

Chapter Contacts

Please forward to your members!



Something unusual from chapter president Dave Lockhart this month: a MOVIE review of a SOUTH KOREAN movie about a naval victory of Korea over an invading Japanese fleet that happened over four hundred years ago, in 1597. Like me, it's a safe bet that you didn't have it on your list of great naval battles with Salamis, Trafalgar, Leyte Gulf, etc.. I'd never heard of it either!

To round out Dave's review I went to my old reliable (Wikipedia) to learn that this 2015 movie broke all the records in its home country, with numbers that wouldn't be shabby anywhere: over seventeen MILLION paid admissions grossing over well over US \$100 million domestically.

Dave also provides a nostalgic "how-I-started-in-modeling" article ...his first kit was the 1960's "Revell Harbor Tug". I suggested it to Ocala editor Jacob Duryea who will be featuring similar member memories, so you might see it again!

Chuck Davenport (usually identified with the Georgia Mountain Modelers chapter, but he gets around a lot) has provided an interesting article on using computer software to salvage old KIT BOX ART: from this



..to this!



And of course his techniques can be used on a lot more than just box art images! All very interesting!

As always I anticipated Jim Pernikoff's "Plastic Matters" product review column. Last month I had wound up buying (and enjoying) the "U.S. Navy Carrier Aircraft vs. IJN Yamato-class Battleships" that he had recommendedthe multi-faceted "Battle of Leyte Gulf" ...the largest sea battle in history ...having been a favorite subject for many years.



The only Yak-23 ever seen in U.S. markings. Tested secretly in 1953 at Wright Patterson AFB, it was then returned to the Yugoslavs who had loaned the Romanian-defected fighter
https://en.wikipedia.org/wiki/Yakovlev_Yak-23

This month Jim besides books, Jim has included in-box kit reviews, one of them the Special Hobby 1/72nd Yak-23 “Flora” jet fighter. The name is its NATO-assigned identification code, like “Fagot” for MiG-15 and “Fitter” for Sukhoi Su-7. This Yak-23 had been a natural progression of earlier Yak jet fighters which started with straightforward conversions of WWII piston engine fighters with a captured German Jumo jet engine hung where the piston engine had been and exhausting under the wing. Later designs like the Yak–23 were propelled by jet engines derived from Rolls Royce designs which had thoughtfully provided to the Russkies by the British in Clement Atlee’s socialist Labor Government. The latter did NOT collect any license fees for their largess, other than the pleasure of meeting those unpaid-for copies, installed in MiG’s, high over the Yalu River in Korea. See https://en.wikipedia.org/wiki/Klimov_VK-1

The earliest of the Yak jet fighter series, the Yak-15, had even retained the conventional (tail dragger) landing gear of the piston fighter, with its rear landing gear shod with a steel wheel to prevent the “tire” from burning in the jet exhaust!



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