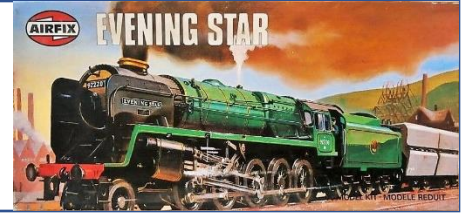




**IPMS Seattle News**  
**Seattle Chapter IPMS USA**  
**April 2023**



**Big Show Coming, and Three New Products to Try from VMS...**

I cannot tell you how excited I am about our club being mere weeks away from hosting our first Spring Show after nearly four years. Show chairman and IPMS member Rick Taylor has worked tirelessly with our show leads to arrange every detail and overcome every challenge thrown at us. What we, as a club, can do to reward all the work that these volunteers have put in is to tell everyone we know to come out and see one of the very best model shows in the country. So download a show flyer (attached), bring up your e-mail, and send it out to all of your favorite contacts – especially those folks with children. Let’s get people out of their houses and down to Renton. Many hands make for a great event!

I also want to talk about three new modeling products that have come to my attention. These products come from a Polish company called VMS ([vms-supplies.com](http://vms-supplies.com)) that specializes in model finishing products. Every one of their products has a ‘how to’ video hidden behind the product image on their website – just click on the image to see it. What makes these three products stand out is that they work differently, and much more efficiently, than the products and techniques they replace. I say this with the following caveat: I have only seen these work in videos on the company website – the products I ordered sit unused because my model room is ‘under maintenance’ due to a burst water pipe behind a wall. Still, I have faith that these products work based on the experience I have had with several other VMS offerings.

The first is called ‘Chip & Nick Smart Chipping Paint’, made to replace the multi-step process commonly known as ‘The Hairspray Technique’ for chipping paint. This technique involves laying down a base coat of paint, covering it with a coat of hairspray, laying down a SECOND coat of paint, and then ‘chipping’ away the top coat of paint to expose the paint underneath the hairspray. While not overly-complicated, it takes some practice to get right, and it requires that you do a lot of planning ahead – especially if you have multiple colors of paint, or invasion stripes, etc.



VMS has taken that process and turned it on its head. Their chipping paint is simply that – you paint it on the surface of the model, you rub it off, and you are done. The paint is formulated to come off in tiny chicklet-shaped bits – just as if it had a layer of hairspray underneath it. How VMS accomplished this while every other manufacturer missed it is truly an industry coup. Their product comes in a variety of colors that will match just about any application you need. Check out the video here: (<https://www.vms-supplies.com/product-page/chip-and-nick-smart-chipping-paint-1x30-ml>)

The second product is called ‘VMS Varnish HD’, which comes in three types (Matt, Satin, and Gloss) and two sizes, 30ml, and 100ml. Now, before you think – ‘yeah, this is just another varnish’, remember what I said – these VMS products

**In This Issue**

<b>And Now for Something Completely Different</b>	<b>4</b>
<b>John D’s ‘Enabler’ Revealed</b>	<b>6</b>
<b>IPMS Seattle Spring Show</b>	<b>8</b>
<b>Call for Volunteers</b>	<b>9</b>
<b>Go to Show!</b>	<b>9</b>
<b>Atlantis Models Customer Service</b>	<b>10</b>
<b>We Need You for the Show</b>	<b>10</b>
<b>OrangeCon</b>	<b>11</b>
<b>ICM OV-10A Bronco</b>	<b>12</b>
<b>A Gathering for Terry Moore</b>	<b>18</b>
<b>Upcoming Meeting</b>	<b>18</b>

work differently. I suggest that you watch the video to see what I mean. (<https://www.vms-supplies.com/vms-varnish-hd>). Most varnishes come with pretty strict rules: shake them/don't shake them, thin them/don't thin them, apply in thin coats/do not saturate, whatever. Not a big deal, and we are all familiar with the process.



VMS comes at it differently with their varnish. The most important part is that they have added a leveling agent to their varnish, which lets you blast away using the 'firehose' method. Leave it alone and it dries thin and hard. Their video, at the bottom of the web page, shows overly thick decals on a Sherman tank 'disappear' with a second application. The results remind me of the old days when we used that horrible (and expensive) Duraclear automotive varnish and thinner. I really like the leveling aspect of this VMS varnish, and its ability to get the finish to where I want it, quickly.

The third VMS product that caught my attention is called 'Spot-On pigment No. 29 Pure Texture' – I know, catchy name. You can find it here: (<https://www.vms-supplies.com/product-page/spot-on-pigment-no-29-pure-texture-45-ml>). This product is more for armor and diorama applications – I can't see it being used for aircraft models in any practical way. Before this product came out, I accomplished the same thing by buying AKI Mud (Brown), AKI Mud (Concrete), Mig Splash!, Vallejo mud, etc., etc...and another etc. This VMS product is generic, meaning that you can add it to ANY product to give the application a gritty, mud texture - including paint. At first, I thought, well, I can do that with craft plaster, or fine sand (if the color of the sand doesn't overwhelm the color of the paint). Real dirt will not work for that reason alone. The grain of the VMS product is just rough enough to work in the larger scales – 1/35th and up. It may be too big to work in anything smaller.

I am already a user of their very cool PaperShaper product, and if you are a regular to the Night Shift modeling videos, Martin Kovac uses just about all of the VMS products in his projects – he is a big fan.

Enjoy, Model On, and I will see you all at the meeting this Saturday!

*Eric*

# **And Now for Something Completely Different**

**by Morgan Girling**

Last fall, a group of modelers common to IPMS Seattle and NWSM were chatting over some libations after a meeting when one brought up model railroading: “Does anyone know about modular railroads? I think that our club could get together and do some railroading, maybe even reach out to one of the model railroad clubs.” We all admitted an interest in it since childhood, or had previously been active in model railroading. We also agreed that none of us had room for a full layout, which led to more discussion on modular layouts. Having taken a multi-year detour through model railroading before coming back to the modeling fold, I offered to do some research and get back to them. What follows is a digest of that.

## **Scale**

Think of layouts as large, animated dioramas that you need to dust. Common scales that can be used in group layouts are HO, N, and Z (1:87, 1:160, 1:220), being equivalent in detail to 1:72, 1:144 and 1:200 respectively. Like 1:72, HO is the “god” scale in model railroading, but the detail and quality of N scale now often exceeds HO, meaning you can have a typical HO layout in half the space or twice the layout in the same space. Note that the smaller scales are more sensitive to track-laying imperfections (an insignificant bump in the track that is unnoticeable in HO has twice the effect in N and three times in Z. Another aspect is that very small scales like Z are hard to run slowly.

## **What’s your fancy?**

There are locos and rolling stock covering the 1860s to the present, with contemporary and the steam-diesel transition period being the most available. Likewise, North American, Japanese, British and continental European subjects are covered, though non-North American subjects are more of a special-order endeavor here. You can even find American and European locos with overhead electrical power catenaries, though that is even more of a niche.

Trains in the 1860s are only a few cars long and are typically the length of 1-2 modern locomotives. If you don’t have a lot of space for a layout, consider either that period or a more contemporary industrial/warehouse switching because both let you pack a lot of activity in a small space. Modern railroading is at the other extreme with 100-car trains pulled by 4-8 locomotives. (Realistically, the couplers limit you to about 50 car consists, which is still impressively long.) But long trains need big layouts, so unless you’ve a spare bedroom or basement for your right-of-way, you’ll be looking at a club modular layout.

Are you a railfan or an operator? Railfans design their layout with lots of scenery for their train to roll through, giving them opportunities for private run-bys. Operators look for lots of switching opportunities as they try to run their layout like a real railroad. The problem is these are mutually exclusive – scenic layouts have fewer opportunities for operations, while operationally interesting layouts tend to be urban or industrial settings which lack sweeping scenic vistas.

## **Quo Vadis?**

If you’ve read this far, you’ve probably some interest in getting some trains and tracks and having at it. There was enough interest around the table last fall to show that there’s at least half a dozen members of the club who have some interest but limited time and space to devote to this form of animated scale modeling. What are some options?

1. Lone wolf: a bookshelf layout or glass-topped coffee table with a Z-scale layout may be all you need to scratch the itch, or perhaps you’ve already commandeered a spare bedroom for your layout. If you are a stickler for having a specific road/era/scale that is incompatible with any club layout, this is your likely path.
2. Individually join one of the model RR clubs (generally modular layouts). It could be that our collective interests don’t align on scale, so we join compatible model RR clubs in ones and twos promoting IPMS much as some of our members promote indoor free-flight or R/C ships.
3. If there are enough people with a consensus on scale and module standard, then we could join a model RR club and create some sort of informal bridge between our club and theirs.
4. Like 3, but probably with more people, form an “IPMS Seattle Model RR Division” as a standalone sub-club within the club, choosing our modular system or even inventing one of our own.

I'll include a few links and references for those who wish to investigate further. If there's interest, we could have a breakout session at an upcoming meeting and see where it leads.

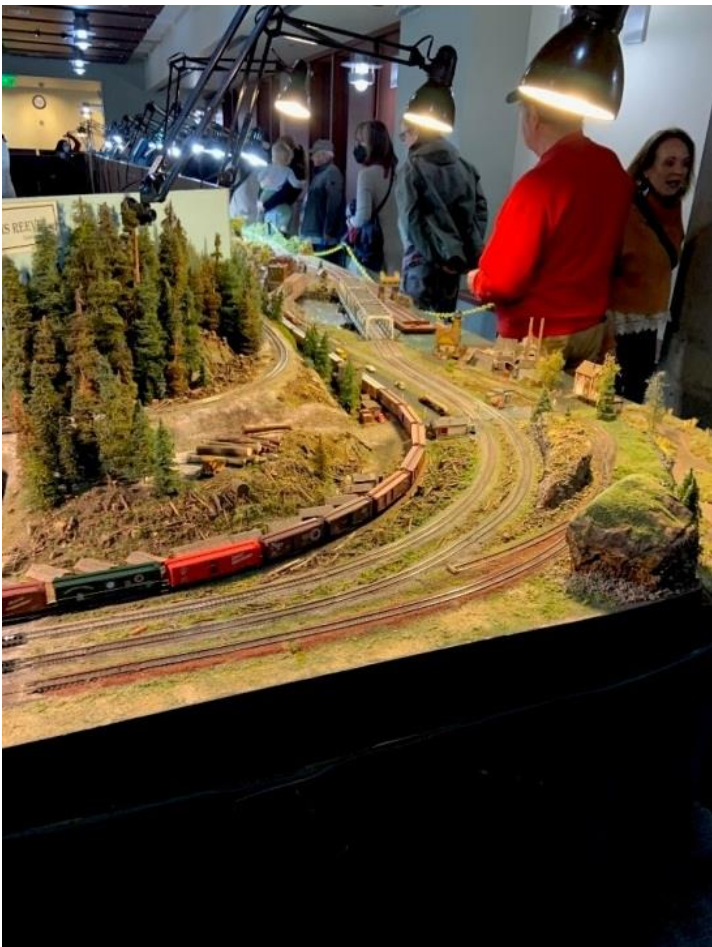
## Links

- <https://www.ntrak.org/Standards> Most modular standards (in any scale) evolved from NTRAK, which started 50 years ago. This page is a gateway to most of the N-scale standards.
- <https://4dpr.com/module-programs/> There are many model RR clubs in the Puget Sound area, and the 4th Division of the NMRA (National Model Railroad Association) is a good starting point, with O, HO, and N scale modular groups.

## Further Reading

- *Creative Model Railroad Design* by John Armstrong. Kalmbach books. (John is the Shep Paine of model RR, and this book covers a lot of the model RR trade space)
- *Track Planning for Realistic Operation* by John Armstrong. Kalmbach books. A good introduction to how railroads work and how to bring their operations into your layout.
- *Small, Smart & Practical Track Plans* by Ian Rice. Kalmbach books. (Ian is a British model railroader used to limited room, and offers some very clever ideas, including viewing the small layout as a stage with the trains as actors.)





# John DeRosia's 'Enabler' Revealed!

by Scott H. Kruize

We're all in awe of John DeRosia's modeling skills and prolific output...as well we ought. Perhaps, though, we may have been given a glimpse of a factor critical to 'enabling' him.

The Medici family - for all that we're glad WE don't have to deal with their political machinations, palace intrigues, backstabbing and poisonings among themselves - nevertheless blessed our culture with voluminous wonderful art: paintings, sculpture, architecture, you-name-it. Artists flourished under Medici PATRONS!

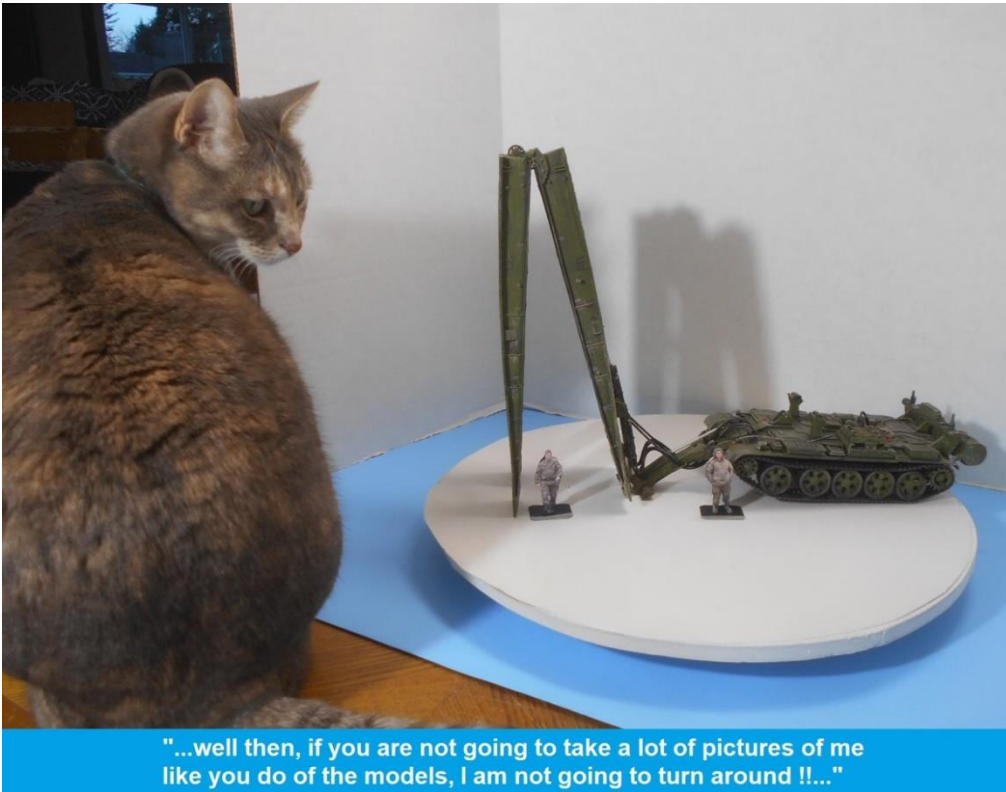
John has one such, too. Not so famous or illustrious, but all his own: his resident Royal Ruler, Annie.

We saw a candid picture of her sitting in John's work area, supervising his builds. Her name derives from the ancient Hebrew 'Anna', translated as 'Gracious and Merciful'. That led me to try composing this story...but I thought it would be presumptuous for a stranger to ask for an interview. Why would even the most Gracious and Merciful condescend to notice - much less submit to questioning from - any human not part of the Staff?

I worked with what John provided, and my own DomSH\*-related experience. Annie must have taken her position in typical Royal Feline fashion. Recall that cats have a profound sense of noblesse oblige, and feel compelled, in their superiority, to rule benevolently over all other life-forms on this planet. They also carry the burden of the Ultimate Feline Paradox. High intelligence and curiosity require interesting activities to go on around them constantly (well, constantly during the two or so hours each day that they're not busy cat-napping...). Yet even the thought of EXERTING themselves to make for such engaging activities is beyond imagining, almost blasphemous!

*\*['DomSH': Domestic Short Hair. Learned the term from one of my own cat's Veterinary Clinic.]*

The Feline Ultimate Solution - worked out so long ago - is for each to acquire a suitable human Staff. Not just for the crass basic necessities of life, vital though those are. After all, how can any cat live The Good Life in serene superiority, while feral? Let's face it: it's a 'Dog-Eat-Dog' world, so to speak. Predating on birds, rodents, and the like, out of HUNGER is no fun - nor are warmth and shelter easy to come by! Whereas acquisition of an appropriate human guarantees a comfortable roof over one's head, food on the table regularly...AND no end of entertainment! Watching humans do whatever it is humans do, however incomprehensible, devoid of any discernible utility...is nevertheless satisfying and engaging to view.





John makes a particularly good example. Look at that work desk: have you ever seen so many interesting small objects clustered into so small an area? So many suitable for casual batting around...and when John aggregates them larger, they can be gently nudged off desk or shelf onto the floor to produce the most entertaining audio-visual effects!

This household's long been well-ruled. John says his Sovereign is now 17. A long reign, but like Elizabeth II's, it must end someday; even the highest among us are mortal. Not to worry: successors are at hand. Jack is only six; LeLa only four. (Well, OK: Jack's a dog...but he can certainly serve as Regent till LeLa's ready to reign...) The point is: we can be confident that John will continue to industriously produce his unique creations, under the next Heir to the Throne... his next Serene and Benevolent Royal Patron.



**IPMS SEATTLE PRESENTS**

# Spring Show 2023



**Scale Model Contest and Exhibition**

**SATURDAY, APRIL 29<sup>TH</sup>**

**DOORS OPEN AT 9 AM**

**Contest Entries Close at 12 Noon**

**Awards at 3:30PM**

- Model Contest with 75 Different Award Categories!
- EXPANDED PARKING
- Huge raffle!
- Vendor tables!
- Every junior entry wins an award!

**Adult Entries: \$20 (unlimited) • Junior Entries: \$5 (unlimited) • Spectators: \$5**



**MAKE N TAKE  
FOR THE KIDS**

**HUGE RAFFLE  
DRAWING ALL DAY!**

Categories, model registration forms available online at: <http://www.ipms-seattle.org/Springshow>

**Renton Community Center**  
1715 Maple Valley Hwy, Renton, WA 98057  
**15,000 SQ. FT. OF MODELS!**

From I-405, take exit #4, Renton-Enumclaw exit. At Maple Valley Hwy, drive east to the second light and turn right into RCC.



For additional information contact:  
Rick Taylor at  
[show-coord@ipms-seattle.org](mailto:show-coord@ipms-seattle.org)  
Designed by EagleMach Design • [www.eaglemach.com](http://www.eaglemach.com)

**EVENT WILL BE CONDUCTED IN ACCORDANCE WITH ALL LOCAL AND STATE HEALTH DEPARTMENT REGULATIONS FOR COVID-19**



## Call for Volunteers for the Spring Show 2023

by Rick Taylor, Show Chairman

As you know, our annual Spring Show is coming up on April 29, 2023, at the Renton Community Center. This is our biggest event of the year, and we need your help to make it a success!

We are looking for volunteers to help with judging the model contest, registration, hosting, and the model raffle. These are all important tasks that require some time and dedication, but also offer a lot of fun and satisfaction.

Judging the model contest is a great way to appreciate the work of your fellow modelers and learn from their techniques. You don't need to be an expert to judge, just have a keen eye and a fair mind. We will provide training and guidance for all judges before the show.

Registration is the first point of contact for our visitors and exhibitors. You will be responsible for collecting entry fees, handing out forms and wristbands, and answering questions. You will also get to see all the models as they arrive and enjoy the buzz of the show.

The model raffle is one of the highlights of the show and a major source of income for our club. You will be selling raffle tickets, displaying prizes, drawing winners, and announcing them over the PA system. You will also get to see some happy faces as people claim their prizes.

If you are interested in volunteering for any of these roles, please contact the Spring Show Coordinator, Rick Taylor, at **show-coord@ipms-seattle.org**. He will assign you a time slot and a task according to your preference and availability.

We appreciate your support and participation in making our Spring Show 2023 a memorable event for everyone!

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## Go to Show!

by Scott H. Kruize

The Covidemic dealt us all a catastrophic blow

Friends and Relations everywhere confirmed "Oh yes, that's so!"

We were reduced to seeking any viral countermeasures

As masks, vaccines, and distancing became our only treasures.

Despite the cost, we now resume our big Contest-and-Show

With WILL restored, we all prepare

to gather builds and GO!

## **Incredible Customer Service from Atlantis Models**

**by John DeRosia**

Confession time! I will tell the truth and let you know I sometimes make bloopers on my model builds. I bought the great 1/16th scale Atlantis VEGA Funny Car. Working on large scales is so much fun – and helps older eyes also. I built the car pretty much out of the box. I painted it blue, let it dry, and then decaled it.

Whoa, I goofed on the decals and ruined some. The Atlantis decals are 100% awesome. Being a little bummed out and not sure what to do, I went on-line and the Atlantis Models site has an easy to e-mail parts request ‘fill in the problem description’ box.

I told them right away by e-mail, I had goofed. I also told them I would pay for another set of decals. I believe I e-mailed them about midnight. The very next day - no kidding! – I got a return email from them saying that they already put another set of decals in the mail. Unbelievable! On a scale of 1-10 – I rate customer service to myself this way, they get a 1200!

Lots of us buy Atlantis models and I will continue to do so. They have great models, not very expensive, great subjects, and the BEST CUSTOMER SERVICE!

Happy modeling!

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## **We Need You for the April 2023 Seattle Model Show**

**by John DeRosia**

I just want to give you my 35.7 second written rendition of needing volunteers for our upcoming April 29, 2023 Renton Community Model Show.

As all of you know, our club is based on 100% volunteers. Even the club officers after volunteering for their various positions, are then voted in. They DO NOT get any weekly, monthly or yearly money/salary. Think about that for a minute. They do lots of work unseen to make the club run super great month after month.

The April 2023 Show needs lots of volunteers again. Just like every show we have ever put on. Most of those volunteers for the upcoming show need to be YOU who attend every month and have the fun we place as a high priority for each meeting. If you don't volunteer and help us out (trust me all the volunteer areas are simple to help with), you will not be allowed to have one negative comment about the show. Well – it may not really be funny.

Please remember, there will probably be more models than ever since it is the first show in years since Covid came to visit the world. That means there will be literally hundreds of new and returning modelers and even visitors just wanting to see all the incredible models on the tables.

Help us make it a totally fun Saturday for all, including the club officers. If not enough people volunteer – it adds years to each club officer. It can double, triple and make more work for each of them. In turn, they may not have as much fun, the domino effect starts and oh boy! After the show, they may just give up models and go back to dancing ballet as a hobby...YIKES!

One other important thing as you volunteer. Don't think you need to have a H.S. degree, a college degree, or 24.18 years of work experience. When you volunteer, each and every area you sign up for will have a method of training/teaching you what your assignment will entail. (This could be e-mails, meeting in person, or training on the day of the show.) I keep hearing that in particular, the head guy of Registration, John something or other, will also have coffee and donuts for his volunteer team members. What, you don't know how to have coffee and a donut in public? I'll train you...er...ah...John will train you.

Last but not least. You will volunteer for increments of time. NOT THE WHOLE DAY! We may ask you to volunteer for only one hour or 1.5 hours. You will have lots of time to drool, and drool some more at all the incredible models that will be at the show.

Let's all have a super day of the show. Help us as a volunteer. Rick Taylor will have sign-up sheets at the meeting before the show – please sign up. Then we (The heads of the groups) will contact you.

C U at the show...as a modeler and an awesome club volunteer. YEAH!

# OrangeCon

Model Contest and Vendor Fair  
**SUNDAY OCTOBER 1, 2023**



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**Be a part of Southern California's  
largest exhibit of scale models**

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**Location:** The Double Tree By Hilton (ex-Holiday Inn)  
7000 Beach Blvd  
Buena Park, CA 90620  
(Immediately off the 91 Fwy at Beach Blvd.)

**Schedule:**

Open To The Public	9:00 AM to 5:00 PM
Vendor Set-Up	7:00 AM to 9:00 AM
Vendor Room Open	9:00 AM to 2:30PM
Model Registration	9:00 AM to 11:30 AM
Contest Judging*	Noon to 3:00 PM
Awards Presentation	3:30 PM to 5:00 PM

\* Portions of the Contest Room will be open during Judging on a rotating basis.  
Your cooperation is requested.

**Admission:**

Spectator Admission (No Contest Entries)	\$ 7.00
Contest Admission (Adult & Ages 13-17)	
(includes first 3 models)	\$10.00
Contestants Under Age 12	Free
Model Entry fee after first 3 models	
Adults	\$ 1.00 Each
Junior and Young Adult	Free

At the time we are creating this document there are no COVID Restrictions. At OrangeCon, we will be obligated to observe and enforce any State, County or Hotel requirements for masks, social distancing, etc. Everyone will be expected to comply. Please be aware that neither IPMS/USA, nor its Chapters, or their members are liable for any potential transmission of illnesses. Those planning to attend this event should all: Follow any existing safe social distancing recommendations; And abide by any local or state regulations regarding gatherings.

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**For a complete list of contest rules, registration forms and other  
information, please visit our website at: [www.ipmsoc.org](http://www.ipmsoc.org)**

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For more information:

IPMS Orange County, P. O. Box 913, Garden Grove, CA 92842  
web: [www.ipmsoc.org](http://www.ipmsoc.org) • e-mail: [octreasurer@ipmsoc.org](mailto:octreasurer@ipmsoc.org)

## OrangeConTheme

*That's  
Italian!*

Any subject from any era  
built in Italy or shown in  
Italian markings.

OrangeCon attendees and their guests have the opportunity to receive a special hotel rate of \$ 152.00 per-night plus taxes and fees.

To get the OrangeCon rate mention: *Orange County IPMS* when you call 1-800-HILTONS or online. All reservations must be made by Wednesday, August 30, 2023 to receive special rate.

Available Rooms at the  
DoubleTree by Hilton  
Buena Park



## ICM 1/48th Scale OV-10A Bronco US Navy

by Jarrod Booth, IPMS #44739



The OV-10A Bronco was a highly versatile aircraft and proved itself during the Vietnam War. Some aircraft operated by the US Navy were used in an anti-submarine training squadron, VS-41, Shamrocks. Some of these Broncos were painted in black or a very dark blue over white camouflage scheme. Interestingly, I could not find any pictures of OV-10As in this color. A number of Broncos were also returned to service during Desert Storm.

ICM seemingly defies all logic and continues to excite the modeling community with excellent model kits from the Ukraine. Keep them coming! They have proudly added “Made in Ukraine” on their box tops.

The OV-10 arrived packaged in ICM’s typical superb box. All the plastic contents were protected in bags, along with a glossy instruction manual and two decal sheets.

The manual included a parts layout and canopy mask templates (page 24). While I already had a set of Eduard masks, I was confident the templates would work just fine after my experience using the templates supplied for the ICM B-26K Counter Invader I recently built.

Construction started with the cockpit and ejection seats. The cockpit detail is acceptable in this scale. The instrument panels decals were supplied, but the side consoles included raised details and needed painting. No seat belts were included, but I used the Eduard photo etch seat belts that came with their Space, 3D cockpit set. The cockpit went together easily and all parts fit nicely. Everything could be seen clearly through the large canopy windows. I painted the main grey color followed by other detail parts in black, using the kit paint recommendations.

The nose undercarriage bay roof and rear bulkhead were part of the cockpit assembly and everything fit fine.

The fuselage sides were glued around the cockpit floor and it was here that I discovered a rather large twist longitudinally through the cockpit floor. I am not sure if this was something I did, but I used heat from a hairdryer to help straighten the soft plastic out as best I could. Carefully gluing the fuselage and cockpit floor together helped, but I think I still ended up with a slight twist through the completed fuselage as I had some minor fit issues with attaching the fuselage belly. I used super glue along the belly seam, sanded it flush and re-scribed any lost details back into the plastic.

The fuselage side weapons sponsons were assemblies. The fit was OK and I filled a few gaps with super glue. I thinned the inside walls of the sponsons to try and get a flush fit to the fuselage, but it was still not as good a fit as I would have liked.

The main landing gear bay walls were all separate, with the ceiling mounting on top. Everything fit very nicely, but make sure the outside edges are clear of excess glue to get a good fit when being sandwiched between the engine nacelle walls/tail booms. The gear doors were part of the side bay walls. Gear door retraction struts were added, but their position was a little ambiguous until I saw the angle of the mounting stubs.

The undercarriage legs were nicely detailed and slotted together well. Being made from ICM's typical soft plastic, I was tempted to replace these with stronger metal undercarriage legs. I could see the wheel wanting to splay out due to the weight of the Bronco. I managed to break the right main leg twice, albeit through rough handling once and then dropping the model. It is now quite strong with two metal rods down through the center of the leg. I would suggest leaving the legs off until later in the build.



ICM provided each tire in halves and separate wheel hubs, which made for painless painting. Each main tire showed a somewhat faint tread pattern which all but disappeared under a coat of paint. The nose wheel was also built the same with no issues. I did, however, appreciate the inclusion of the tread pattern.

I really liked how the tail booms were designed! The fit of the plastic parts was fantastic. A separate bottom panel slotted between the side boom panel and then this assembly was mated with the top that was already an extension of the top wing. I worked slowly to ensure a tight fit and a swipe of Tamiya liquid cement was all that was needed. There was a slight overlap of the side boom right behind the flaps. This was eliminated using a line of super glue and sanded smooth.

The upper wing was one piece and, as stated, included the top part of the booms. Four panels made up the underside of the wing to complete this assembly. There were some slight gaps where the underneath of the wing root met the fuselage and tail booms. The rest of the wing to fuselage fit was very nice and just required some careful sanding of the wing leading edge where it blended with the fuselage side.

If I were to build this aircraft again, I would add some Evergreen plastic sheet to breach the gaps. This may also have helped keep the whole wing at the correct zero-degree dihedral. I think mine had an ever so slight anhedral. Don't forget to open holes for the wing mounted pylons for painting options 1, 2, and 3.



All of the clear parts were extremely clear, but I dipped them in Future, as I normally do, to help protect them further. The kit supplied side canopy hatches were molded closed. The two pilots typically enter the cockpit on the right side and I decided to display these side hatches open. I masked off the "glass" and using my trusty razor saw, and carefully cut out each hatch. The canopy roof, windscreen and left side panels all fit precisely. I glued in the rear right window, but left the cut front and rear cockpit hatches until later.

By now the Bronco was ready for painting with the canopy masked, and the open spaces left from removing the side hatches were filled with soft foam I cut to shape to protect the cockpit from paint.

I decided to paint the third option: OV-10A 155473/RA-09, VS-41 Shamrocks, NAS North Island, 1971. As mentioned earlier, I had no luck finding any pictures of the actual or similar aircraft in this livery online, and I assume ICM must have had the same issue, or the pictures they had were black and white. ICM recommended either a dark blue (showing a percentage mixture of two ICM colors) or a black paint job over off white. I contemplated between Tamiya Tire Black or some sort of dark blue color and finally decided on Tamiya XF-17 Sea Blue. It looked essentially black with a very slight blue hue. I sprayed the underside of the aircraft and tail tops white, masked off a soft edge using Blue Tac rolled into long thin snakes and applied the Sea Blue to the upper surfaces. A Mr. Color gloss coat followed. I painted the centerline fuel tank aluminium. The propellers were painted Tamiya XF-81 green with white tips that I measured to match the length of the white and red prop tip decals.

The ICM decals and their application were nearly faultless and a joy to work with. About the only issue I ran into were with decals that had more clear carrier film, like the shamrock leaves on the tail, and some of the stencils. The clear film was extremely thin and wanted to fold over on itself and wrinkle as I maneuvered it onto the model. However, once on the aircraft, I was able to drag the whole decal into position and the carrier film formed itself around raised rivets and recessed panel lines beautifully!

The large red wing walk decal and the long green stripes along the belly fuel tank were strong and enabled me to maneuver them until I was happy with their positions. I applied the white and red striped prop tip decals. I was glad I sprayed the tips white, as the white part of the decals were a little translucent and the green on the rest of the blade would have shown through.

After positioning each decal, I used Micro-Sol decal solution, resulting in most looking like they had been painted on. I experienced very little silvering that was taken care of with more Micro-Sol and a sharp blade or pin.

I sealed the decals with another gloss coat and applied a wash to the white areas. I kept the aircraft fairly clean as it belonged to a specialized training unit, and I assumed that they would take care of their OV-10s.

For the Bronco I was building, I used the wing pylons and built the LAU-33 rocket launchers. Each was in two parts with separate war heads. The fit was good. These were painted white, while the rocket heads were painted green and adorned with two tiny yellow decal stripes on each. A weapons load sheet for each of the four aircraft represented in this kit was shown on page 23 of the instruction manual.

Interestingly the LAU-33 warhead stripes were included on the main decal sheet and the LAU-33s and their pylons were found on Sprue "A". For decal options one and two, there was a complete selection of weapons (two sprues) and a dedicated decal sheet. Superb! As I did not use these, I added both to my spare parts allotment.

A satin coat finished the painting stage and I continued with final assembly. I glued the prop spinners and hubs to the props. Note that the props rotate counterclockwise to each other.

Various antennas were glued into their recesses around the Bronco's belly and tail booms. A clear lens covering the nose landing light was added, as well as other position lights. During the build, I accidentally broke the pitot tube off the nose and subsequently lost it. I replaced it with a Master Models brass pitot tube, which was much stronger than the soft plastic.

The remaining gear doors were attached to the main and nose wheel retraction struts and the main wheels were glued onto their pegs. The nose wheel fork had tiny attachment stubs that I could easily see coming loose. I drilled through the fork and wheel and inserted a brass rod axle cut to the appropriate length. I now had a much stronger nose wheel assembly.

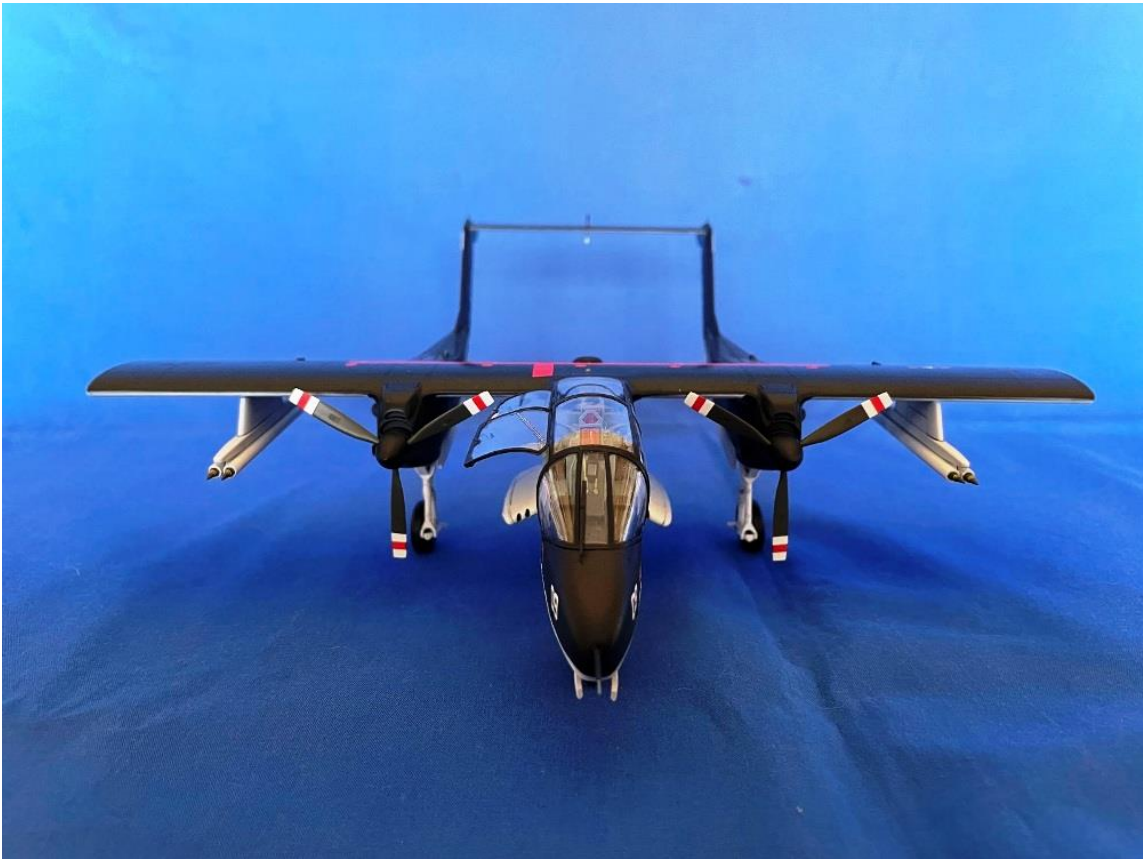
The two open canopy hatches were left until last, and I glued them in the open position. I fashioned supports from thin brass rod and wound wire around them to replicate a spring mechanism that held the hatch open or closed. I was glad I opened up the canopy. It adds a little more visual interest and realism to the model. Quite often the left side hatches were also open, but I left these closed.

I had a lot of fun building the little Bronco and the Navy paint job and green Shamrocks really look striking!

I don't think this would be a model for beginners, but anyone with some experience should achieve a good result building it straight out of the box. The clear decal carrier film and very soft plastic may be the only things that could catch less experienced modelers off guard.

Thank you very much to ICM and IPMS USA for the opportunity to review and build this excellent model.







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**Public Disclaimers, Information, and Appeals for Help**

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. You are encouraged to submit any material for this newsletter to the editor. He 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 Word, or text document, for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor Robert Allen's address at **baclightning@yahoo.com**. Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please call me at 425-885-3671 if you have any questions.

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## A Gathering for Terry Moore

A Gathering for Terry Moore will be held on Friday, April 21 in the Banquet Hall at the Renton Community Center from 7 to 10 pm. If anyone would care to get up and share any stories about Terry please contact Jill Moore at 206-817-5111. No children please.



## Next Meeting: April 8 - 10:30 AM to 1:30 PM

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.

