



PREZNOTES



Random Thoughts: Local Area Model Contests

Within the past three weeks, I have attended two local area model shows: the Oregon Modelers Society Show at Camp Withycombe in Clackamas OR, and the IPMS Vancouver Show in Burnaby, BC. Each show was a fun experience, with lots of nice models to view, together with being able to have a great time sharing the exhibits with fellow modelers. And each show, on paper, seemed to have a lot of models on display. The Oregon show reportedly had just shy of 500 models, while the Vancouver show had 432 models.

Over the past few years, I have been beating the drum loudly in an attempt to encourage all of us to attend the local area shows, and most importantly of all, to BRING MODELS to enter. As I have said, folks pay their hard-earned money to come through the door, and they come to see models. I have encouraged in particular the bringing of less popular subjects, since the chances of duplication on the day is minimal. Occasionally the unexpected happens as with the THREE Mazda RX-7 racing cars that appeared together at this year's Oregon Show, or the SIX Me 262s that appeared at this past weekend's IPMS Vancouver Show. But following these two shows, I have concluded that we should simply be encouraging folks to be bringing ANY and ALL models to these events.

Here's why. At the Oregon Show, the figure of nearly 500 models sounds like a lot, and it is. However, with over 70 categories in the Show, that makes for an average of only 7 models per category. And for every large category that say had a dozen entries, this meant another category with as few as two or three entries. And so at these shows we are now seeing the absence of even the most historically "popular" subjects. For

example, at the Oregon event, in the "1/48th scale single engine, prop" category there weren't ANY Bf 109 or Fw 190 models! At the Vancouver Show, in the "1/72nd Single Engine, Jet" category, there were only THREE entries, period! At this same show, "1/48th single engine jets" had NO US aircraft! Jet airliners, once a huge category when I first attended shows in the mid to late 1980s, have been completely absent at the Vancouver event the past two shows I have attended save for one lonely example this year in the Junior categories.

At the Vancouver and Oregon shows, your humble narrator went out of his way to bring as many models as he could reasonably transport. This turned out to be 14 entries at each show. Thankfully I ignored my own advice, and brought plenty of "popular" armor subjects. I brought two Sherman models to each show, one in 1/48th scale, and one in 1/35th scale. What is more popular than a Sherman when it comes to WW2 Allied tanks? Yet mine were the only two Shermans at each of the two Shows! Over in the Axis armor category at each of these two Shows, I entered the only Panzer IV, Panzer III, and Panther tanks on display. Seriously? And what about the Tiger 1, King Tiger, Panzer II etc? IF there was one, it was literally the only one, and at the Vancouver AND Oregon shows, often there wasn't even one.

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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. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$15 per annum, and may be paid to Twyla Birkbeck, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

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. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, 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's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-885-3671 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. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 2018 meeting schedule is as follows. All meetings are from **10 AM to 1 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. We suggest that you keep this information in a readily accessible place.

October 13
December 8

November 10

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Rogožarski IK-3 (Monographs Special Edition in 3D),
by Djordje Nikolic and Nenad Miklušev

reviewed by Ken Murphy

(The completely unbiased, impartial, fair and balanced fake-news free review of IPMS Seattle member Djordje Nikolic's latest book):

Though the IK-3 is little known in the West, its design was a singular achievement for a small nation to produce a fighter the equal of any of the larger air forces of the late 1930s including its contemporaries, the Hawker Hurricane and the Messerschmitt Bf 109.

The book starts with a background of the Rogozarski company from its beginnings in 1924 through WWII. During that short period of time, they produced several civilian and military designs including the IK-1L and IK-2, predecessors of the IK-3. This story of the design and development of the plane includes quotes from the writings and memoirs of the men who designed, built and flew it. Pictures of these men and their reports and quotes give a genuinely human touch to what might otherwise have been a dry history.

There follows a lengthy section on the production of the prototype and first and second series including schematics, technical drawings, specification charts, and dozens and dozens of rare, seldom before published pictures of the planes under construction with close-ups of individual sub-assemblies and parts as well as photos of the planes in service, many including pilots and ground crews.

The narrative is loaded with many interesting details such as:

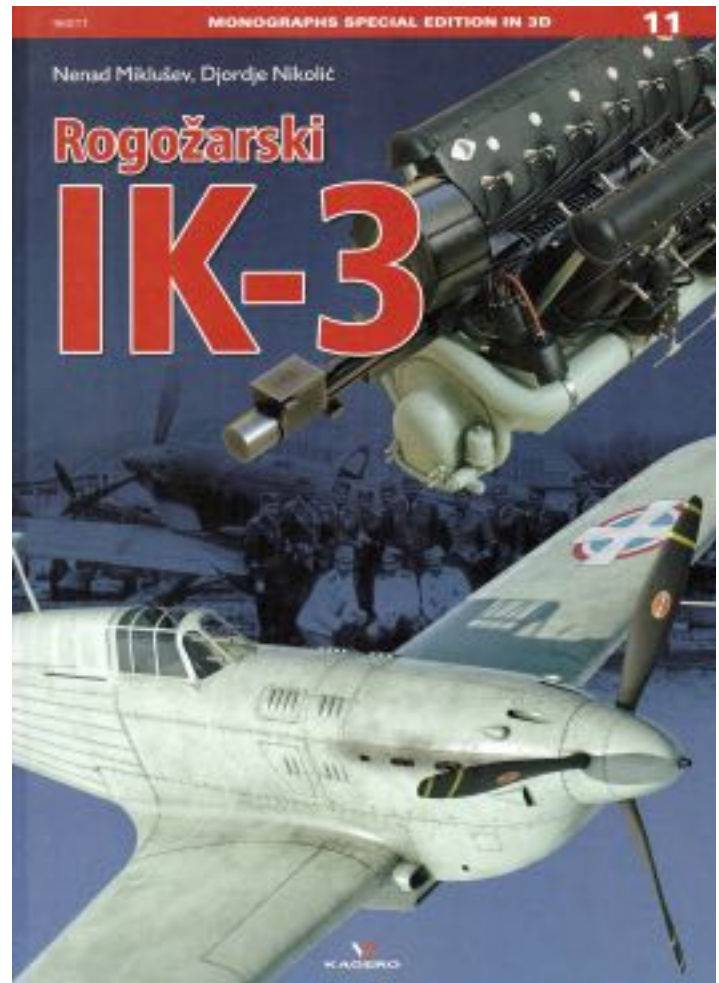
The efforts of Germany to get information on the plane in a section entitled "The Abwehr Plot."

A detailed list of the 22 improvements required for the second series of planes and the procedure for acceptance into service: "Out of 25 airplanes, select 2 by rolling a dice for fight trials." Really? Well, that's a first...

When Germany invaded on April 6, 1941, only six IK-3s were available for combat. The book describes in detail the fate of each one and often in the words of the pilots themselves, many photos of whom are included. Only one plane was shot down and three more damaged but most of the original 12 were destroyed by their ground crews to avoid capture. Spoiler alert - the IK-3 story does not end there as the design was resurrected after the war and further developed as the Ikarus S-49.

Among the many technical appendices is the complete pilot's flight operation instructions from ground checks to landing. Combined with the complete descriptions of every system on the plane from the cockpit to the tail wheel, there's enough information to build your own 1/1 scale plane and fly away!

As fascinating as all that history and technical stuff is, the graphics are equally impressive. Of the 182 pages of the book 28 are devoted to 1/72nd and 1/48th three-view drawings of each version. There is also a folded insert with three-view drawings in 1/32nd! Just what you'd need to build an excellent model. Speaking of which, there are several IK-3 plastic injection models in 1/72 scale (Av Usk, Azur,



AZ Models) and the Aeropoxy company has resin kits in 1/144, 1/72, 1/48, and 1/32 scale (<https://aeropoxy.wordpress.com/>). In addition, CMK has resin kits in 1/72 and 1/48 scale, but they may be difficult to find.

Following those drawings are 50 pages of incredible 3-D digital illustrations covering every detail of the planes interior structure followed by 30 pages of illustrations of the plane from various angles plus profiles of the series from prototype to the post war Ikarus S-49C.

I have seldom seen a book of any aviation subject, let alone one so relatively obscure, so thoroughly researched in every aspect from history to technical data to drawings and photographs. It is a true tour de force.

In conclusion, if you love the history of seldom covered conflicts, the details of engineering achievements at a seminal moment in aviation history, or you just geek out over incredible 3-D graphics and illustrations, you will certainly enjoy this book.

The book is available through Kagero's site (with sample pages to view) at:

<http://www.sklep.kagero.pl/en/rogozarski-ik-3.html>

or through Amazon (of course) on sale for the bargain price of \$28.09, at:

https://www.amazon.com/s/ref=nb_sb_noss?url=search-alias%3Dstripbooks&field-keywords=IK-3

Rogozarski IK-3 (Monographs Special Edition in 3D) Hardcover –

Djordje Nikolic, Nenad Miklušev

Publisher: Kagero

ISBN 978-83-65437-80-8

184 pages

22 color profiles

172 illustrations

130 archival photos

28 pages with modeling plans plus a double-sided A2 sheet with modeling plans

Hurricane Bookshelf: Our Nikolic Does It Again!

by Scott Kruize

That Djordje! I don't know if he's the youngest of our members, but easily has a lot more Youthful Energy than an ancient AARP-card carrier like myself. In the past, he gallivanted all around Europe in the course of his studies, among other things, and it seems even found there an American lady that he courted, married, and now has two kids with! More recently, he's been using that youthful energy to make significant additions to the world's aviation history library. Just this last December, his book on the Dornier 22 was announced, and Ken Murphy's review of it was in our January newsletter.

Now, hard on its heels, his new book has an Amazon official release date of September 7. I got to see a pre-release copy of it at the last casual modeling-and-shoot-the-bull session at Ken Murphy's house a few weeks ago. It's as impressive as the Dornier book, with an aircraft equally obscure to most of us: the Rogozarski IK-3 fighter plane. I knew of its existence because at least it's mentioned, if not described in great detail, in a number of good reference books concerning World War II aviation. I treasure William Green's *Warplanes Of The Second World War*, copyright 1961, on the 'Hurricane Bookshelf'. *Volume 5 Fighters* devotes three pages to the IK-3.

Just before Yugoslavia became entangled in the war, the Rogozarski firm was attaining a high level of expertise. While tooling up to manufacture the Hawker Hurricane under license, their engineers converted a Hurricane to take a Daimler-Benz DB 601A engine, reporting the resulting conversion to have higher climb rate and maximum speed. From there they finished their own entirely original design, completing an original batch of 12 for Yugoslavia's Air Force (VVKJ).

The IK-3 was smaller than the Hurricane, which had a wingspan of 40 feet, a wing area of 258 ft.² and the loaded weight of 6600 pounds. The IK-3's comparable figures are 33 feet 9 ½ inches, 179 ft.², and 5300 pounds. Going over the performance specifications, I note the Hurricane's normal range was 425 miles, with the smaller IK-3 listed as 310. Climb rate and maximum speed of the two aircraft are very close, and Green's account states that "...the 52nd Fighter Squadron[']s ... pilots preferred the indigenous design to both the Bf 109E-3 and the Hurricane I."

Larger scale production was planned, but foiled by the Nazi German invasion. The IK-3 ended up as a sort of historical footnote that was too little, too late. But it's significant that a relatively small country like Yugoslavia was able to design, build, and put into service a fighter plane fully up to the international standards of the time, and which proved itself by shooting down several attacking Luftwaffe combat planes before their own small numbers were overwhelmed. I think it's well worth Djordje's efforts to bring out such a good book on this plane.

With a mandate from our Newsletter Editor, I hit Djordje with a set of interview questions, as I did with Tim 'RocketMan' Nelson when his book *Jet City Rewind* came out. Our exchange follows. I started my e-mail to him with excruciatingly precise formality, as if he were a stranger and I an unknown – to him – reporter for the Seattle Chapter of the International Plastic Modelers Association. He replied in kind:

Djordje: Thank you for your interest in my second book about the Rogozarski IK-3 fighter airplane. I have heard of your organization, you build some kind of puzzles or toys? I have heard of the Kenneth Murphy fellow as well, rumor has it he was not able to fit all the models purchased at the most recent National contest in his suitcase, he must build those models at such a fast pace that he had to get that many!

Joke aside, thank you for your interest in writing a report about my latest book! I hope that you liked what you saw when you flipped through Ken's copy. Below are the answers to the questions you so kindly posed:

SHK: What is the relationship between your book on the Dornier 22 and the new one about the Rogožarski IK-3? Would these two be your own personal favorites? Or did the preparation for the one's book lead to interest in the other? Or is this all part of a larger scheme, perhaps a series of books on all the indigenous Yugoslavian aircraft industry's creations?

Djordje: Almost as soon as the Dornier Do 22 book went to print, the chief editor from Kagero Publishing Company [in Lublin, Poland – SHK] asked me what my next project is. I already had several ideas in my head and when I reviewed my archive for photos and documents, I realized that there was enough material to push the Rogozarski IK-3 book idea ahead of others and see where it takes me. The Dornier Do 22 book was a result of my interest in Dornier airplanes in Yugoslavia and my obtaining a scan of the original Operations and Maintenance manual (over 300 pages in German). I realized there was enough material to tell a story, I found an interested publisher, and most importantly, no one has ever written a book about the subject. The Rogozarski IK-3 is of particular interest to all aviation enthusiasts in the former Yugoslavia because it represented the pinnacle of fighter airplane development in the Kingdom of Yugoslavia before the start of World War II. It was a fine airplane, although too complex to produce so as a result only 1 prototype and 12 series and combat-ready airplanes were completed while a second series of 25 was in production when Germany invaded. Nonetheless it served admirably in the Royal Yugoslav Air Force along with the likes of the Messerschmitt Bf 109E-3a, Hawker Hurricane Mk. I, and Hawker Fury Mk. II.

SHK: Your co-author is Nenad Miklušev. Can you shed any light on why you two cooperated in writing this book?

Djordje: Nenad and I go back a long time. I first met him when I was still in middle school at one of the modeling competitions in Serbia. Nenad has to date written several articles about the Rogozarski IK-3 and has drawn the most accurate drawings; it was only natural that I extended my offer to him to jointly work on this book. He is widely known in the aviation and modeling community in Serbia. Nenad is also an avid airplane modeler and a manufacturer of high quality and rare resin kits through his "Aeropoxy" company (<https://aeropoxy.wordpress.com/>). Among



other airplanes, he manufactures resin kits of Rogozarski IK-3 in 1/144, 1/72, 1/48, and even 1/32 scale! You can see that he has mastered the subject. It turns out it was a great decision that we join forces. Nenad was responsible for all of the technical drawings in our book in 1/72, 1/48 and 1/32 scale as well as the color profiles. He helped me proof read the text, ensure that it all made sense and some of the most interesting discussions revolved around our research into the fates of the twelve first-series airplanes, who flew them in combat, what happened to them, etc. We used photographs, documents and deductive reasoning to create a picture of our understanding of what happened to those airplanes, something which was not done in the past. We may not have everything 100% correct, but we hope that new documents and photos will become available and that our book will support additional research into the subject.

Our original idea was to write a "Monograph" edition which differs from the "Special Edition Monograph" book like the Dornier Do 22 in that it is soft bound and has around 100 pages total. That is all the material we had. Being that the Rogozarski IK-3 is such an important airplane for the Yugoslav community, I proposed the idea to do something different and not done before in the Yugoslav aviation book writing history, a 3D model of the airplane. I researched online and found several models but one caught my eye. I contacted the author of the model which stood out from the rest in its quality and detail, Branislav Mirkov, and he accepted our offer to complete his 3D model with our help in archive documents and photos, and also build an entire internal structure with the engine, cockpit, weapons, etc. It took a lot of trial and error, and sleepless nights – mostly for Branislav – but the outcome is spectacular. I was fortunate working with both Nenad and Branislav that we were in the opposite time zones: when they slept, I worked on the book, and checked what they sent me, and vice versa. This helped significantly with timing of the project and its completion.

SHK: Do you anticipate much impact on the modeling community? Do you yourself have any models of the IK-3? In kit form, or started, or even completed?

Djordje: I anticipate that the most impact comes from the detailed technical drawings, color profiles and the 3D model. Hopefully this book encourages more people to build model of this airplanes and perhaps some new companies to develop tooling. With the drawings and 3D model available, it would be foolish if someone like Hobby Boss or Eduard don't grab the opportunity and make an injection-molded kit with detailed internal structure.

I do have a model of Rogozarski IK-3 in 1/72 scale by Azur, completed in the livery of the second prototype (photos attached). I own another one in the same scale and from the same manufacturer and I intend to complete it in the three-tone camouflage scheme. I also own a 1/48 scale resin kit by Nenad's Aeropoxy company which I have not started yet.

[I wrote this question early, before I read Djordje's reply just above; hence the repetition of model information.] SHK: I note there are a couple of 1/72 scale injection-molded plastic kits of the IK-3, plus resin renditions in 1/144th scale, and -- quite surprisingly to me -- one at 1/32nd. However, I know of no 1/48th scale kits, not even a resin, vacuum-formed, or limited-run injection-molded plastic kit. Do you?

Djordje: There are several IK-3 plastic injection models in 1/72 scale (Av Usk, Azur, AZ Models) and Aeropoxy company resin



ones in 1/144, 1/72, 1/48 and 1/32 scale in addition to CMK resin in 1/72 and 1/48 scale which are rare. There were several other manufacturers which have made them in the early 90s but these were poor quality kits.

[Aside: Hmm...howzabout a 1/12th scale R/C Scale Combat version? No kits or even plans available...I would know...but I also know just the guy to enlarge Djordje's fine three-views and scratch-build one...watch this space for developments... --SHK]

SHK: For those of us who lack the energy and means to chase all over Europe in search of source material, as you have, can you recommend one or two specific locations your fellow modelers ought to plan to visit whenever possible? Perhaps exceptionally well-equipped museums or libraries?

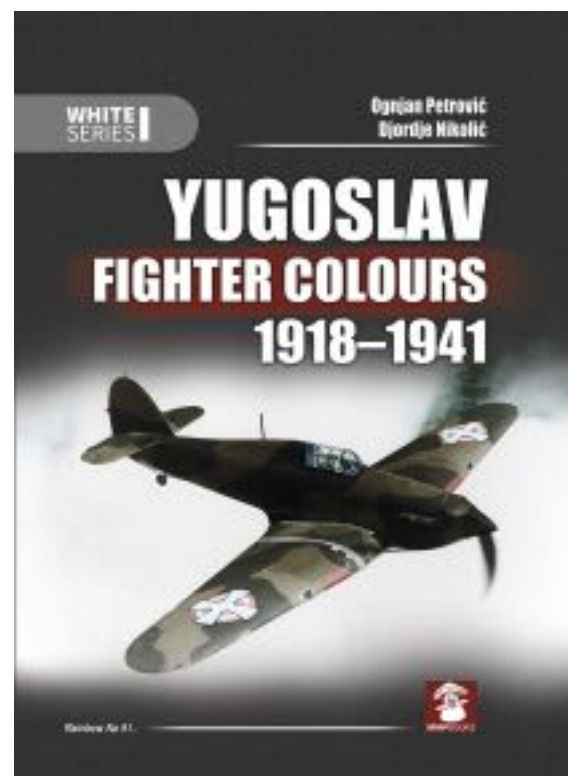
Djordje: Europe has a plethora of aviation museums and one can research their archives without even visiting. For example, I have established contact with the RAF Museum in England who provided me Air Movement records proving one of the Yugoslav Dornier Do 22s in exile in Egypt was not scrapped and was brought back on charge, contrary to all the previously known information; Le Bourget Museum in France; Silmailsmuseum in Finland who provided me with numerous never-before-seen photographs and Finnish Dornier Do 22 Operations and Maintenance manual documents; Dornier Museum in Germany who provided me with photographs and other documents as well as Airbus Archives who sent me Operations and Maintenance manual in German for Yugoslav Do 22 Kj, spec sheets and other important documents. I also came across a Finnish Wartime Photograph Archive (<http://sa-kuva.fi/>) which has hundreds of thousands of photographs of Finnish soldiers, airplane, armor, etc. free for download in high resolution. I was able to download a dozen or so Finnish Dornier Do 22 photos and published in my book – all they ask is that full credits be given. Additional great resource for German airplanes and armor is Bundesarchiv (<http://www.bundesarchiv.de>) and from Britain is National Archives in Kew (<http://www.nationalarchives.gov.uk/>). From the latter I was able to find Operational Record books with logs of all Dornier Do 22 flights from Aboukir, Egypt and create a table of all flights and engagements. From Serbia, I was fortunate that my fellow airplane enthusiasts visited the Military archives and helped me with documents which were – to my surprise – preserved to this day. In total, I have five binders full of Dornier Do 22 documents with well over 1000 pages and two binders full of Rogozarski IK-3 documents with over 300 pages. I spent a lot of time reading, researching, highlighting, translating...to sum it up, not sleeping!

SHK: Have you any plans for future publications, that you are willing to share with our readers?

Djordje: My original plan was to take a break after two books, back-to-back, but I really enjoy the process of research and writing and of course collaboration with fellow airplane enthusiasts all over the world that comes with that. The next book that is slated for the end of next year, for early 2020 publishing. I am collaborating with Mr. Ognjan Petrovic this time, he and I are working on text jointly, and Ognjan will additionally create color profiles. The title of the book is *Yugoslav Fighter Colours 1918-1941* and it will be published by MMP in Poland who is part of Casemate Publishers from UK. For those not familiar, they already have books in the series about Finnish, Polish, Swedish, Portuguese, Romanian, Bulgarian fighter and bomber airplane colors. It was only natural that we write a book about Yugoslav fighters as the book will contain text and photos about more than 20 fighter airplanes which served between 1918-1941. Photo of the cover page is attached.

I do have plans for several other publications, however I will keep those under wraps for now. Some may materialize sooner rather than later. :)

Guys, impressed though we all should be by all this work and production, let's go easy on those congratulatory pats on the back. Like Tim before him, we're confident that Djordje will now be able to afford the very best orthopedic and chiropractic care that money can buy. But that may not be adequate to fully compensate for the major back strain the two of them must endure, carrying huge sackloads of big royalty checks from their publisher to their banks...and our Chapter's members' purchases can only add to their burdens!



Academy 1/35th Scale M50A1 Ontos

by Gary Meinert

The Ontos project began with a U.S. Army requirement to provide an air-portable tank destroyer for airborne troops. Designs developed by the Detroit Arsenal emphasized mobility and agility with tracked vehicle suspension. By 1953, the improved 106 mm recoilless rifle was ready for issue and became the armament of choice for the Ontos. Prototype vehicles manufactured by Allis-Chalmers soon attracted the attention of the U. S. Marine Corps, which proceeded with its own field testing program. Meanwhile, the Army dropped out of the program. The initial production Ontos was accepted by the Marines in 1956.

The Ontos is best known for its service in the Vietnam War, especially at the battle of Hue in early 1968. During the city fighting in Hue, the Ontos gave valuable support to Marine infantry. As the master of “shoot and scoot” tactics, the Ontos demonstrated its advantages over slower and more cumbersome tanks.

Academy’s Ontos, released in 2010, is the only modern plastic kit of this subject. (There was an ancient Renwal kit in the 1950s.) The kit has a small photo-etch fret and vinyl tracks. Two figures are also included: a loader and a vehicle commander. There is no interior. Decals are provided for two vehicles.

Parts are generally well-molded, but I encountered numerous fit and alignment problems. For example, the recoilless rifles each have at least 10 parts and they are difficult to assemble with precise and consistent alignment. It is also tricky to align and attach the rifle cradles to the sides of cupola. Another big nasty is shaping and fitting together the group of three photo-etch screens that cover the exhaust/muffler system.



I scratch-built the grab handles, mud flaps, tool retaining straps, and headlight surfaces. Modified aftermarket antenna wires and bases represent the later version of the Ontos radio system.

Since I wanted my Ontos to be in motion, the kit figures were useless. Bravo 6 resin figures to the rescue. I was able to use the Bravo 6 driver almost stock, but I had to greatly modify the Bravo 6 vehicle commander. Specifically, I cut the commander in half and changed his posture to stand straight up. I had to dig into my spares box to find new arms and hands so that he could reach out and grab the handle bar. (Yes, Igor, cutting up and reattaching body parts was required —another Frankenfigure.) Both figures are attached via pins to a styrofoam bed inside the vehicle.

My figures were painted with Humbrol enamels — except for the flesh parts, which were done with Winsor and Newton oils.

I used my usual Floquil Gray Primer during the vehicle construction, and afterwards airbrushed a flat black undercoat on the entire vehicle. For the basic vehicle color, I chose Model Master

enamel USMC Green, with a lighter version of same for panel fading. I also did some dry-brushing on raised areas with lighter shades of the base color. A dark wash was added to the louvered covers for the engine and transmission.

The recoilless rifles were painted Humbrol 32 dark gray. Tracks were painted with Humbrol 173 track color and later detailed with a black wash and a No. 2 pencil.

Because just two small decals were used, I did not spray the entire vehicle with a clear gloss coat. Instead, I sandwiched the decals in between small puddles of Future floor polish. Testors Dull Cote was later airbrushed over the decals and the entire vehicle surface.

An oval wood plaque covered with simulated sand serves as the base. I tried a new product: Mig acrylic beach sand. This stuff is like thick pancake batter and has to be applied with a spatula. I found it difficult to smooth out — tends to be too rough and gritty for 1/35th scale sand. After it dried, I sanded and filled several areas. Additionally, I decided to paint it a lighter color.

I used one of my MMP Weathering Powders to lightly dust the base. This also was the product I sprayed onto the tracks, road wheels, and clumped onto the lower part of the vehicle.

My Ontos project was a difficult and stressful one, and I am relieved that it is over. But I am pleased to add the little vehicle to my collection. The little armored vehicle that punches above its weight.



Academy 1/35th Scale Magach 7C "Gimel"

by Andrew Birkbeck

The Israeli Defense Force (IDF) is famous for making the most of the resources they have, including taking weapons supplied by other nations and "making them better". Captured Soviet T-54/55 tanks were reconditioned and upgraded to become the Tiran 5/6/7, while ex-World War 2 Sherman tanks sourced from various suppliers were upgraded to become the M-50/-51 tank.

The "Magach" series of tanks refers to U.S. M48 and M60 tanks taken into Israeli service from various sources (West Germany, the United States, Jordan). Magach series 1 through 5 are M48-based vehicles, while the Magach 6 and 7 are based on the M60 tank.

The IDF upgraded their M60 tanks with ERA (Exploding Reactive Armor) "Blaze" packages after suffering terrible losses during the 1973 Yom Kipper War, thanks to Egyptian use of Soviet made anti-tank missiles. The upgraded vehicle was the Magach 6.

However, having learned urban warfare lessons from their 1982 invasion of Lebanon, the IDF's M60s were again upgraded, this time with layered passive add-on armor. Merkava tank tracks were also introduced on the Magach 7. The 7C Gimel is the third in this new series of upgrades.

What's in the Academy box:

10 sprues of injection molded tan plastic parts

1 bag of tan vinyl polly caps

1 set of "rubber band" type tracks (Merkava)

1 small sheet of water slide decals with 4 marking options

1 booklet, with 8 pages of black and white assembly instructions covering 15 assembly steps plus a separate double-sided sheet incorporating a markings and painting guide plus a sprue layout diagram.



Academy has gone the route of Dragon Models, utilizing various sprues from previous Academy tank kits, together with new sprues produced specifically for the Magach 7C, in order to produce this kit.

The road wheel sprue, Sprue A, for example, is from the Academy M48A5 kit, while other sprues are from Academy's M60A1, M60A1 Blazer, and M60A3 kits. There are also five sprues specifically produced for the Magach 7C.

Generally speaking the detail on these parts is crisply rendered, without sink marks or excess flash. Ejector pin marks are in spots that won't be seen, once the model is assembled. The rubber band tracks are acceptably detailed, and with the side skirts of the Magach 7C installed, not much is seen anyway. If you want a little more detail, you can purchase a set of aftermarket injection plastic tracks from Wolfpack for a moderate sum.

Regarding the color and marking schemes offered in the kit: the decals on previous Academy kits I have built have been acceptable, when applied to fairly flat surfaces. They don't take well to bending, such as the barrel stripes on this Magach 7C. So, I might advise utilizing paint and masking techniques, rather than the kit decals for the barrel stripes.

Unfortunately, the four marking schemes don't list in any way what unit, time period, or locale for the vehicles. This is unfortunate for those like myself who like to build tanks with known histories.

When I looking at the crisply molded parts in the box, knowing how well previous Academy kits have gone together for me, I am confident that by putting some modeling skills to work, a very attractive model can arise from this kit. It certainly will LOOK cool! My thanks to Model Rectifier Corporation for providing *Internet Modeler* with this review sample.

Details, Details, Details

by John DeRosia

Incredible detail. Holy mugga-cowwa! I'm talking about the kits with 500+ to 1,000+ parts or more. However – this presents a dilemma. When it's all put together – 97.45% of all that inside expensive stuff you pay for will never be seen (example: building a plane or a tank with insides). The question to me is...why build these extra parts?

Listen – I did all that when I started out building models at a younger age. As time went on and other interests came my way – I found not having enough time and not adding so much 'inside' detail was not such a big issue. My completed models 'on the outside' still looked great. I remember the first few times I went to my IPMS meetings in Jacksonville, Florida and the members almost all went into cardiac arrest.

Comment: "... You idjat! - How dare you build this model with no engine?#!..."

Response: "...oh yeah?!#...well I also glued the hood shut just 'cause of you...and by the way – you touch my model and turn it over – I'm putting the Swahili Curse # 73.2 on you that causes you to do anything to be able to take the next 18 local ballet classes!..."

People think I'm negative but I am not trying to be.

Many models could be manufactured with so much less detail you will never see. The cost would come down 50% right off the bat. It may just be my pocketbook – but model costs seem to be headed in an exponential way...up, up, and away...

The far and few in between who want to do the details – let them. I think one out of every 950,031 modelers may want to super detail. That's their love, their specialty. I applaud them. They may even go so far as to make a cut-away (which would make sense when adding said mega-detail).

I see many of those fancy magazines showing incredible models. It seems that most of the builders end up gluing their models together with details lost inside for eternity. Very few exceptions. Ouch!

To me it's like building a modern day submarine model and adding 1,000 detail parts inside. In the end - you glue the two halves together and what? You can't see your five years of detail parts.

Well, as we 'mature', we should be learning something about time/what makes sense/limits of a model. For lack of a better word - ALL my models are 'desk-top' models. Okay – two words but who's counting? Almost all my time is for the outside of a model.

The 'Art of the Illusion' plays into all my models. Very few ever have engines, very few have standard suspensions, etc. They are not needed. What you see is what you get. Your brain gets to add all the detail it 'sees'.

It's like seeing a real car, truck, tank, plane, or what have you. It's not yours so chances are you will not be able to pop the hood, crawl under it to see the undercarriage etc. Thanks for your interest - but that boom-boom belongs to the military and you are not getting inside!

Yet lo and behold. You can 'see' the insides in your mind.

Each to his/her own. That's still what it's about. And I still drool at each and every model shared at meetings, on the web, and in books and magazines.

Each of us has to decide what the limits are with your own model projects. Whatever you decide for your time factor and the amount of details to add etc...., just remember..."you toucha my model and turn it over...this time it will be Swahili Curse # 6....you do not want to know what that one is..." (Hint: plan on entering a Swiss yodeling contest next year... see Fig 1.)



Figure 1.

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Schedule: Open To The Public 9:00 AM to 5:00 PM
 Vendor Set-Up 8:00 AM to 9:00 AM
 Model Registration 9:00 AM to 11:30 AM
 Contest Room Closed 11:30 AM to 3:00 PM
 Awards Presentation 3:30 PM to 5:00 PM

General Admission:
 Adults 18 and up \$ 5.00
 Young Adults 13-17 Free
 Juniors 12 and under Free

Contest Admission:
 Adults 18 and up (Includes first 3 models) \$10.00
 Each Additional Model \$ 1.00
 Young Adults 13-17 Free
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For a complete list of contest rules, downloadable registration forms trophy sponsorship opportunities, and other information, please visit our website at: www.ipmsoc.org

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*Don't just display your models...play with them too!
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The Berlin Blockade

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Project Mercury

Gemini Space Program

The Tonkin Gulf Incident

Civil Rights

X-Planes

Scientific Breakthroughs

Cobra, Jaguar, Testarossa

Cars with "TAIL FINS"

Sports

You get the idea...

Mini-Seminar on Rigging at October IPMS Seattle Meeting

by Eric Christianson

I want to remind everyone that we are fortunate to be able to see a mini-seminar on rigging at this month's meeting, held this Saturday, October 13, at the Bellevue Community Center. The informal discussion and demonstration will be hosted by a panel of four members (Tim Nelson, Scott Kruize, Jack Matthews, and Don Conrard) who will be able to answer questions and offer suggestions on mastering this challenging skill set. If you build WWI aircraft, rig blue water or wooden ships, or even string antenna on aircraft or tanks, you won't want to miss this event.

The demonstration will be held from (roughly) noon to 1pm, depending on how quickly we can get through the rest of the meeting beforehand.

IPMS Seattle Newsletters List Updated

by John DeRosia

Just a super-fast update on the scanned newsletters on our Seattle IPMS website.

John Kaylor has now put all of the newsletters I have scanned on the website. They are listed by year - all the way to 'before time began' ...give or take three years. (See Figure 1.)

If you want to see what is on there - take a look at the easy link below;

<http://ipms-seattle.org/newsletters.php>

A lot of you had some absolutely great articles and such.

I may have more coming that will fill in some of the years that were not in the stack I got and scanned the first time. Stay tuned and keep reading those great articles....

P.S. John Kaylor has done an absolutely incredible job of keeping the Seattle website #1 in my opinion! Thank you John K.!



Hasegawa 1/48th Scale Westland Seaking HAR. Mk.3 "Falklands"

by Jacob Russell

The Seaking HAR. Mk.3 is an air frame re purposed for search and rescue duties from the earlier HAS. Mk.2. The HAR helicopters had their origins in the American-made Sikorsky S-61A. Westland converted the S-61As into anti-submarine warfare aircraft.

This conversion process included the installation of British-made engines and instrumentation. The HAR. Mk.3 was powered by the 1600 horsepower Rolls-Royce Gnome H1400-2. It had a maximum speed of 208 km/h and a range of 1,230 km. A crew of two to four airmen operated this helicopter.

Hasegawa's 1/48th scale HAR. Mk.3 kit comes in their customary sturdy box with evocative artwork depicting the helicopter "in action over the Falklands". The kit consists of 193 parts. 175 of these are injection molded plastic on 12 sprues, two of which are clear. 10 pieces are urethane plastic (I think) and there are also eight photo-etched parts on a single fret. 40 of the plastic parts go unused and are destined for your spares box.



All of the sprues are individually bagged. The PE fret is separately bagged too and the overall impression of this kit is one of very high quality. The airframe surface detail is by way of recessed rivets and panel lines with raised detail where applicable. The molding quality is top notch. There is no flash on any of the parts and the sprue attachment points are small and thoughtfully positioned. It is quite easy to remove the parts from the sprues without damage.

The clear parts come in for high praise for their excellent clarity and lack of distortion. The windscreen will be easy to mask for painting due to the prominent panel lines.

All of the PE parts are for exterior surface detail-lower fuselage antennae, hand rails, etc. These parts are very small so I would remove them from their fret with the fret inside a plastic bag (so the with the aid of good PE scissors and a GOOD magnifying device.

The HAR. Mk.3 is a large helicopter and Hasegawa gives you the option of depicting your model with the rotor blades folded. This is a nice touch.

The instructions are up to Hasegawa's customary standards. They include a parts map and a well illustrated and logical build sequence. As usual color callouts are for GSI Creos Aqueous Hobby Color and Mr. Color lacquer paints.

The decal sheet is very nice. The decals are crisply printed, the colors are bright, and they are legible and in register. There are a lot of stencils for the HAR. air frame and you will be very busy applying them. The decal sheet includes two options, both of which are overall Medium Sea Gray:

"XZ597", Royal Air Force No. 78 Sqn, RAF Mount Pleasant, Falkland Islands, 1990

"XZ591", Royal Air Force No. 1564 Flight, RAF Navy Point, Falkland Islands, 1983

This is a superb kit. I am an avid fan of both helicopter models and Hasegawa model kits. If you are a fan of aircraft that participated in the battle over the Falkland (Malvinas) Islands I think you will enjoy building this kit. It is accurate, highly detailed, and surprisingly large! I recommend this kit and I would like to thank Hasegawa for providing the review sample.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Jacob's and Andrew's articles. - ED]

Academy 1/35th Scale ROK Army K2

by Andrew Birkbeck

The Republic of Korea's (South Korea) Army faces one of the largest concentrations of armor on the planet, in the form of 4,000+ tanks of the hostile North Korean Army. Opposing the North Korean juggernaut until recently have been M48 Patton tanks together with the newer domestically produced K1 tank.

The M48 Patton tanks were upgraded to field 105mm main guns, while the domestically produced K1 also fields a 105mm main gun. The design is based on the US M1 Abrams, though the K1 is a noticeably smaller tank.

The South Koreans decided that while the K1 is suitable to meet current combat requirements, gearing up for future requirements might be a great idea. They also wanted to produce a locally designed tank that was capable of being exported, without facing potential deal blocking restrictions from the USA (80% of the K1's components are sourced from overseas, principally the USA). Thus was born the K2 "Black Panther" program, which was launched in 1995, with production vehicles starting to roll off the assembly lines in 2014 and into the fighting inventory of the R.O.K. Army.

The K2 tank fields a much improved 120mm main gun, with an L55 caliber, and thus a substantially higher muzzle velocity compared to the upgraded M48 or the K1, let alone anything in the North Korean arsenal. The 120mm gun is mated to a much-improved ammunition auto loader, together with a state of the art fire control system second to none. The tank is also capable of fording water obstacles up to 14 feet deep, through the use of a snorkel system. The K2 sports an innovative hydro-pneumatic suspension system, allowing it to change the suspension's ride height. The suspension is mated to a German inspired 1,500hp diesel engine (same displacement as the German 2A6 Leopard), all in a tank weighing 10 tons less than either the Leopard 2A6 or the M1A2 Abrams.

What's in the Academy box:

6 sprues of injection molded tan plastic parts, plus 3 larger tan plastic parts

11 sprues of injection molded black plastic parts (individual link tracks)

1 sprue of vinyl poly caps

1 sheet of water slide decals

1 small photo etched nickel fret

1 small sheet of die-cut translucent colored plastic film



A two-part instruction manual, with 13 pages of black and white assembly instructions covering 29 assembly steps plus a two-page sprue layout diagram. There is a very large full color two-page painting and decal placement sheet.

It is clear from the moment you pick up the box that a lot of love and attention to detail have been poured into this model's production. The box top has a dramatic and very nicely rendered painting of the K2 to catch your eye. Upon opening the box, the modeler is greeted with a wealth of parts with tremendous detail, down to a sheet of die-cut translucent film, for the kit's optical parts. The painting and marking guide is HUGE, full color, and the diagrams are 1/1 scale with the model itself. Clearly the folks at Academy have imbued this kit with a lot of national pride. And I can say without a doubt, this is one of Academy's finest armor kits to date.

Unlike any other tank model I have ever seen, Academy launches the instructions not with the lower hull and road wheels, but with the construction of the turret. The turret parts, like all the parts in this kit, are crisply detailed, flash free and without sink marks or visible ejection pin marks once the kit is assembled.

The turret basket is very finely rendered, and comes with photo etched screens. Academy provides optional parts to build the turret and hull with, or without, ERA (explosive reactive armor) bricks. The 120mm main gun comes molded in three parts, but the tubes are whole, not split into halves, making for much easier parts clean up. And those translucent self-adhesive parts for the optical sights: very cool.

The lower hull is molded as multiple parts, rather than as a one piece tub unit, but there are internal bulkheads to allow for good strength and alignment. The two-piece road wheels are very nicely rendered with excellent bolt and rib detail. The K2 utilizes T158 tracks, like the M1A1/A2 Abrams, and those included in the kit are beauties. They are link by link, workable tracks, each with separate track pads.

This allows the modeler to paint the metal tracks separately from the rubber track pads. The instructions indicate that the tracks can be assembled without glue, thus making them fully workable. These tracks, by the way, bear an uncanny resemblance to the aftermarket tracks put out by the

Korean firm DEF Model, and I wonder if they have gone into partnership on these with Academy? A smart move by Academy, if they have.

The one small issue I have with this kit are the decals. Or more to the point, a complete lack of information on the decal placement instructions as to which units the decals represent. Other than placement information, there is nothing at all listing which units the kit markings represent. Nor, for that matter, whether they represent any particular units at all, but rather perhaps are simply fictitious? Or markings from an arms expo? What I can say is that the decals are thinly printed and in good register. I just wish I knew what they represented!

The one small criticism of the decals aside, this kit from Academy of the ROK Army K2 "Black Panther" is a gem. If it builds as up as well as other recent Academy kits I have had the pleasure to build, such as their T-34/85, then with a little modeling magic and skill, it will produce a lovely model for your display case. My sincere thanks to Model Rectifier Corporation for supplying *Internet Modeler* with the review sample.

PrezNotes

from page 1

The same is true for the aircraft categories. At neither show was there both a B-17 AND a B-29 in the same scale. At Vancouver there was neither in ANY scale. Nor a P-47 AND a Ju 87 Stuka. Over in Jets, at neither Show was there both an F-4 Phantom AND a MiG-21. Nor both an F-16 and a Tornado. And in my new "favorite" category, ships, there was next to nothing in 1/350th scale, and even in the 1/700th category, where surely every ship ever afloat in WW2 has been kitted at least once, if not multiple times, there were two Japanese carriers in Oregon, but not much else from the multiple nations who participated in the naval battles of WW2.

Anyway, to conclude: my new trumpet call is come one, come all, and bring them ALL!

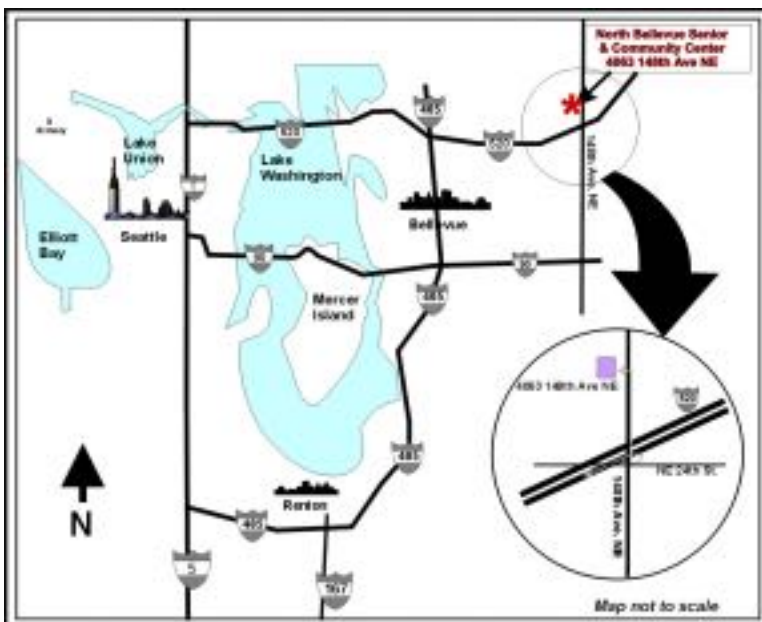
I look forward to seeing you at this weekend's Chapter meeting.

Cheers,

Andrew

Meeting Reminder

Meeting: October 13



**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.