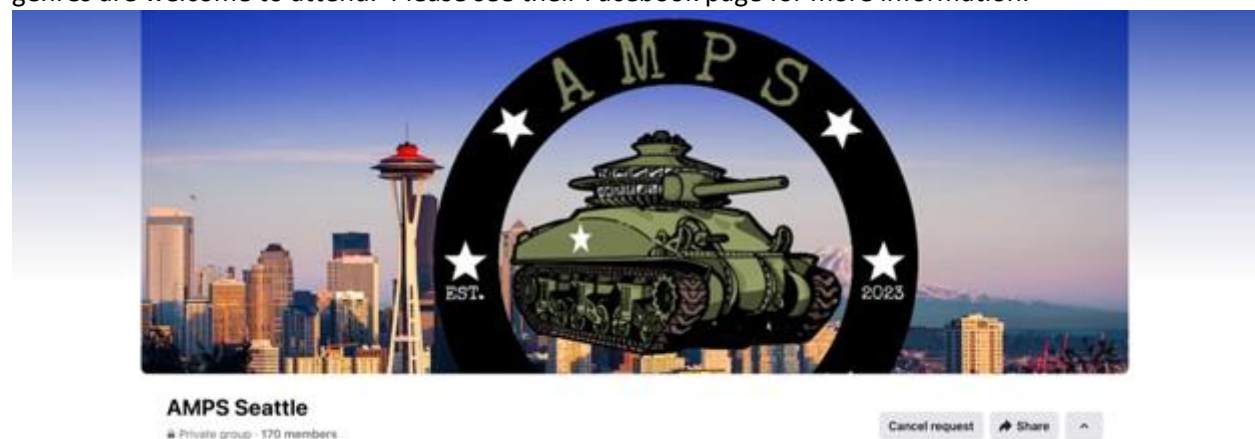
Northwest Scale Modelers (NWSM)

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 \(nwsml.club\)](http://nwsml.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.



2025 Model Mania!

February 15 - 16, 2025 | 10 AM-5 PM
The Museum of Flight



Display: Experience a vast array of scale model aircraft, cars, tanks, ships, figures, sci-fi and more at one of the largest model exhibitions in North America! This year's Special Display is **Women in Aviation**.



Seminars: Learn about the art and craft of scale modeling! Seminars on both Saturday and Sunday.

A display model gets you in FREE!
(Want to show your models? See reverse for info.)

Thanks to our supporters:

Skyway Model Shop

12615 Renton Ave S Seattle WA 98178 (206) 772-1211

Presidents Day Weekend Sale!



www.modelpaintsol.com

AND MORE... Check The Museum of Flight Calendar for updated information!
www.museumofflight.org/Events

For more information about the show and NorthWest Scale Modelers, visit www.nwsm.club
Questions? Contact Jim Bates (jcbatespilot@gmail.com)



THE MUSEUM OF FLIGHT
Exit 158 off I-5 • Free parking
9404 East Marginal Way, Seattle, Wash. • (206) 764-5720
Open daily 10 AM - 5 PM • www.museumofflight.org

2025 NW Scale Modeling Events

January

17-18 — Albany Rod & Speed Show - Linn County Expo Center - Albany, OR
Lane Auto Modelers - Automotive Model Show and Contest
Oregon Mid-ValleyModelers - Demo Build Booth

February

15-16 — Model Madness - Museum of Flight - Seattle, WA
NW Scale Modelers - Model Display

March

15 — PNW Model Car Fest - Holiday Inn Airport - Portland, OR
Scale Auto Builders - Model Car Show and Swap Meet

22 — Model Contest and Swap Meet - Cottage Grove, OR
Tuesday Nite Modelers

29 — Swap Meet - Oregon Modelers Society - Portland, OR

April

26 — IPMS Seattle Spring Show - Renton Community Center - Renton, WA
IPMS Seattle - Annual Show and Swap Meet - IPMS Region 7 Regional Contest

May

17 — Oregon Modelers Society - Event TDB

24 — Best of the West Model Contest - Orleans Hotel Casino - Las Vegas, NV
IPMS Las Vegas - Annual Contest

June

July

12 — Sprue-Man Group Model Swap Meet - Vancouver, WA

August

6-9 — IPMS Nationals - Hampton Roads, VA

16 — Kit Auction - Oregon Modelers Society - Portland, OR

September

20 — Oregon Modeler's Jamboree - Linn County Expo Center - Albany, OR
Oregon Model Show and Contest - hosted by Oregon Mid-Valley Modelers

October

4 — Fall Show - IPMS Palouse Area Modelers - Moscow, ID

11 — Scale Model Fest - Bonsor Recreation Complex - Burnaby, BC, Canada
IPMS Vancouver Annual Fall Show

TBD - Fall Show - IPMS Boise - Boise, ID



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

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

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

Mondays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Tuesdays: Salem, OR IPMS 6pm – 10pm [LINK](#)

Wednesdays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Thursdays: Seattle. WA IPMS 2pm – 9pm [LINK](#)

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

Saturdays: Salem, OR IPMS 6pm – 10pm. [LINK](#)

Sundays: 4:00pm CDT-5:00pm CDT. [LINK](#)

Back to [Top](#)



The IPMS Seattle 2025 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center from 10:30 AM to 1:30 PM, except as indicated. 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.

January 11, 2025

February 8, 2025

March 8, 2025

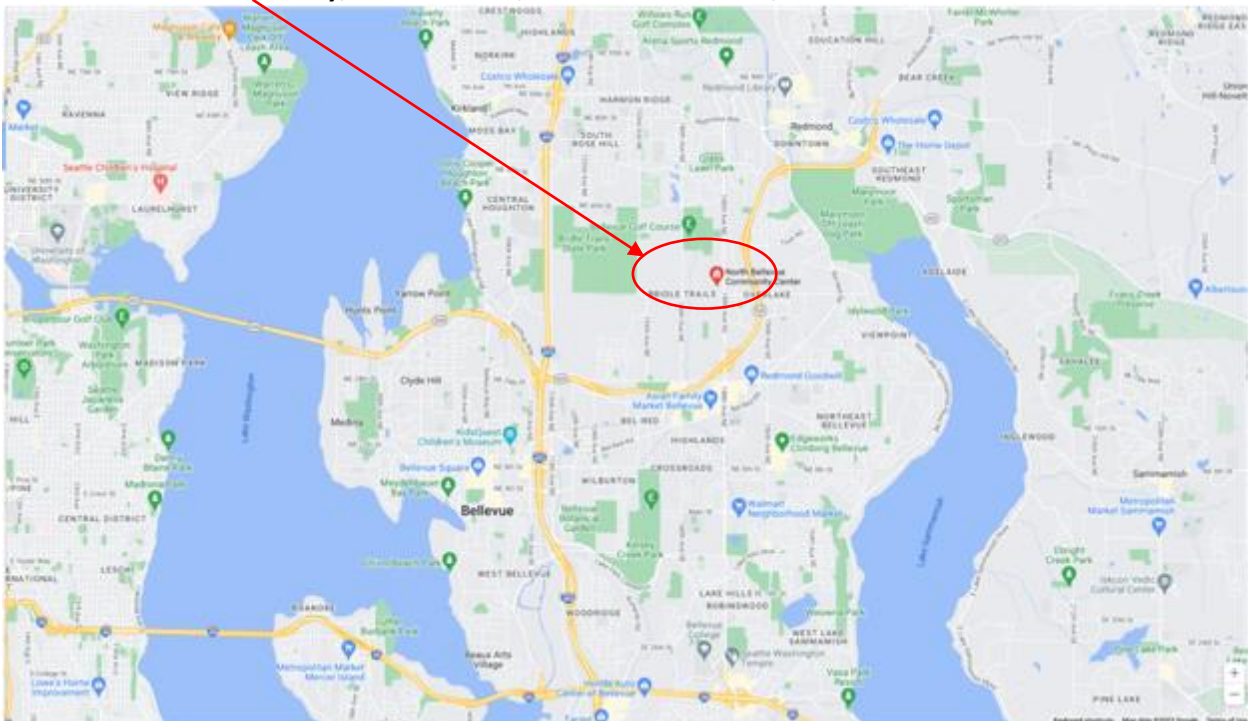
April 12, 2025

Next Meeting: January 11– 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.

Join IPMS/USA



Why Join IPMS/USA?

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

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

MODEL PAINT SOLUTIONS

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

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

Back to [Top](#)