



IPMS Seattle News Seattle Chapter IPMS USA August 2026

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Message from the President August 2026

Greetings all,

I hope everybody's having a fantastic summer. Based on what we're seeing at our monthly meetings it seems there's been lots of model building and that's great! I hope it continues.

This month I'd like to talk about our newsletter. Specifically, I'd like to start with announcing that Elbert Lin has once again won the Region 7 Best Newsletter Award. This is awesome! Since Elbert has taken this role on, he's done a great job of soliciting volunteers to write articles, putting all those articles together in a very readable format and presenting us, month after month, with a quality newsletter. This is all volunteer work so that makes it an exceptional accomplishment. So, I'd like to ask you all to join me in expressing congratulations to Elbert and thank you for all your great work!

But Elbert is not alone in this endeavor. It takes the work of many other volunteers to provide the content of our newsletters. We have many in our club to thank for a steady stream of content that they provide to the newsletter. Regulars such as Tim Nelson with his recent article on the Arctic Vega and World War I Pigeon Loft, Norm Filer with his long running series of colorful military aircraft profiles, Bob LaBouy and Tracy White with their steady stream of informative product reviews and build articles, Nausicca Au with her colorful and imaginative builds, and many, many more. Our newsletter is dependent on the skills and talents of everyone in the club, so I hope everyone can submit an article or two on whatever modeling subject they have in work (or complete) somewhere along the line. I'm sure Elbert would love to see your contribution. *(Editor's Note: Yes! Yes!)*

Lastly, I know our 2027 Spring Show is a number of months away, but we do need to start thinking about getting it all together. One of the things we struggle with every year is getting enough volunteers to handle the comprehensive workload of running the show. From hosts to judges, raffle to setting up tables and everything in between. We need lots of volunteers. Somehow, we always seem to manage, but very often it's with a lot of last-minute volunteers and we make it by the skin of our teeth. I'd like to ask everybody to think about where they could help with our 2027 show and volunteer early so we can put on a solid show.

Thanks to everybody who has volunteered in the past, and to those who are willing to volunteer in the future!

Have a great rest of your summer!

Mike

IPMS Seattle Chapter Officers

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Mike Millette

Vice President

Gil Vincent

Treasurer

Fuzhou Hu

Newsletter Editor

Elbert Lin

Public Disclaimers

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

Editorial Policy

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

Appeals for Newsletter Content and Usage Attribution

We need your content! You are encouraged to submit material for this newsletter to the editor. We will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Any Microsoft Word or text document is suitable for publication. Please do not embed photos or graphics in the text file, submit as single, separate files (jpeg if possible). Articles can also be submitted via e-mail, to the editor [email address](#). Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please [email](#) if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document.

Seattle IPMS Website and Facebook Page

[IPMS - International Plastic Modelers Society - Seattle Chapter \(ipms-seattle.org\)](http://ipms-seattle.org) [Facebook Page \(https://www.facebook.com/groups/IPMSSeattle/\)](https://www.facebook.com/groups/IPMSSeattle/)

2026 IPMS Seattle Apparel

Greetings IPMS members,

We are proud to announce the opening of our 2026 IPMS Seattle Apparel Web Store.

Here is the link to the website.

[IPMS 2026 | Risan Athletics, Inc.](#)

The Web Store is available now and will close on September 15, 2026 at 11:59pm.

New items this year include work aprons with the IPMS logo, green tie-dye t-shirts, green dress shirts and children sized t-shirts.

All orders will need to be paid for at the time of ordering.

Risan Athletics will fulfill each order individually and should have them available for pick up by the club in mid-October 2026.

The completed orders will be distributed at the November 2026 IPMS meeting.



AOA M1278 JLTV (1) – M1278 US Marines



By Bob LaBouy

Link to product on company site [here](https://www.aodecals.com).

Background and Historical Notes

From AOA Decal Manufacturer's Notes

"14 options for JLTVs in US service:

- 2x Army Reserve (Fort McCoy)
- 12x USMC - Additional decals are also included without the tape/exercise markings that cover some various unit markings. Decals for an M1102 trailer are also included for one JLTV option.

Includes full JLTV stencil data set (enough for two vehicles) with variations.

For Rye Field Model (RFM) 1/35 JLTV.'

History notes:

As one of the military's most important decisions, it put out a bid announcement for a replacement for



its basic utility vehicle, what was to be called the 'Joint Light Tactical Vehicle.' Its purpose was to provide a replacement for the Humvee, and to incorporate defenses for the most common threats facing the Humvee, including being 'up armored.' It what has become a de-facto practice the armed services started studying the designs and requested bids from many of major manufacturers in 2006 and concluded with the selection of Oshkosh in 2019 with an initial contract of 16,901 vehicles. Since that date the services budget contracts have grown to 49,099 for the Army; approximately 12,500 for the Marine Corps; 2,000 for the Air Force (dependent on funding); and

approximately 400 for the [Navy](#). As you can see there are currently several versions of these vehicles (see image below) and I suspect more enroute to both Oshkosh and our hobby shops.

This decal sheet addresses the need/desire for aftermarket decals, primarily for the kits manufactured by Rye Field Models (as they have produced at least three such kits in 1/35th scale). There are also several other such manufacturers kits in this scale, and I assume there will be other such kits in the foreseeable future.

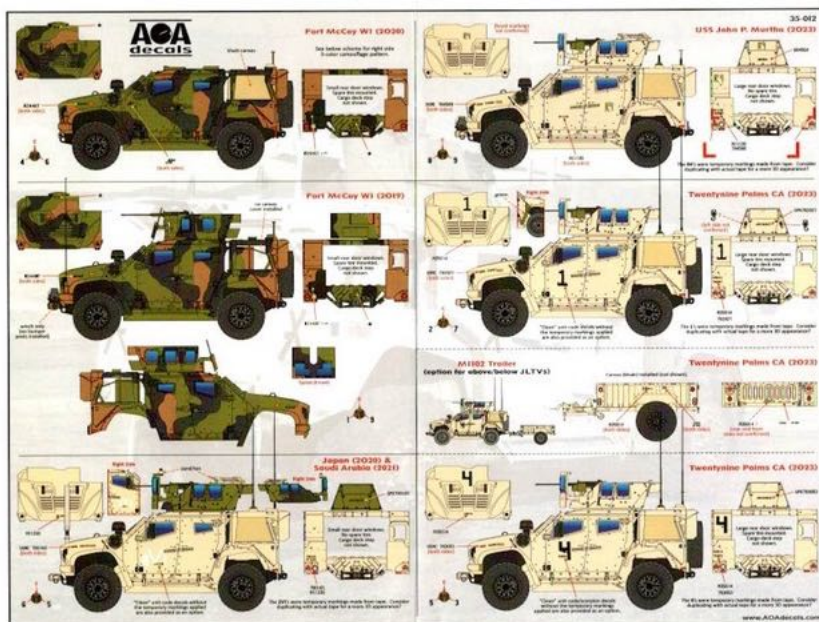


There are fourteen individual decals covering both utility and fighting vehicles from several ships and locations including Twentynine Palms, Japan Kuwait and two Army locations. Colors include both a variety of USMC desert, a full OD and two full 3-color camouflage schemes.

While I currently have one such model JLTV on my messy desk, I have illustrated a sample using a piece of scrape in Carc Tan from Real Colors (RC 079) allowing me to simulate a desert tan and try my hand at these AOA decals. To prepare my test sample I first prepared it with Mr. Surfacer 500 and then sprayed one coat of RC 079. I did not lay down my usual covering layer of Testor's Dullcoat, because I wanted to see what film remained on the surface of the decals.

I was very pleased with several aspects of these decals: (a) they are very thin, (b) there is almost no visible decal film, (c) the decals themselves are printed very accurately allowing you to see and display

all of the tiniest lettering and details (I used my Optivisor to read some of smallest print—it's all there!), and (d) those in color also show what appears to be the masking tape used on the appropriate vehicle, which I found to be an incredible detail, as well as a utility trailer. There is also an indication that these decals were printed by Cartograf in Italy. See the attached image illustrating the '2-1' in blue masking tape.



Recommendation:

As you can see from earlier notes and images, I see these decals as a great modelling asset, providing several markings for the military's newest all-purpose vehicles. This is a vehicle that is in wide usage across the US inventory and seemingly not been covered to date. I recommend these decals without reservation, both for their price point and the wide variety of vehicle subject markings included.

I want to thank the AOA and IPMS/USA for the opportunity to review these decals.



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The Flying Footnote *Building the AModel Yak-15*



By Morgan Girling

At the end of WWII, the Soviet Union's trove of captured German technology included a few Jumo 004 turbojet engines, and the Yakovlev and MiG design bureaus were tasked with designing the first indigenous Soviet jet fighters around them. Yakovlev was directed to use the lowest (technical) risk path, which they did by replacing the piston engine in a Yak-3 fighter with the Jumo, lowered so the jet exhaust would clear the fuselage. A pair of 23mm cannon, ammunition, and an extra fuel tank lived under a streamlined fairing where the piston engine used to reside. Like many other countries' first jets, it retained its conventional tail-dragger configuration, causing similar despair amongst the airfields' greenskeepers.

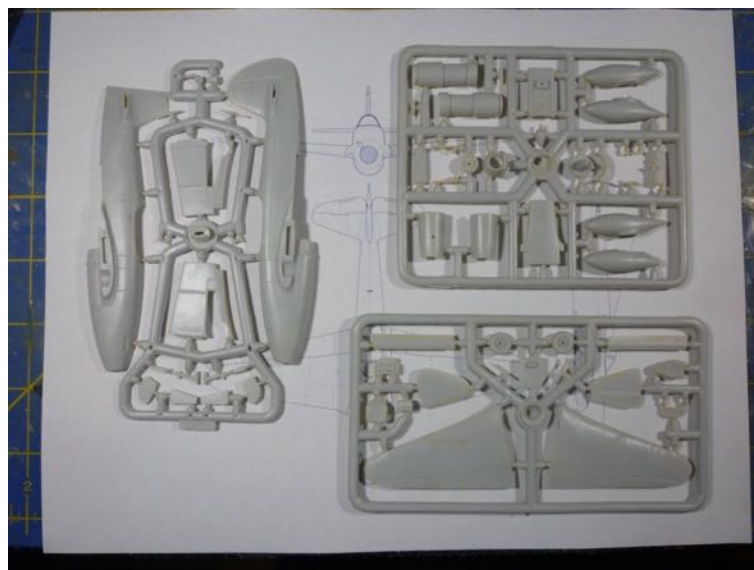
After initial test flights, both the Yak-15 and MiG-9 were ready for a flight demonstration on April 24, 1946. Yakovlev lost the coin toss and officially became the second Soviet jet fighter, taking off a minute after the MiG. Both aircraft impressed the officials sufficiently that both were ordered into production, resulting in 280 Yak-15s with the Soviet RD-10 copy of the Jumo 004 being produced. While officially a fighter, the Yak-15 was used primarily



as a transition trainer for piston-engine pilots and was exported in limited numbers to the Soviet client states.

The Kit

It found me at one of the club estate sales – a small box with a formation of red Yak-15s on the box top. Arguably, it was from AModel and had a snarky comment penned on the box top, deriding the quality of the canopy, but this kit had one overriding advantage: it was free. I'd long planned on eventually adding at least one Yak-15 display team bird to my collection. It sat in my stash of aerobatic-teams-to-be-built for a year or so before I found that a 2029 Northwest Scale Modelers display at the Museum of Flight would be "First Jets", and the curator was interested in a Yak-15. Time to thaw it out.



My first impression on opening the box was that it was both better than and worse than the "typical AModel" quality I'd come to expect. On the plus side, the parts lacked the odd flow-induced phantom panel line at the edges that had plagued my earlier C-123 build. Apart from a little flash, the molding was quite acceptable, with good registration between the mold halves and an attempt at interior detail in the cockpit and wheel wells. On the downside, it had sprues as thick as my thigh, with similarly hefty sprue gates. Then again, while thick, the sprue gates were channeling some ghost of Bandai as they came in under the edge of the part. The canopy was... missing. Apparently, the original owner had emphasized his box top comment by hurtling the canopy into the trash.

Let the adventure begin

Since the Yak-15 started from a Yak-3, I should be able to copy a Yak-3 canopy. Alas, they've completely different profiles. The Yak-15 was adapted into the Yak-17 (tricycle landing gear, new wing, ejection seat), but otherwise the spitting image of the '15 when the gear is up. As I was lamenting to Chris Banyai-Riepl about being unable to find a Yak-17 kit, he loaned me his completed Yak-17 from which I could vacuform a canopy. Reality slyly chuckled and said, "hold my beer." The Yak-17 canopy





has a flat armored panel in the front section. “No problem,” I thought, “I can make a mold of the canopy, cast a master from that, remove the offending armored section and vacuform that.

Carefully masking around the canopy to protect the paint, I mixed up a blob of EasyMold™ silicone putty and splushed it around the canopy. After it set, I removed it and filled the ends of the mold with some more EasyMold™ (which enthusiastically sticks to itself) to prevent resin from leaking out. Once set, I cast the vacuforming

plug from 2-part resin, and once that cured, set to work cleaning it up and recontouring the canopy front. A little filing and sanding soon yielded the simple curve of the front canopy – success was at hand. “Not so quick,” chuckled Reality - the Yak-17 canopy front had a shallower slope because it was a faster aircraft. After marking off the correct length and whittling away I finally had the canopy front shortened, but something still didn’t quite look right. The Yak-17 had a



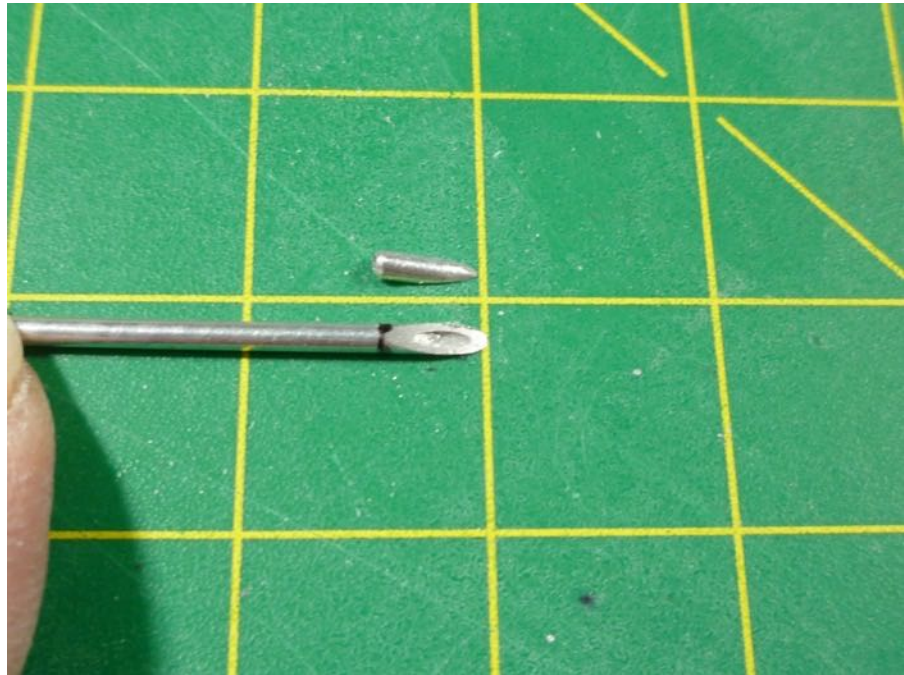
taller canopy to accommodate the ejection seat, so I had to recontour the rest of the canopy. Content that it met TLAR* specifications, I vacuformed a couple of canopies and was ready to tackle the kit.

The Build

The kit itself went together easily and fit well, just approach it as you would a limited-run kit. I recommend sawing through the sprue gates, particularly for the more delicate parts. The instructions, written in Cyrillic are typically vague with arrows pointing “over there,” with some part orientation is left as an exercise for

the reader. Engine placement is vague so I glued to intake to one fuselage side and the exhaust fairing to the rear of the engine before filing and nudging things to fit. The only enhancement was adding styrene rod to the implied tube steel frame in the cockpit. The one place where I feel the instructions are wrong is that the landing gear legs need to be installed before the wing halves are joined. Otherwise, you'll need to trim away most of the pins to be able to thread them into place.

I used fine brass tube for the pitot tube as it was more in-scale and a lot more robust than the kit part. When nearly complete, I managed to dislodge one of the 23mm cannons which is now in that dimensional Sargasso Sea where missing socks go to spawn. ** I made 2 fairings out of 1/16" aluminum tube filed to shape, with thin brass tube for the gun barrels and replaced both guns.



Finishing

The kit provides decals and paint schemes for an operational fighter (yellow 86) and one of the five all-red ships from "Savetsky's Team" at the 1948 Air Display. Painting was straightforward, with Vallejo grey primer, preshading in NATO black, with Tamiya X-7 gloss red on top. For the canopy, I use Jim Scubert's trick of cutting strips of clear decal film, pre-painted first with the interior color then the exterior color. Antenna wires are "invisible thread" painted with Vallejo steel, while the insulators are tiny blobs of Liquitex Gloss Medium applied with a toothpick and once dry, painted with a light cream (Vallejo 71.270 - RAL 9001 Weiss).

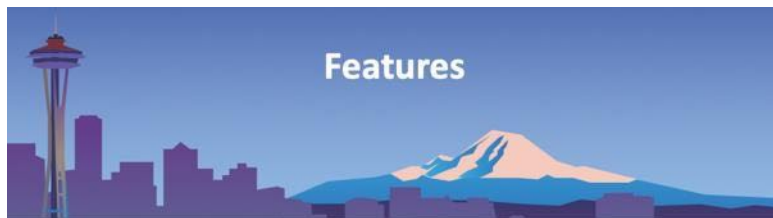


Notes

* That Looks About Right

** I subsequently found the missing gun months later while searching for a different lost part.



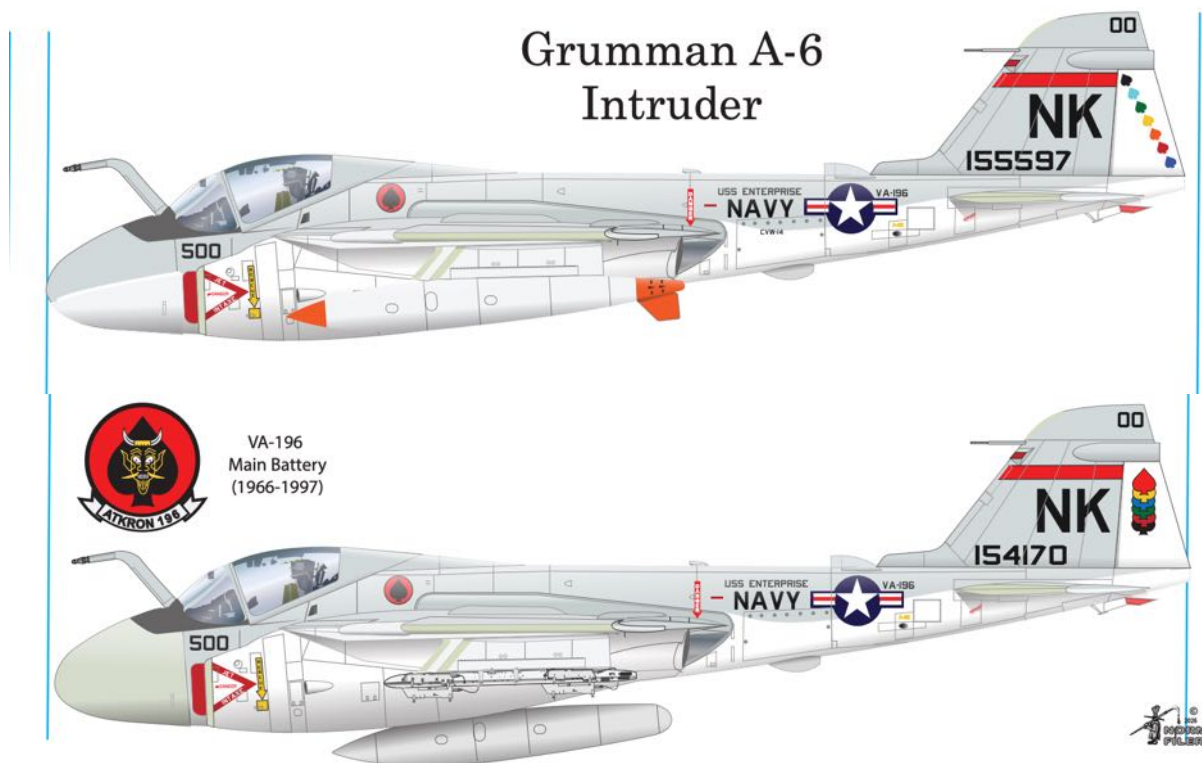


Grumman A-6 Intruder Profiles Part 3

By Norm Filer

Editor's Note:

And now we come to Part 3 and the final part of Norm's excellent profile series of the Gruman A-6 Intruder. As I've mentioned before, we are so lucky and blessed to be the recipients of Norm's incredible work. He does this only for the occasional free meal at Lil' Johns, and for the love of IPMS Seattle. Next time you see him please give him a well-deserved shout out!

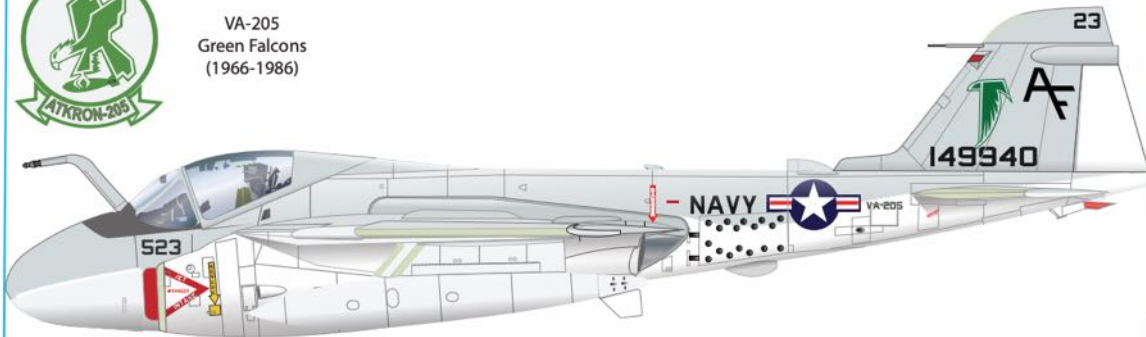


Grumman A-6 Intruder

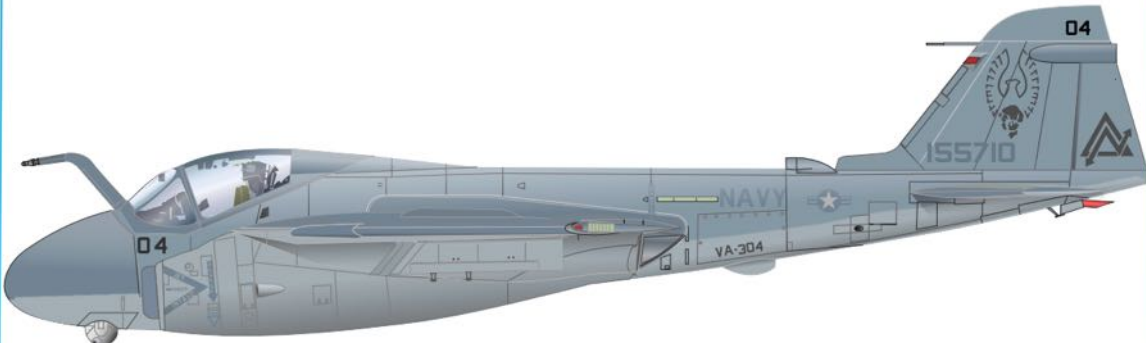
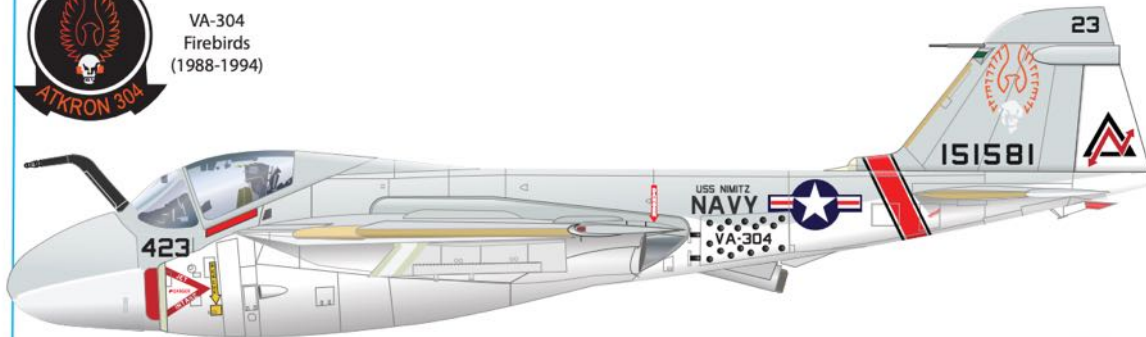




VA-205
Green Falcons
(1966-1986)



VA-304
Firebirds
(1988-1994)

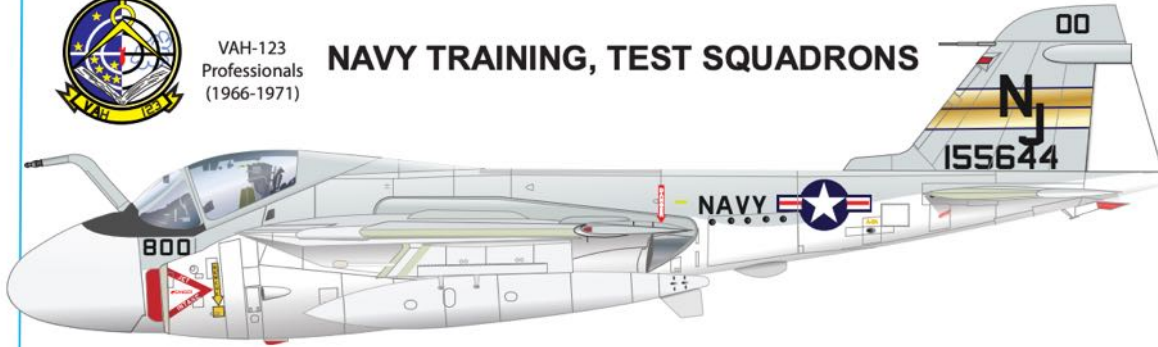


Grumman A-6 Intruder

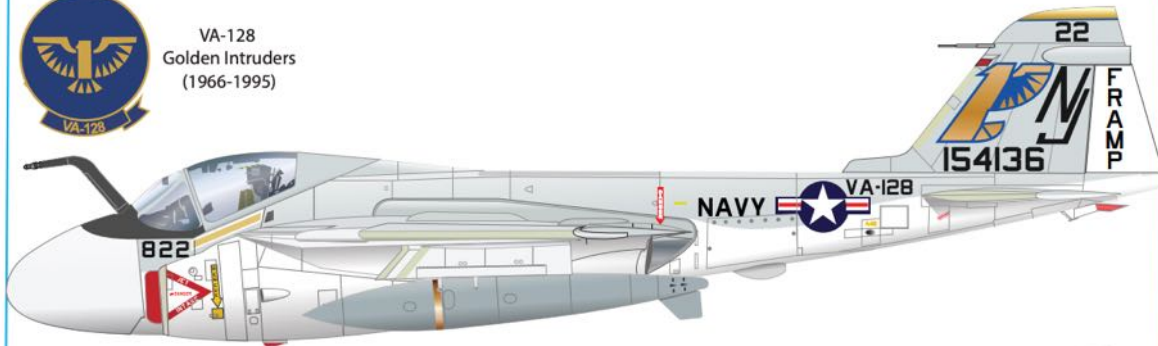


VAH-123
Professionals
(1966-1971)

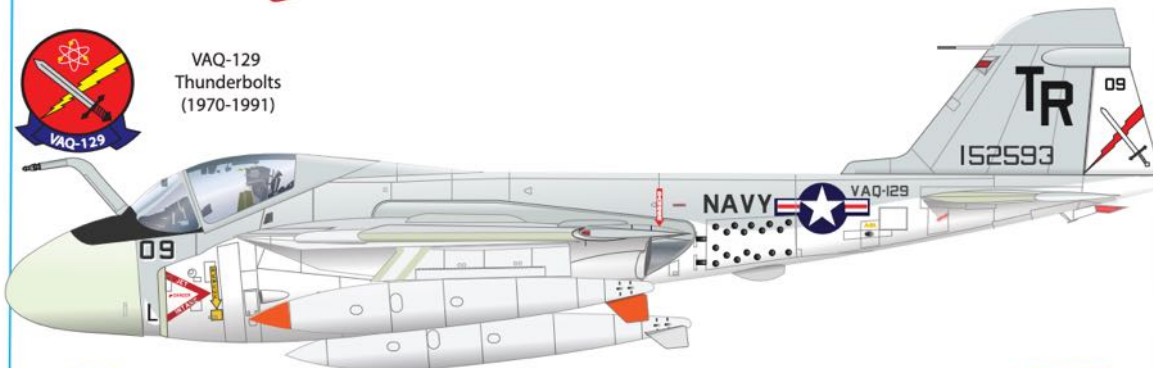
NAVY TRAINING, TEST SQUADRONS



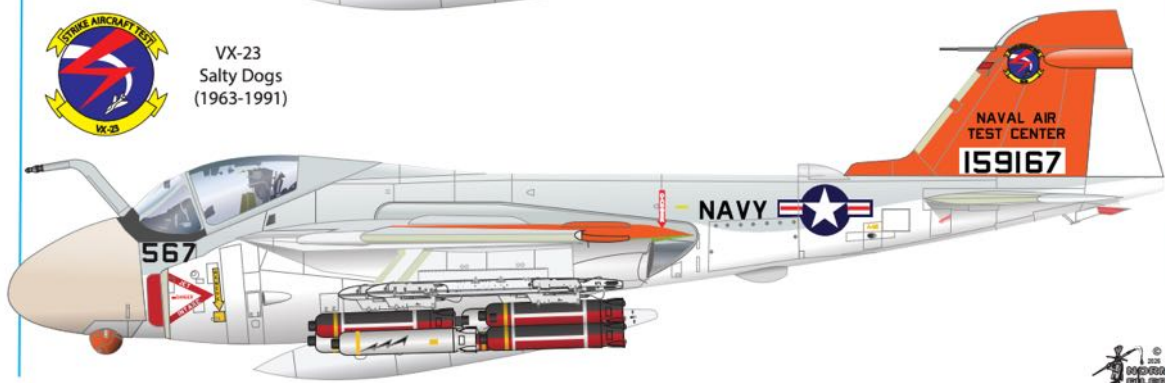
VA-128
Golden Intruders
(1966-1995)



VAQ-129
Thunderbolts
(1970-1991)



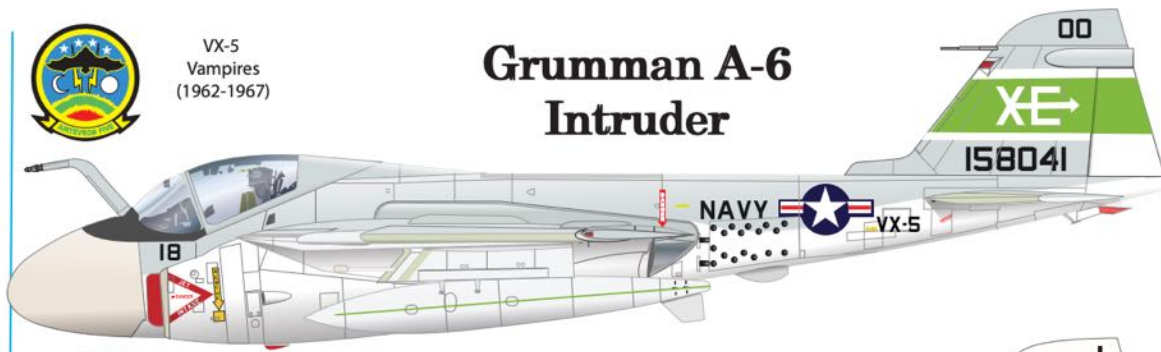
VX-23
Salty Dogs
(1963-1991)





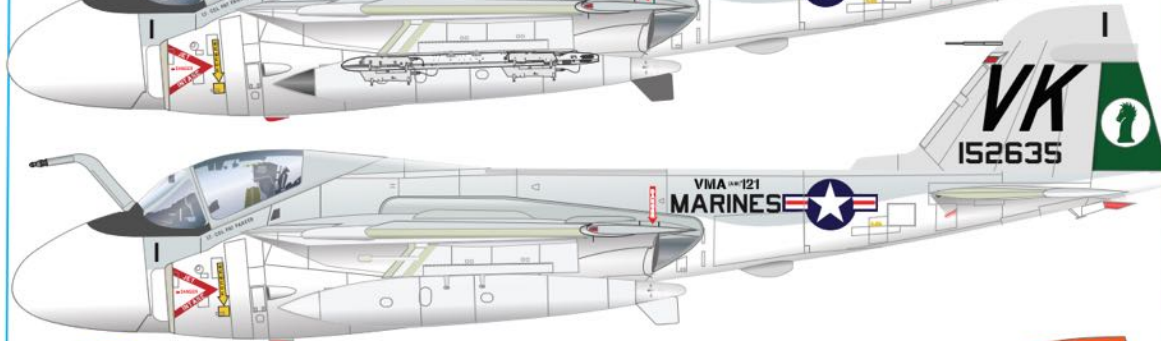
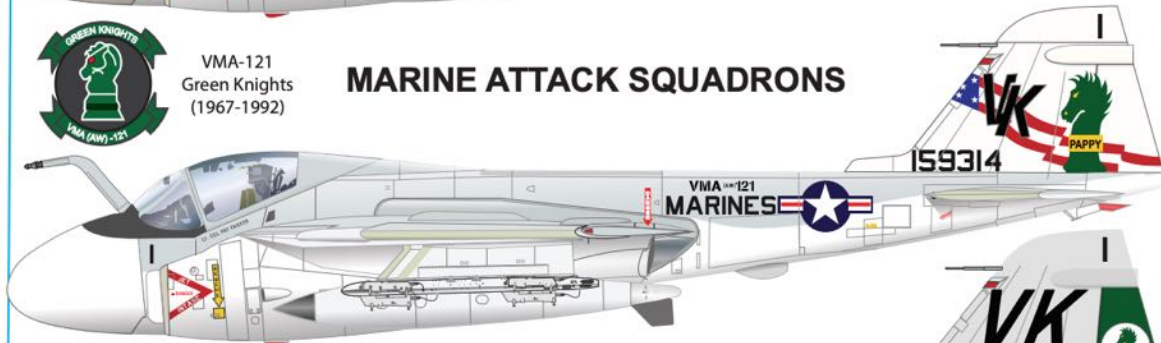
VX-5
Vampires
(1962-1967)

Grumman A-6 Intruder

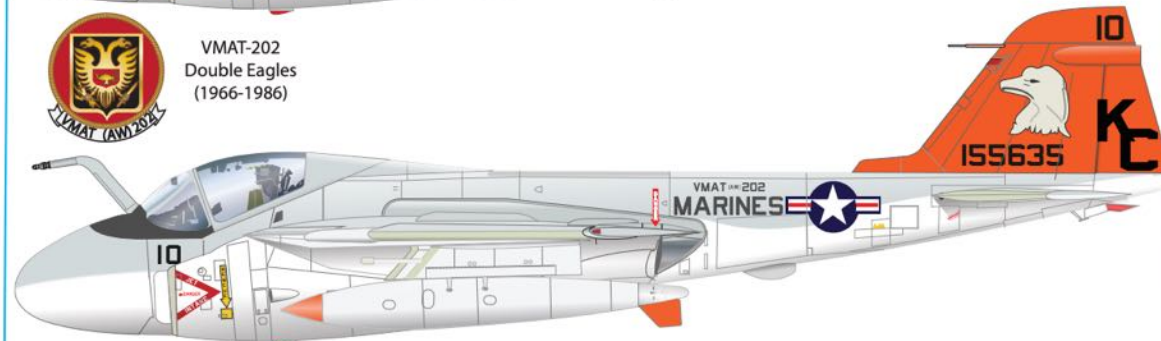


VMA-121
Green Knights
(1967-1992)

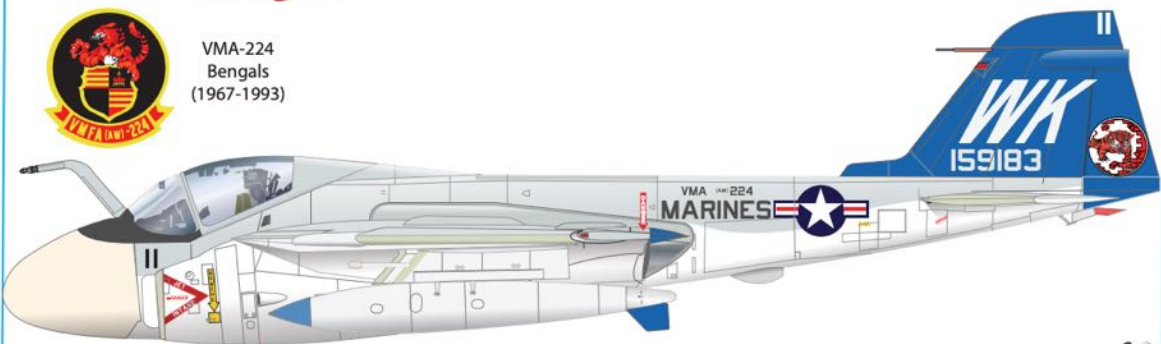
MARINE ATTACK SQUADRONS



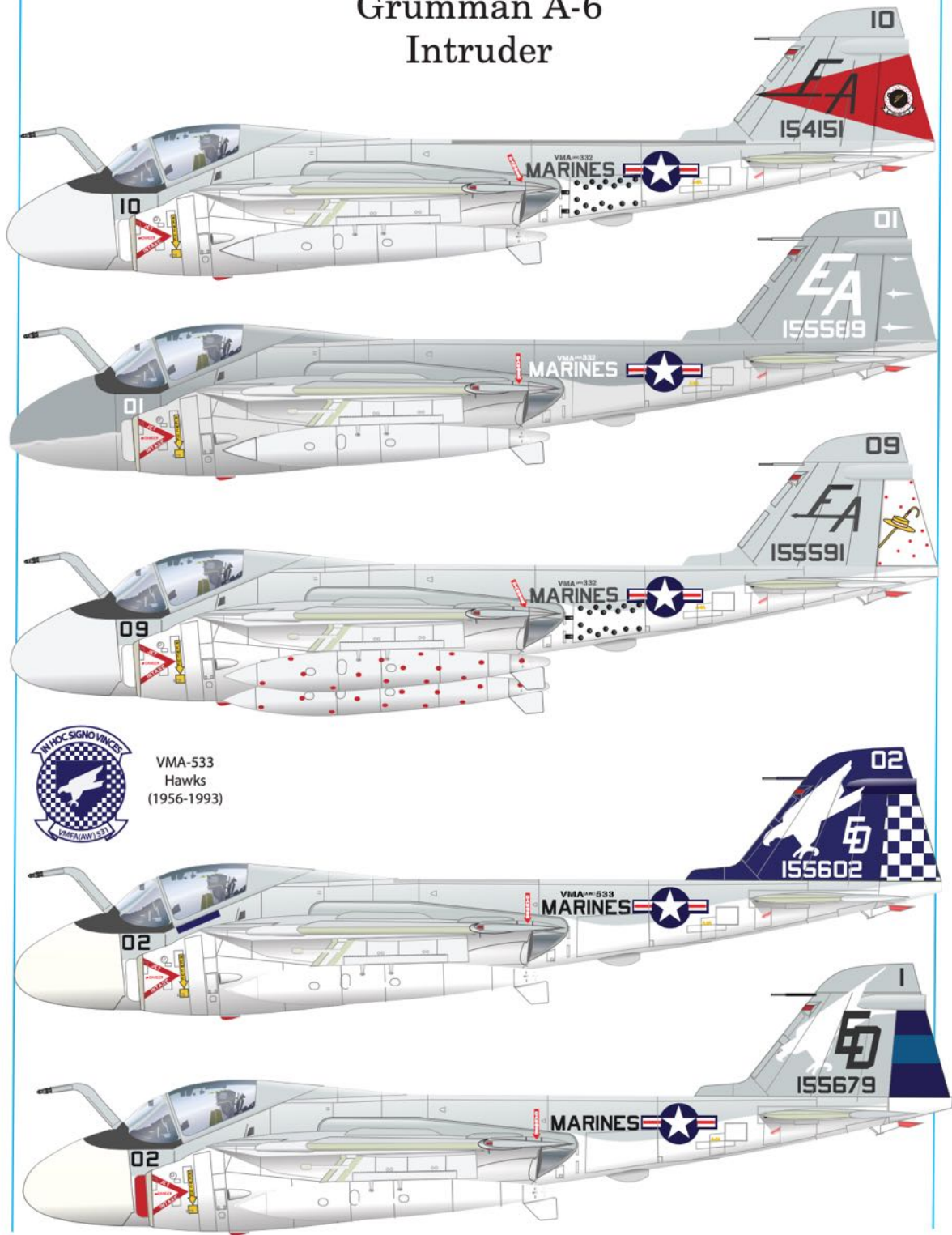
VMAT-202
Double Eagles
(1966-1986)



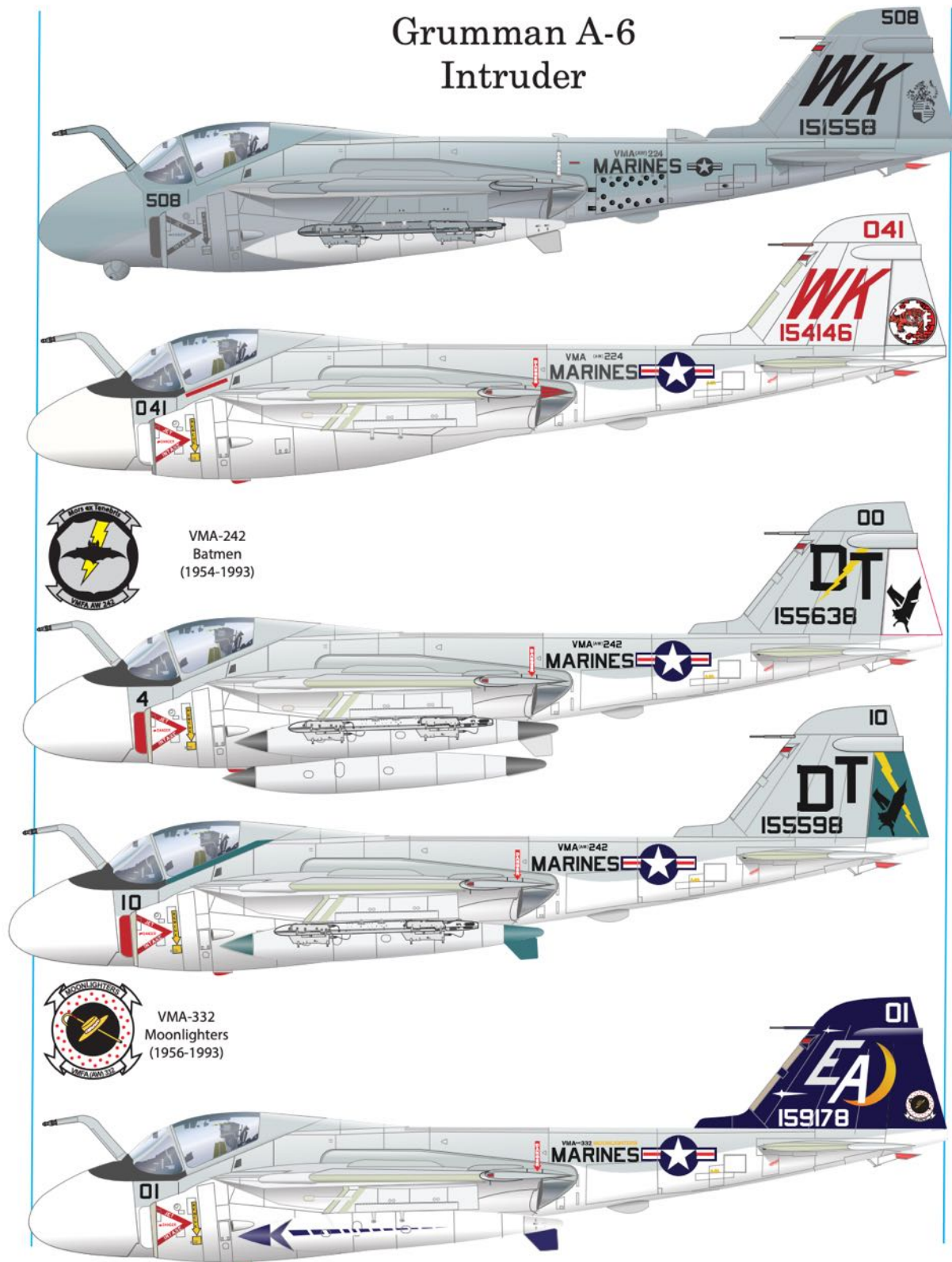
VMA-224
Bengals
(1967-1993)



Grumman A-6 Intruder



Grumman A-6 Intruder



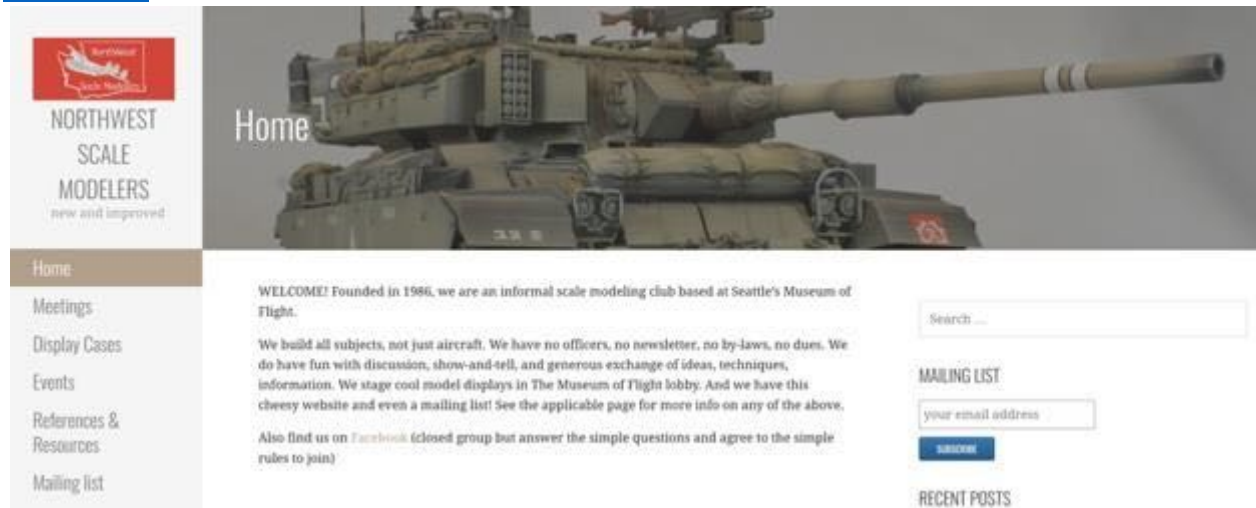
The End.....

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Northwest Scale Modelers (NWSM)

The Northwest Scale Modelers meet monthly at the Museum of Flight in Renton. Modelers of all genres are welcome to attend. Please see their website for more information: [NorthWest Scale Modelers \(nwsm.club\)](http://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 206-6011351.

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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.

August 9, 2026* September 13, 2026* October 11, 2026* November 8, 2026*

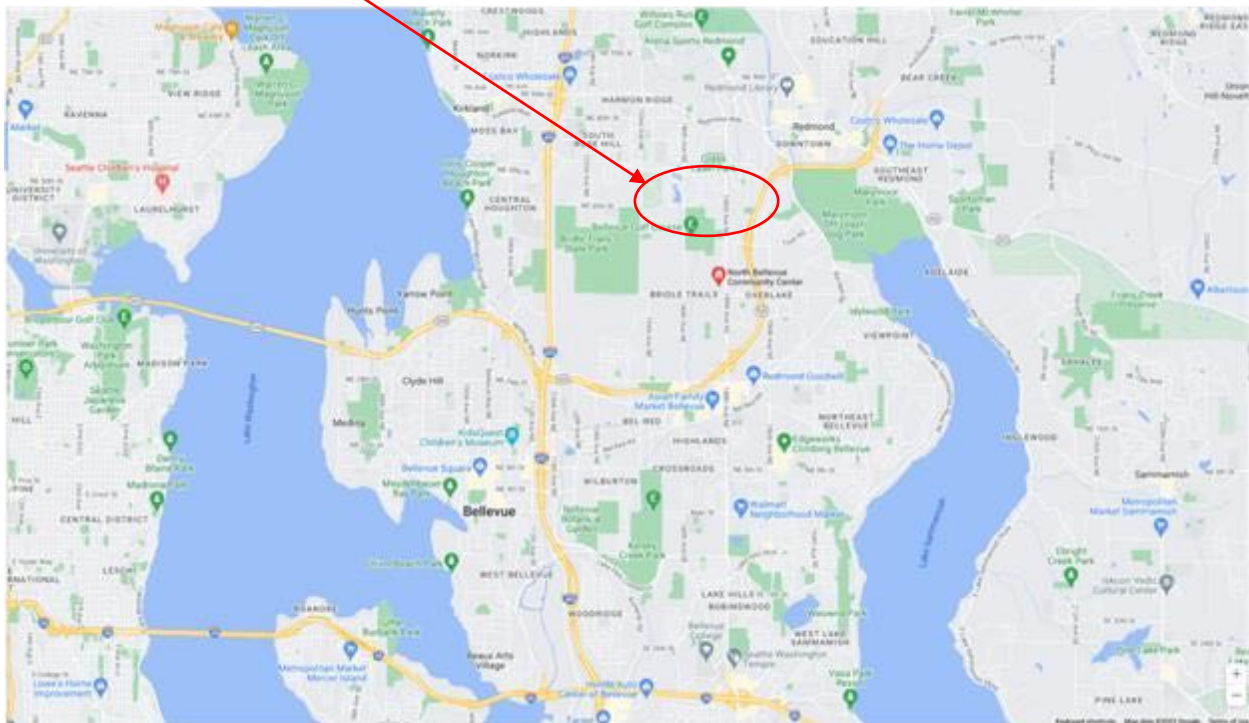
Next Meeting: August 9, 2026 Sunday– 12:30 AM to 3:30 PM

***Note: These are the 2nd SUNDAYS of the month at 12:30 PM to 3:30 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.



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 USbased 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 geographicallydetermined 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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