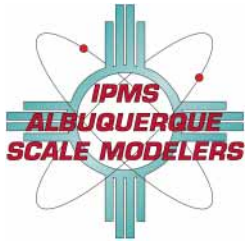


ALBUQUERQUE SCALE MODELERS



<https://abqscalemodelers.com>

December 2020

STILL NO MORE ASM MEETINGS!

We still don't know when UNM Continuing Ed will allow outside use of their facilities again, but we'll keep you posted as soon as we hear anything!

DECEMBER NEWSLETTER!

Yeah, it's the *end* of December, but here it is! I could compile quite a list of excuses, but who would want to read that? Enjoy anyway!

THE FEZ AT HOME TONY HUMPHRIES

The Final Fez

Well, here we are with the last newsletter of 2020, a year that many of us would prefer to forget, I'm sure. We all know what's been going on in the news and I hope that everyone is taking this seriously now. I think that most of you are and I am relieved about that. Obviously, if you don't, that's your choice. Or your funeral, as we say in England. Maybe literally...

Anyway, the current outbreak obviously means that we are still not going to be meeting in person any time soon. Even when we are able to do so, there are many questions that we still have to address. Will we only allow people into our meetings who have been vaccinated? If so, how do we prove it? Maybe we can have a numbered tag stapled to

everyone's ear in an agricultural manner? Well, okay, maybe that's going a bit far... Do we still require masks? Do we limit ourselves to, say, 20 people per meeting and continue to socially distance throughout? There are clearly many unanswered questions currently, although the current (acting) E-Board have been discussing these already in the hope that vaccinations will soon become available and also that people will take them. If you refuse to do so or refuse to wear a mask then I don't know what we will do about that, as yet. I certainly wouldn't let you anywhere near me or my family, personally, but what steps the club will take remain to be determined.

There are some difficult decisions facing many of us in the coming months anyway both personally and within the hobby and many clubs of our size (or larger) are going to face some serious issues. There will no doubt be people who will not want to be told what to do and whether they are even able to remain members of our own, or other clubs, or whether they will be allowed into regional or national conventions again remains to be seen.

We don't have anything in our by-laws about that and I doubt that anyone who's not Mayan had actually foreseen this calamitous event or prepared their club for it. I think it's important for us to acknowledge that it's not going to instantly return to normal as soon as a vaccine is available. As I

said, we haven't made any of these decisions as a club yet, but once we do, you can rest assured that you will be told about it as soon as we know ourselves.

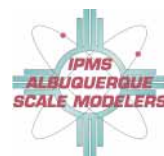


You may wonder why I am discussing issues that may still be several months away. Well I thought I'd mention it since it was fresh in my mind, but also it's a discussion that I won't be involved in guiding or shaping as club President, as I am about to step down from that role. I had expected, honestly, that we would have elected a new E-Board by now and that many of us on the board currently could have handed over our roles and responsibilities to a new generation of club members, to take the club ever onwards. None of us expected things to turn out the way they have though.

As far as my own reasoning is concerned, I have too many other things going on outside of the hobby at present (again) to be able to devote the time and energy to this role that it both needs and the club deserves. Consequently, I am going to pass that mantle on to someone who does. I am delighted to say that I will hand over my current duties in the next couple of weeks to an exceptionally capable replacement in John Tate, our current Vice-President. As you probably already know, he has been a member, both of ASM and IPMS, for many

years now and is a talented, well-known, and widely respected modeler with a huge trophy haul to his name and a large number of contacts within the hobby, that can only benefit us as a club. He's also a thoroughly decent, friendly and approachable guy too, which also helps. There's basically nothing about this hobby that John doesn't know and I know that he will do a splendid job as President. I can't think of a better man for the job. He's been President of the club before, too, so what more could you ask for? I know he'll do a better job than I did!

Anyway, I will close here by saying thanks to all of you for your support over the past year-and-change and I wish you and your families a wonderful Christmas and a Happy, prosperous and above all, safe New Year. Be careful out there!



Master

Brian Peck	425
David Epstein	379
Chuck Hermann	350
Scott Jaworski	125
Frank Randall	100
Casey Ruplet	100
Larry Glenn	75
Glenn Bingham	50
Steve Brodeur	27
James Strickland	6
Mike Blohm	2
Victor Maestas	2
Josh Pals	2

Intermediate

Bob Henderson	350
Danny Williamson	329
Logan Carbin	304
Michael O'Brien	225
Jim Medina	208
Adrian Montañó	200
Don Smith	185
David DeYoung	125
Charles Petrilli	79
Ken Piniak	77
Jeff Frickstad	25
Steve Miller	25
John Wyer	25
Dave Tingley	2

Basic

Mark Vaughn	525
Brandan Brown	350
Jacob Stoner	350
Stephen Stearns	250
David Paul	225

Junior

Aleya Montañó	425
-------------------------	-----

2020 MODELER OF THE YEAR POINTS

As of 23 Apr 20

**CONTACT
INFO**

President:
Vice President:
Secretary/Treasurer:
Contest Director:
Members Pro-Tem:

Webmaster:
Newsletter Editor:

Tony Humphries
John Tate
Frank Randall
Ken Liotta
David Epstein
Bob Henderson
Scott Jaworski
Mike Blohm
Joe Walters

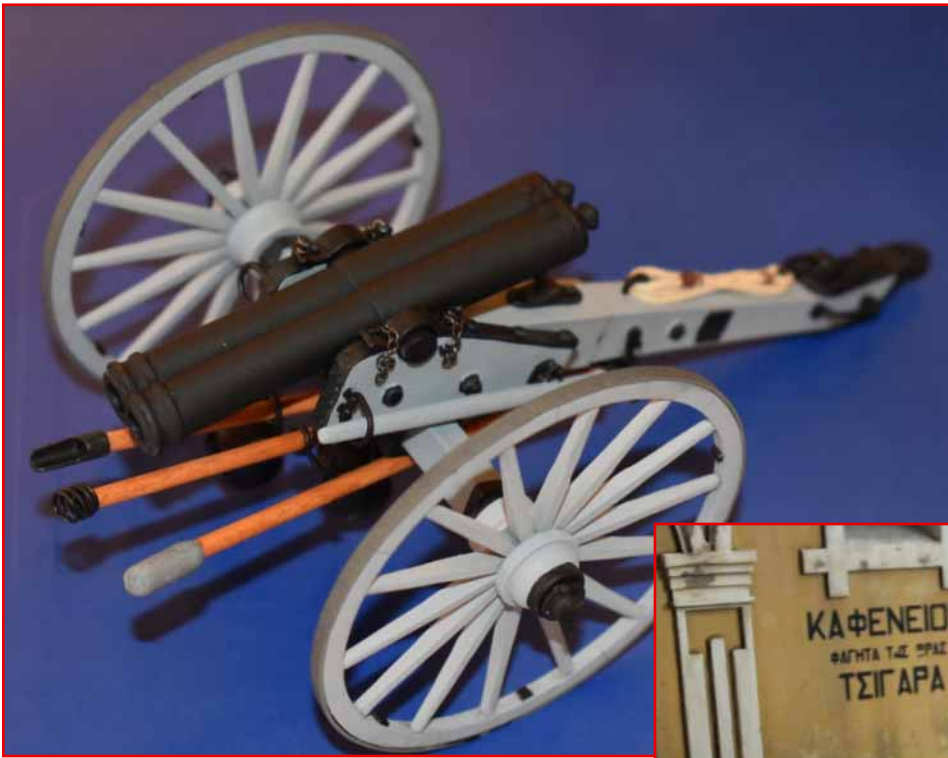
abkhumphries@gmail.com
fcr40.fr@gmail.com
theplasticmaster@comcast.net
sf49erinm@gmail.com
nmroberto1@outlook.com
wsjaworski@gmail.com
BlohmM@aol.com
jwalters22@comcast.net

ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. **Submission deadline for each issue is now ten days prior to the next meeting (that's a Tuesday). Items I receive by Tuesday night will be in the newsletter, and items received after that will be in the following issue.**

BONUS PAGES!

VIRTUAL MODEL OF THE YEAR WINNERS

Top to bottom: Mark Vaughn's *Civil War Cannon* (Basic); Jim Guld's *A10 Mk 1A Diorama* (Masters); and Paul Fontenoy's *River Monitor Mosel* (Intermediate). There were no Junior entries.



BONUS PAGES!

FROM THE JUDGE'S CHAMBERS

KEN LIOTTA

Hello, my fellow plastic model building enthusiasts. What did ya think about that 2020? No, wait a minute, don't answer that. It goes without saying that 2020 had a few challenges to deal with... at the least. All of us on the ASM E-Board truly hope that all of you, your families, and your friends have remained healthy and safe through these trying times. Assuming that is the case, we also hope that you have been able to find a little time here or there to relax and enjoy a few minutes to cobble away at some plastic, smear some glue around, and swipe a few strokes of paint too. We know that some of you have, because last month we did receive a dozen entries into our last "Virtual Model Contest" of the year.

As it turns out, they were some top quality builds, making VMC judging more challenging. Not because of image quality, which have approached excellent, but because those that have been able to find the time to build and then submit their images seem to have applied their craft in a noticeably exceptional way. And we are very happy to see that, thank you. By now, the results have been posted on the ASM website, but I would like to recap them here.

In the Basic building level, we were impressed by the high quality of Mark Vaughn's $\frac{1}{72}$ -scale Arma Hobby Hurricane Mk.I, which received a well-earned Gold placing. In the Intermediate level, three more impressive builders rallied for the honors with 3rd place going to Matt Blohm's cool looking Bandai $\frac{1}{144}$ Leo Gundam, 2nd place to Dave Tingley's well-built and painted Hasegawa $\frac{1}{32}$ Ki-84 Hayate, and Paul Fonteney's awesome little $\frac{1}{250}$ WWI-ish Monitor "Mosel" diorama being awarded the 1st-place honors. Besides having photoetched railing, ladders, and some figures added to it, it is a "paper" model! Very impressive work.

Once we got to the Masters level, we did see a fair number of entries that included some subject entries carried over from last October's cancelled "Battle of Britain" contest. So we agreed to split them out as a sort-of return to what was missed, a mini contest for them. As with the Basic and Intermediate entries, these were also exceptional builds with 3rd place awarded to Fred Franceschi's Airfix $\frac{1}{72}$ Hurricane Mk.I, 2nd place going to Frank Randall's Hasegawa $\frac{1}{72}$ Hurricane Mk.I, and 1st place awarded to Scott Jaworski's Airfix $\frac{1}{72}$ -scale Blenheim Mk.IF. If you get a chance, zoom-in on Scott's Blenheim to see some outstanding airbrush work!

The remaining six Masters entries were closely scrutinized to arrive at a result of 3rd place going to Scott Jaworski's Meng $\frac{1}{48}$ -scale F-35 displayed in "in-flight" mode, Tim Wood's awesome Tristar $\frac{1}{35}$ -scale Fi-156 Storch, and our long lost (but not forgotten) "Tread-Head" Jim Guld's superbly built Gecko Models $\frac{1}{35}$ -scale 1941 A10 Cruiser tank diorama set in Greece. All of the Masters entries were a real treat to see, judge, and admire. Thank yuz guyz. Images of all of these and the other entries can be seen on the ASM website.

ASM's FIRST "Virtual Model-of-the-Year" Contest

...is currently being judged as I write this. ASM's 2020 VMOTY contest includes all "1st place" winners from ASM's four 2020 Virtual Model contests. After close scrutiny and discussion, it was determined to hold the "Best Of's" winners from ASM's 2020 first two "in-person" model contests (Jan "Sci-Fi" and Mar "Open") over to combine them with 2021's upcoming "in-person" model contest "Best Of's" winners. We felt that attempts to judge these "in-person" entries properly would require "in-person" judging, which might have subjected our judging staff and the model builders to unnecessary risk of exposure during our COVID crisis. Our hopes and assumptions are that we can review them along with 2021's winners more closely once we return safely to UNM's Continuing Education Center for our ASM "in-person" club meetings.

The winners for this year's "Virtual Model of the Year" Contest are announced and images posted in this newsletter and on the club's website for all members to admire as closely as is possible to close out the year's modeling activities.

2021 “Sci-Fi” Virtual Model Contest

Following our interests to keep the membership as “Inspired” as is possible in a COVID-centric world, we will continue to host these contests into the beginning of the 2021 New Year. Our first 2021 “Virtual Model Contest” will open for image emailing immediately and close on Saturday at midnight of January 9, 2021. The same “Rules Of Engagement” will apply (please see the ASM club website). The theme will be the usual “Sci-Fi, Real Space, Fantasy, and Science.” If we receive enough entries, we will consider a split of sub-types for judging and awards.

2021 Interim Model/Activities Schedule

There still remains the “high” probability that due to continuing COVID virus concerns, that in the first few months of 2021, we as a club may not be able to meet in person yet. We believe that it is highly likely that UNM may continue their safe practices that most likely will include the Continuing Education Center remaining closed to the public. Assuming that to be the case, we will continue our modified model activities that include our “Virtual Model Contests.” Until we hear or receive more definitive instructions on this matter from UNM, we are operating on the assumption that our first “in-person” club meeting of 2021 will be held Friday night, 7:00 P.M. on May 7. Should we receive any information that requires us to change that meeting date, we will pass that information along to you as soon as possible.

By the time you read this, an Interim schedule to carry us into 2021 will have been posted on the ASM club website. Pop-in and check it out for suggestions on subjects that will hopefully inspire you to build for the New Year.

[Editor’s Note: A copy of the preliminary 2021 Contest Schedule is on the following page. -JW]

In the meantime, the ASM E-Board and I would like to wish all of you a safe and healthy remainder of the year. Stay safe, mask up, wash hands often, observe social distancing, and... Model On, Brothers of the Sprue.

ASM 2021 CONTEST SCHEDULE

Jan 9th – NO IN-PERSON MEETING

“Virtual Model Contest” No.1 – “SCI-FI/REAL SPACE/FANTASY/SCIENCE”. Open to any subject, any scale, any era. Examples: X-Wing Fighter, Mercury capsule, Anime figure, or dinosaur.

NON-POINTS

Feb 6th – NO IN-PERSON MEETING

Mar 6th – NO IN-PERSON MEETING

“Virtual Model Contest” No.2 “OPEN”. Open to any kit, any subject, any scale.

NON-POINTS

Apr 3th – NO IN-PERSON MEETING

May 7th – --- **TENTATIVE** --- **First IN-PERSON MEETING** of the year.

Points Contest #1 “OPEN”. Open to any kit, any subject, any scale.

POINTS

The following are *potential* subjects/themes for future “Virtual Model Contests” and/or “In-person” model (points???) contests, depending on how the State’s COVID precautionary rules develop ANNNNDDD dependent upon UNM’s opening of the Continuing Education Center to the public. All to be determined as the New Year of 2021 unfolds. Be prepared to build for these, if you’d like, and possibly compete:

“Competition Vehicles” -- Air Racer, NASCAR, Drag boat, MotoGP, etc.

“BIG or small” – Choose your scale; large (1/32 a/c, 1/16 armor, 1/12 auto, etc) or small (1/144 a/c, 1/72 armor, or 1/43 auto, etc), how will it matter in digital images?

“Jets” - ...engined (turbine) airplanes, tanks, automotive, annnddd ships!

“Tracks, Treads, n Wheels” – All things Armored Fighting Vehicles, all scales, all eras.

“OPEN” – The sky is the limit. Any scale, any subject, any era.

“Props and Pistons” - ...engined airplanes, tanks, automotive, annnddd ships!

“80 years ago” – “...a date, which will live in infamy!”

Jun 4th – TBD

Jul 9th – TBD

Aug 6th - TBD

Sep 10th – TBD

Oct 1st – TBD

Nov 5th – TBD

Dec 3th – TBD

BONUS PAGES!

NORTH KOREAN PROP FIGHTERS IN THE KOREAN WAR

MIKE BLOHM

This article covers the model builds and a short history of two Soviet-built propeller-driven fighters that saw service in the North Korean Air Force in the Korean War. These include the Yakovlev Yak-9, NATO-reporting name “Frank,” and the Lavochkin La-11 “Fang.” Model kits involved include the 1/2-scale Encore Models Yak-9D and the MPM La-9/11. These models were intended for ASM’s “Korean War 80th Anniversary” display at the 2020 New Mexico State Fair, which unfortunately was a victim of the COVID virus situation that shut down all of our planned displays for 2020. Since I did get both models eventually built for our club’s Virtual Contests, I decided that doing an article on them would be a good counterpart to the “F-86 Sabre Aces of the Korean War” article that I did at the beginning of the year.

The North Korean Air Force—the Korean People’s Air Force (KPAF—had Yak-9s, La-9s, and La-11 aircraft in its inventory during the Korean War. This article includes short histories of the aircraft, their operational history during the war, and the builds of the two kits.

Aircraft History



Yak-3 flown by the French Normandie-Nieman Escadrille in the Soviet Union during WWII

played a major role in taking air superiority over the Luftwaffe’s Focke-Wulf Fw-190 and Messerschmitt Bf-109G fighters during the Battle of Kursk in the summer of 1943. The Yak-9D was a long-range version of the Yak-9. Further development of the design included the Yak-9U in



Yak-9D flown in WWII by the Soviet 3rd Squadron, Black Sea Fleet

The Yakovlev Yak-9 was a single-engine single-seat multipurpose fighter aircraft used by the Soviet Union in World War II and through 1950. It was the last in a line of propeller-driven Yakovlev fighters that included the Yak-1, Yak-3, and Yak-7. The Yak-3 was the favored mount of the French Normandie-Nieman Escadrille that flew with the Soviets during WWII. The Yak-9 started arriving in Soviet fighter aviation regiments in late 1942 and



Yak-9P in Soviet markings

The La-5, La-5FN, and La-7 were flown by Russia's top ace (also the top Allies ace) Ivan Kozhedub with 62 victories. Of note, Kozhedub was later the commander of the Soviet 324 IAD (Fighter Air Division) on

1943 and the Yak-9P in 1946, which was the most advanced. Some sources state that the Yak-9 was the equivalent of, or superior to, the P-51D Mustang. The Yak-9 remained in production from 1942 to 1948, with 16,769 total built (14,579 during the war). Many of the surplus Yak-9Ps were supplied in 1949 to satellite nations in the Soviet bloc, including North Korea.

The Lavochkin La-11 was an early post-WWII Soviet long-range piston-engined single-seat fighter aircraft. The La-11 was the last of a long line of Lavochkin propeller-driven fighters.



La-7 flown by Soviet ace Ivan Kozhedub in WWII

the China—North Korea border during the Korean War, which flew MiG-15s against US forces. Kozhedub was not given permission to fly any combat sorties. The La-11 was developed from the La-9 prototype to be a long-range escort fighter. It is sometimes referred to as the La-9M. To create this long-range aircraft, the La-11's armament was reduced to three cannons and it featured increased fuel and oil capacity. The La-11 was found to be poorly suited for combat above 23,000 feet. La-11 production ran from 1947 to 1951 with 1,182 total aircraft built.

Operational History During the Korean War

When I decided to do this article I went in search of source documents that I own and also articles on the internet to determine the propeller aircraft types that the KPAF had in its inventory at the beginning of the Korean War. I was specifically looking for info on the Yak-9, La-9, and La-11. Unfortunately my search came up short. I then thought that a good source on the subject matter would be Douglas Dildy, as he has written several books on the Korean War and the KPAF. These include *Fury from the North—the North Korean Air Force in the Korean War 1950 – 1953* (Helion & Company) and *F-86 Sabre vs. MiG-15, Korea 1950 – 53* (Osprey Books). These are great books and highly recommended! Doug was able to provide me with a lot of very good info, which I have condensed into the paragraphs below along with other material.

The Soviet Union's Far East Military District transferred 84 Yak-9s to the KPAF in May 1949. This included 12 original Yak-9s, 9 trainer Yak-9Vs, and 63 Yak-9Ps. At the beginning of the Korean War (25 June 1950), the KPAF had 79 Yak-9s total. 42 Yak 9Ps were in the 56th Fighter Aviation Regiment (FAR). Yak-9Ps attacked Kimpo Air Base (AB) on the first day of the war damaging a US C-54 transport, the control tower, and the fuel dump. They also strafed the Republic of Korea Air Force's L-4 Grasshopper (Piper Cub) and Harvard (T-6) aircraft at Yan-do, destroying seven. On the second day, Yak-9Ps escorted Il-10 Sturmovik bombers that attacked the railway station at Seoul. All but one of the Yak-9Ps were lost during the North Korean invasion and the US and United Nations counteroffensive. This single Yak-9P was withdrawn to Yani air base in the People's Republic of China. The 56th FAR was reconstituted in September 1950 with 40 Yak-9Ps from the Soviet Union. The KPAF also received 40 La-9s and 2 La-9UTI trainers. 38 of the La-9s formed the new 58th FAR in December 1950 through January 1951 at Yani air base. The newly renamed 56th Guards FAR deployed to Antung air base in China and Sinuiju air base in North Korea. These two units fought against USAF F-51s and USN F4U Corsairs during 1951 until their aircraft were replaced with the MiG-15. 56th GFAR losses were so heavy that they received 10 new La-9s in July 1951. In November 1951 the 56th GFAR had 9 Yak-9Ps and 10 La-9s and the 58th FAR had 21 La-9s.

The 56th GFAR was re-roled as the KPAF's first night fighter unit in June 1952 with 9 surviving Yak-9Ps and 14 new La-11 aircraft. The night fighter units initially intercepted USAF B 29 Superfortress night raids but the La-11 was ineffective because it was not fast enough, and this mission was switched to the MiG-15. The night fighter units also fought against the USAF's B-26 Invader and the USN's Tigercat and Corsair aircraft that had been conducting unopposed night interdiction operations against truck convoys



La-11 in Soviet markings



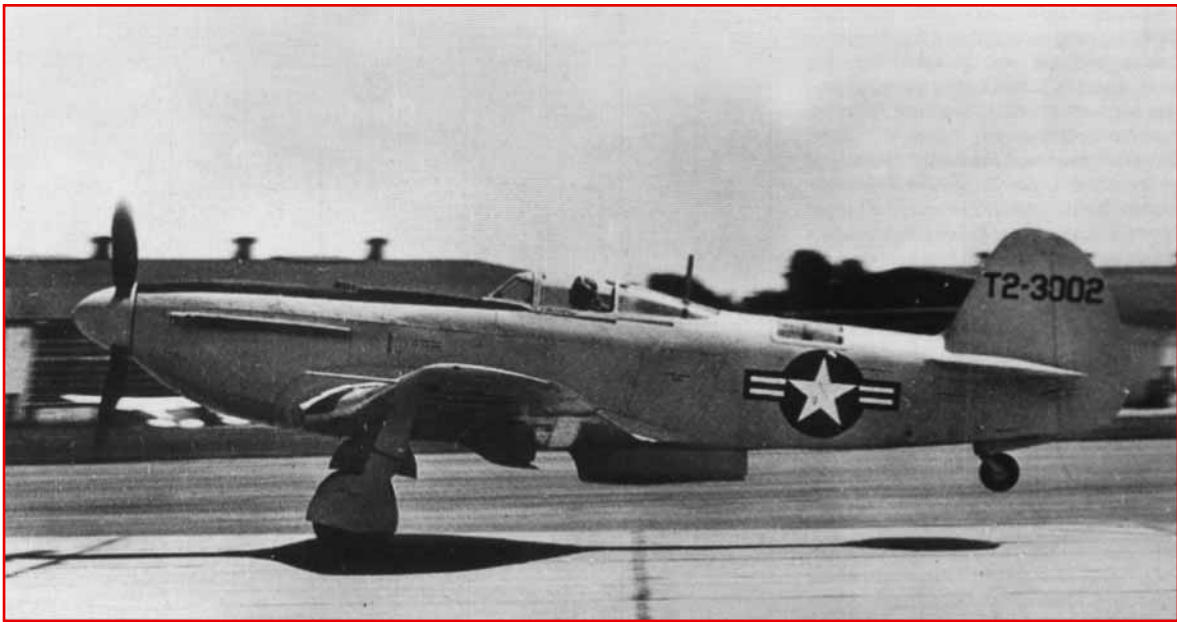
La-11 in Soviet markings in flight.

and railroad trains in North Korea. The La-11s did escort Tu-2 bombers on several raids. The 56th GFAR and 58th FAR began training on the MiG-15 in October 1952 and their surviving 12 La-11s were transferred to the 3rd Night Bomber Regiment. The few surviving Yak-9Ps were transferred to training units. At the end of the Korean War the 3rd Night Bomber Regiment had 9 La-11s remaining. All the Yak-9s and La-9s had been transferred to 5th Air Division Fighter Training Regiment. This included 10 Yak-9Ps, 2 Yak-9Vs, 15 La-9s, and 2 La-9UTI.



Above and below: Destroyed KPAF Yak-9P's at Kimpo AB





Yak-9P put together from damaged aircraft at Kimpo and test flown at Wright-Patterson AFB



Yak-9P at North Korean Museum in post-war color scheme. Were overall light gray during the war.



Above: La-11 in North Korean markings at China Aviation Museum.
Below: La-11 in PRC markings at museum in Beijing.



USAF victory claims over these and similar propeller aircraft were as follows. Since the Yakovlev types and Lavochkin types are visually similar, the breakouts of these numbers could be suspect. Yak-3 claims are probably Yak-9s and the La-7s are probably La-9s, as these two aircraft types were not in the KPAF inventory.

Yak-3: 4	Yak-9: 12	Yak-18: 1
La-7: 3	La-9: 7	Unidentified prop: 3

Based on the information above, did the KPAF have any Yak-9Ds in its inventory during the Korean War? The “original Yak-9s” aircraft mentioned in sources may have included Yak-9Ds but this is unknown, and probably unlikely. I had built my Encore Models Yak 9D in KPAF’s markings earlier this year based upon schemes that I had seen before I received this information from Doug Dildy. I did look at the differences between the Yak-9D and the Yak-9P to see if I could modify the already-built kit into the P version. Unfortunately, there are some big differences that would require major surgery, if able to be done at all. The biggest is that the P does not have the large under nose air intake—it was removed and replaced by a raised scoop that runs along the top of the nose. The P also received an additional nose-mounted cannon across from the single cannon in the D. The easiest fix to make is a plexiglass-covered bay on the fuselage behind the cockpit that contained an ADF antenna. Based on all this, I decided to keep the D as is. It is accurate as “representative of the Yak-9s used by the KPAF” and will work in a Korean War display. AModel does have a 1/72-scale Yak-9P kit with North Korean markings, so I may look at building that in the future.

Yak-9D Build



The Yak-9 model is the Encore Models (Squadron) 1/72-scale Yak-9D kit molded in the Ukraine and packaged in the USA. This model had been started years ago for an ASM contest but had never been completed. I had been planning to get it finished for our June 5th, 2020, “Korean War” Special Contest, and when that turned into Virtual Contest #1, I pressed ahead with the build. According to the Scalemates.com website, this model started as an Encore Yak-9DD/T/K kit in 1998, and was later reboxed as a Yak-9D (the kit that I built). It does come with two fuselages—one for the D and one for the DD. It was later reissued

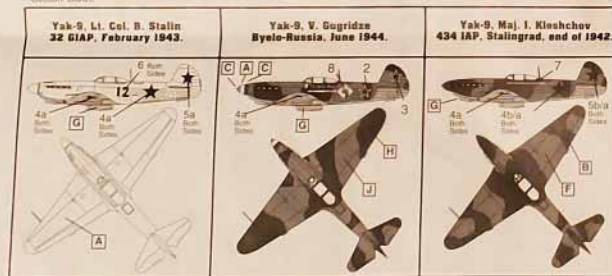
CAUTION

- When you use glue or paint, do not use near open flame, and use in well ventilated room. • •
- Glue and paint are not included.
- When you take parts off from the runner frame, use a modeling scissors and trim excess plastic with a cutter or a file.
- See the bottom of this column for the meaning of symbols.

F. S.	Humbrol		
Ref. No	Ref. No		
A	37875	34	White Weiss
B	37038	33	Black Schwarz
C	31102	174	Red Rot
D	33618	99	Yellow Gelb
F	34258	120	Light Green Hellgrun
G	35190	115	Russian Blue Russisch Blau
H	36118	27	Dark Grey Dunkelgrau
J	36187	106	Blue Grey Blaugrau
K	34079	31	Dark Green Dunkelgrun
L		92	Grey Green Graugrun
M	36622	28	Grey Grau
N	30117	113	Rust Rost
P	17178	11	Silver Silber

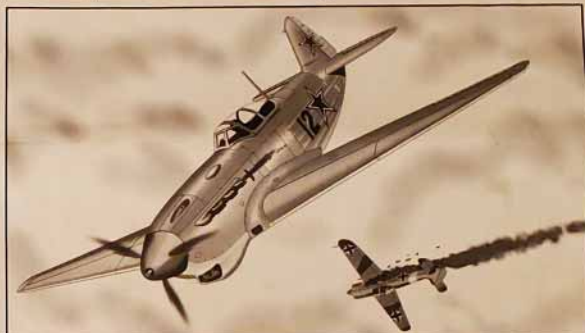
Correct Method for Applying Decals.

1. Clean model surface with wet cloth.
2. Cut each design off of decal sheet and dip them in warm water for 20 seconds.
3. Check with finger tip if decal is loose on the base paper. If so, place it on proper position an model and slide off base paper leaving design on model.
4. Move design to exact position with wet finger tip, and push out excess water and air bubbles under decal with soft cotton cloth.



KIT NUMBER 1027

ENCORE MODELS **YAK-9D**



The Yak-9 was one of the most successful fighters of World War II to serve in the Red Army. The aircraft was developed by the A. Yakovlev Design Bureau in response to the threat posed by the Luftwaffe's Fw190 A-3. From the end of 1942 to the end of the war, the Yak-9 was widely used on all fronts and engaged the enemy on equal terms.

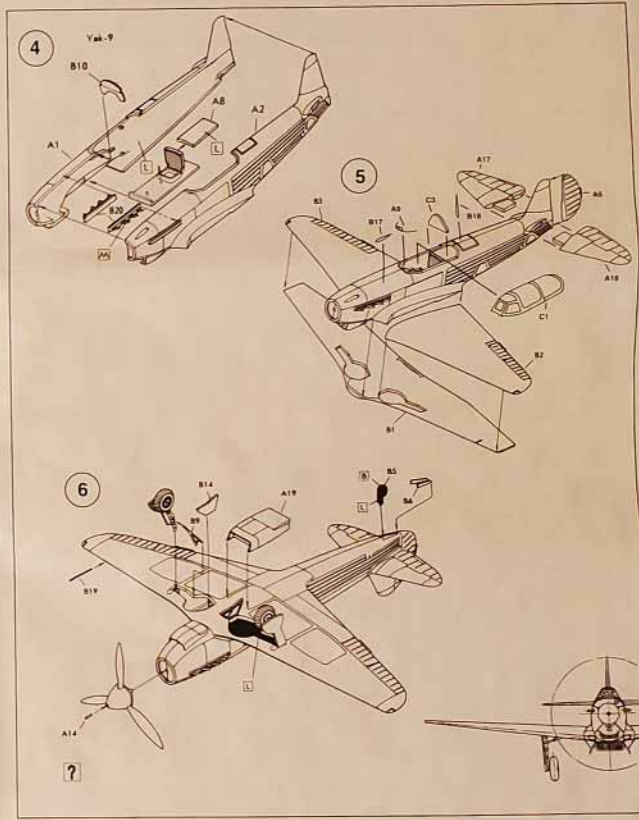
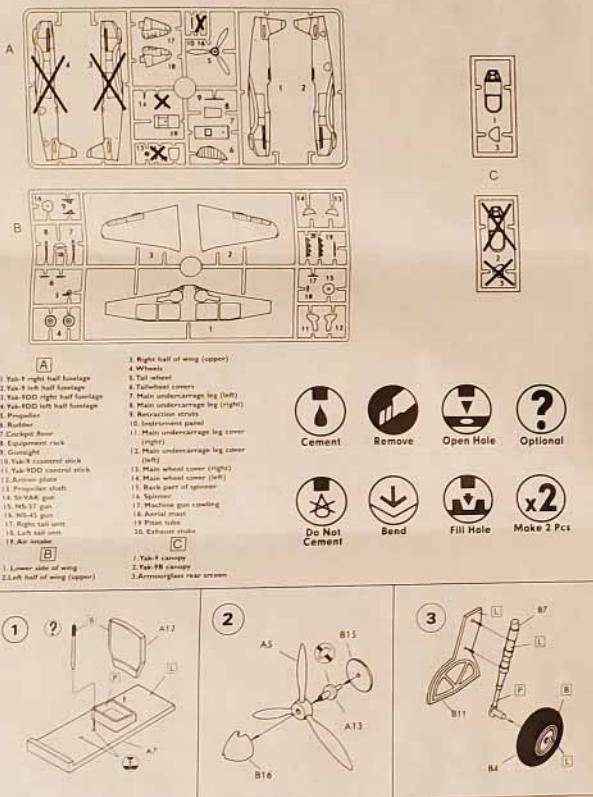
With 15,470 aircraft delivered, the Yak-9 became the most popular fighter in the Red Army and was also used by the RKKA Air Force and the Free French Normandie-Niemen Group. In all, 15 modifications entered service and the most famous of these were: Yak-9D (DD)—extended-range and performance version; Yak-9T—anti-tank version with 37mm cannon;

Yak-9K—heavily armored version with 45mm cannon. A. Vorozheikin (52 confirmed combat victories), A. Koldunov, V. Kubarev (46 victories) and M. Albert of the Normandie-Niemen Squadron (23) are among those pilots who established impressive combat records in this fighter.

The Yak-9 was also used by the Soviet and Chinese Air Forces in the Korean War.

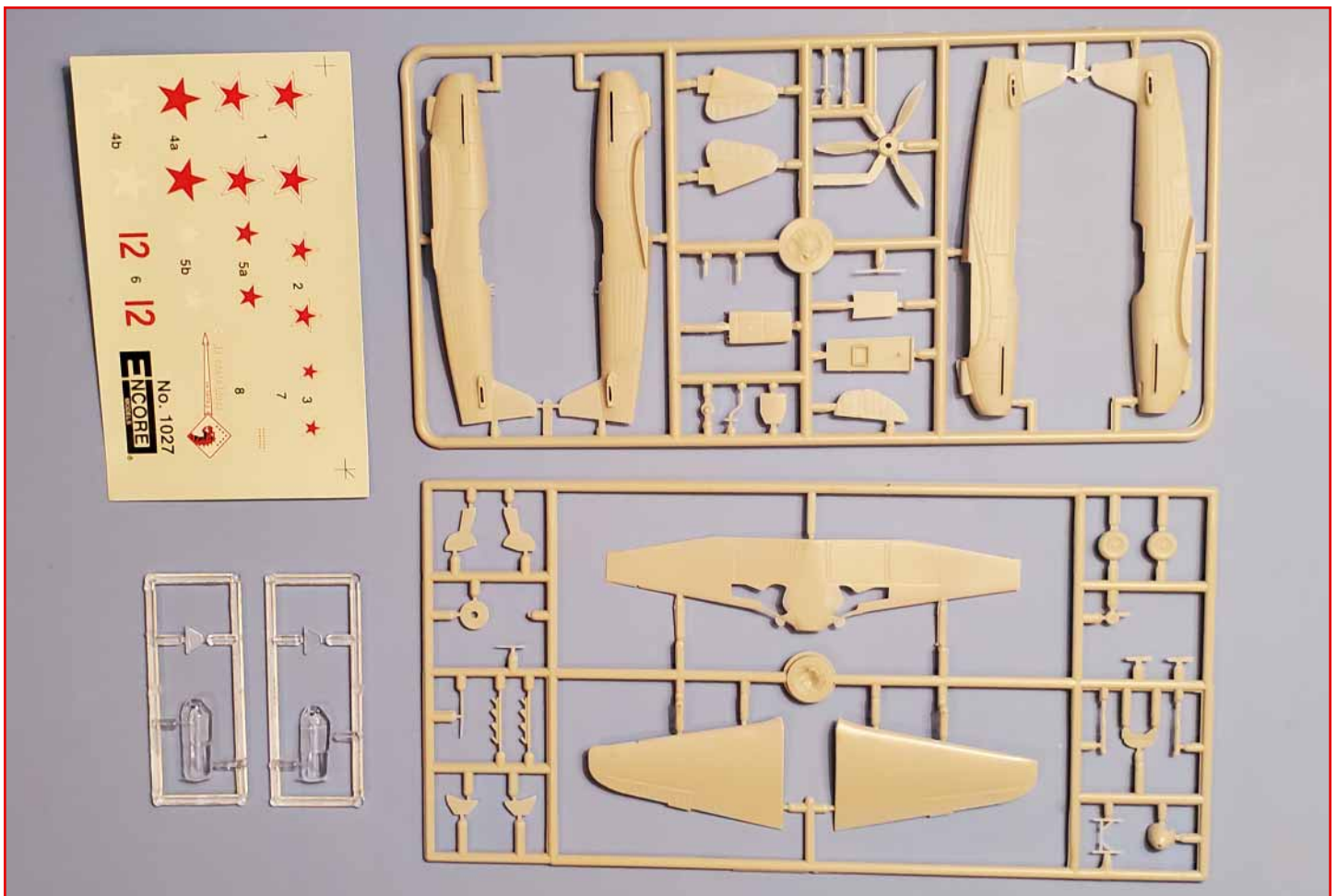
Technical and tactical specifications Yak-9:

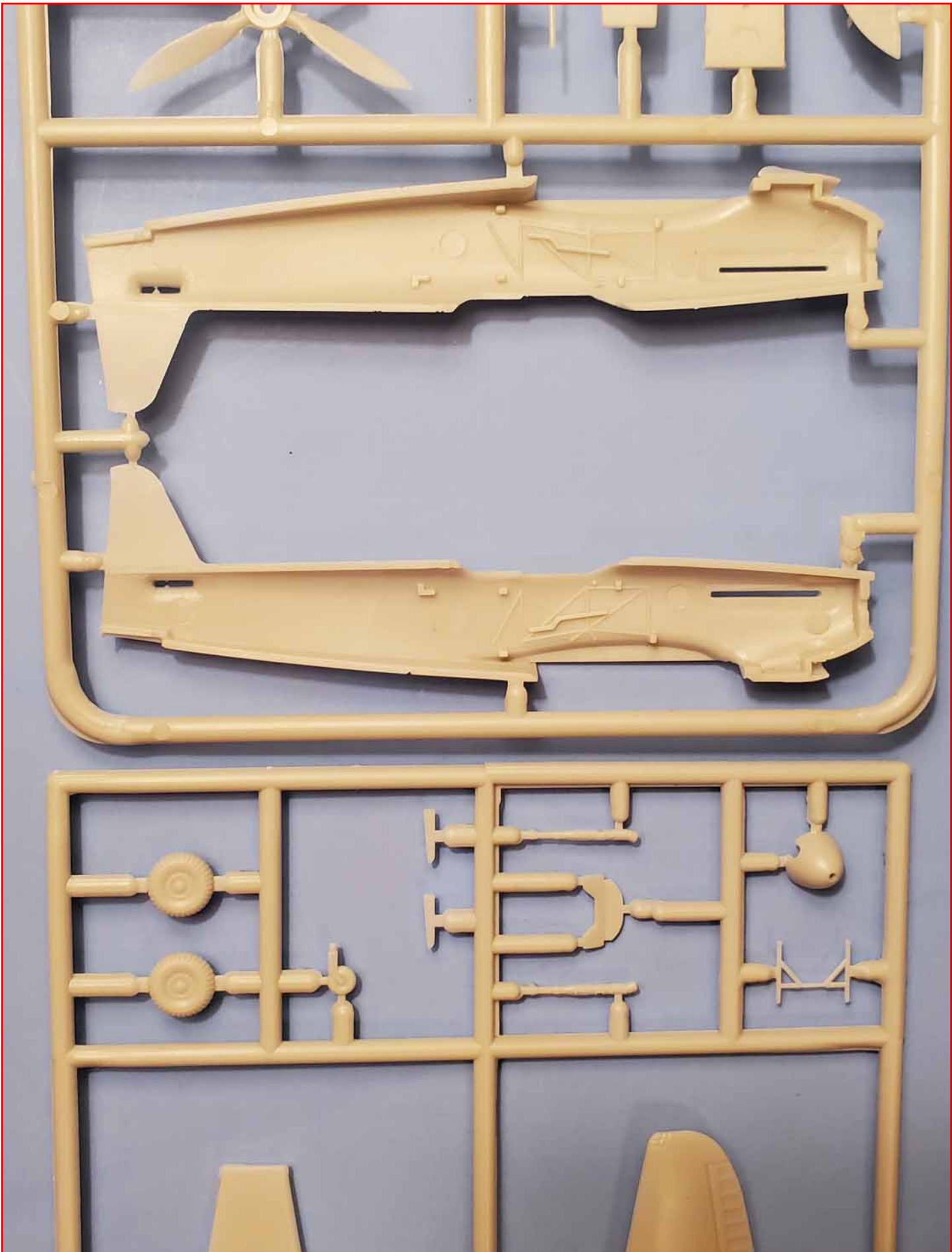
Length - 8.5 m Span - 9.74 m Start weight - 3,050 kg
 Max. speed - 602 Km/h Ceiling - 10,000 m Range - 1,189 km
 Armament: 1 x 20mm ShVAK cannon, 1 x 23mm VYa cannon, 1 x 37mm NS-37 cannon, 1 x 45mm NS-45 c cannon, or 1 x 27mm UBS machine gun.



by ICM and a company called Alanger. The kit comes with three decal choices--all for Soviet schemes in 1942 – 1944. To build a North Korean aircraft I went to my decal sheet stash and found an old ESCI Korean War sheet that did include a Yak-9. These sheets are notoriously off-register, so it was a good thing that I had two copies in order to get six total stars and circles that looked good. Because I had started this kit years ago, I did not have in-progress pictures of the build. I do have a second Encore kit, so I was able to get pictures of the sprues for this article.

Here are some comments on the Yak-9 build. The kit has decent sidewall detail in the cockpit, an instrument panel, floor board, control stick and a seat (actually the back portion of the seat attaches to a bucket seat on the floor board). There are no instrument panel or seat belts decals. It does have wheel well details on the inside of the top wings. The recessed panel lines are well done. There were some fit problems with the wings to the fuselage that needed some filler at both ends. The clear bullet proof panel behind the pilot's head needed some shaving to allow the canopy to fit over it. The canopy did not quite fit at the back end and needed some white glue to fill the gap. One hit on the kit is that the wings do not have the prominent air intake holes/ducts in the wing roots, and these have to be hand-painted on the model. I did a lot of looking at photos of North Korean Yak-9s to determine what shade of grey to use on the model. There were some color photos of derelict Yak-9s destroyed on the ramp at Kimpo Air Base during the first year of the war (see pictures). I eventually chose Model Master Flat Gull Grey and painted the aircraft overall in that color. Although I did not use the kit decals, they look pretty nice. The old ESCI decals were a challenge. Panel lines were highlighted with a black wash. Ground artist pastel chalk was used for weathering and engine exhaust stains. Overall the kit was a good build and looks like a Yak-9D. There may be better 1/2 kits of the Yak-9D out there now than this Encore model. As mentioned above, AModel does have a Yak-9P kit.







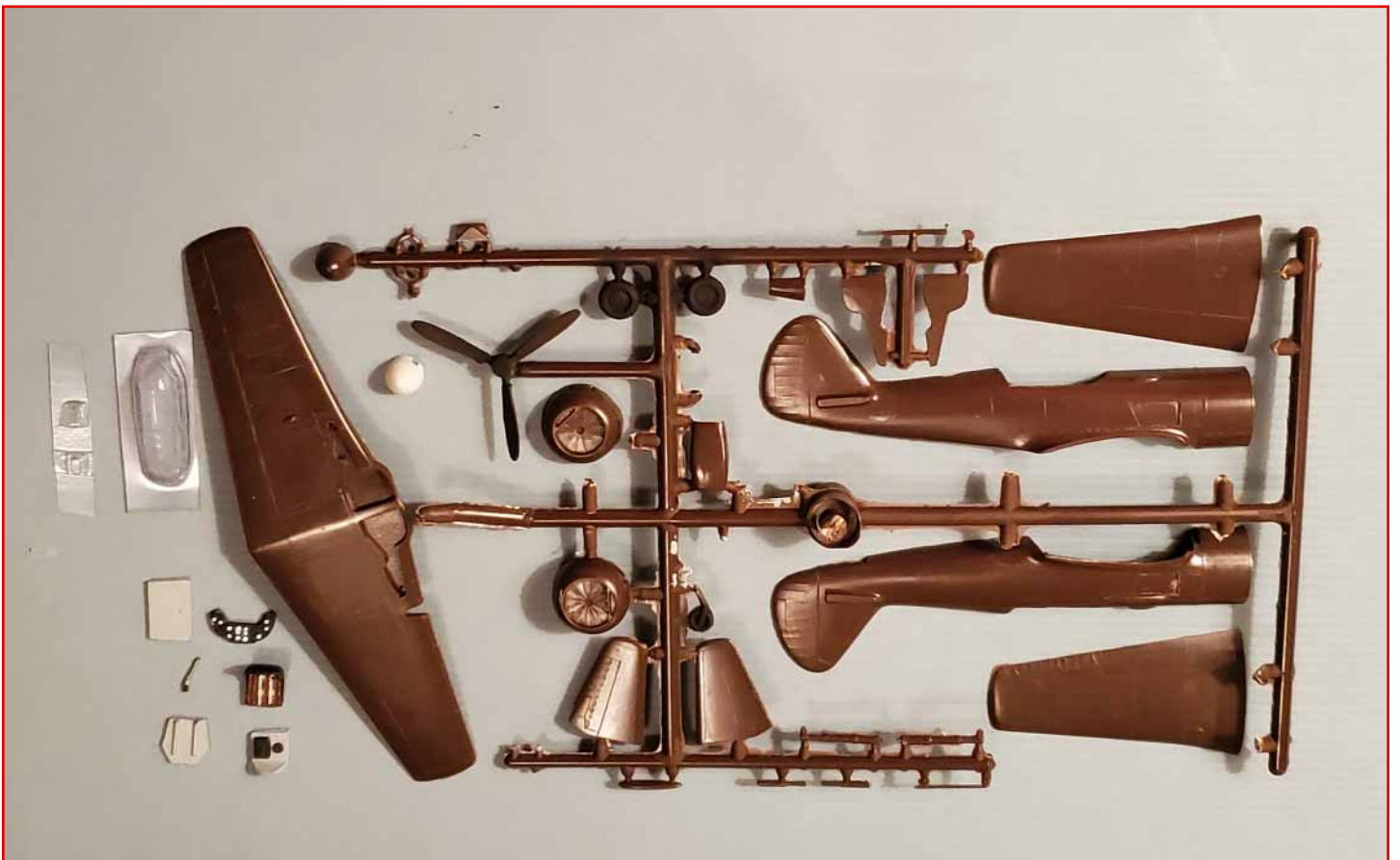
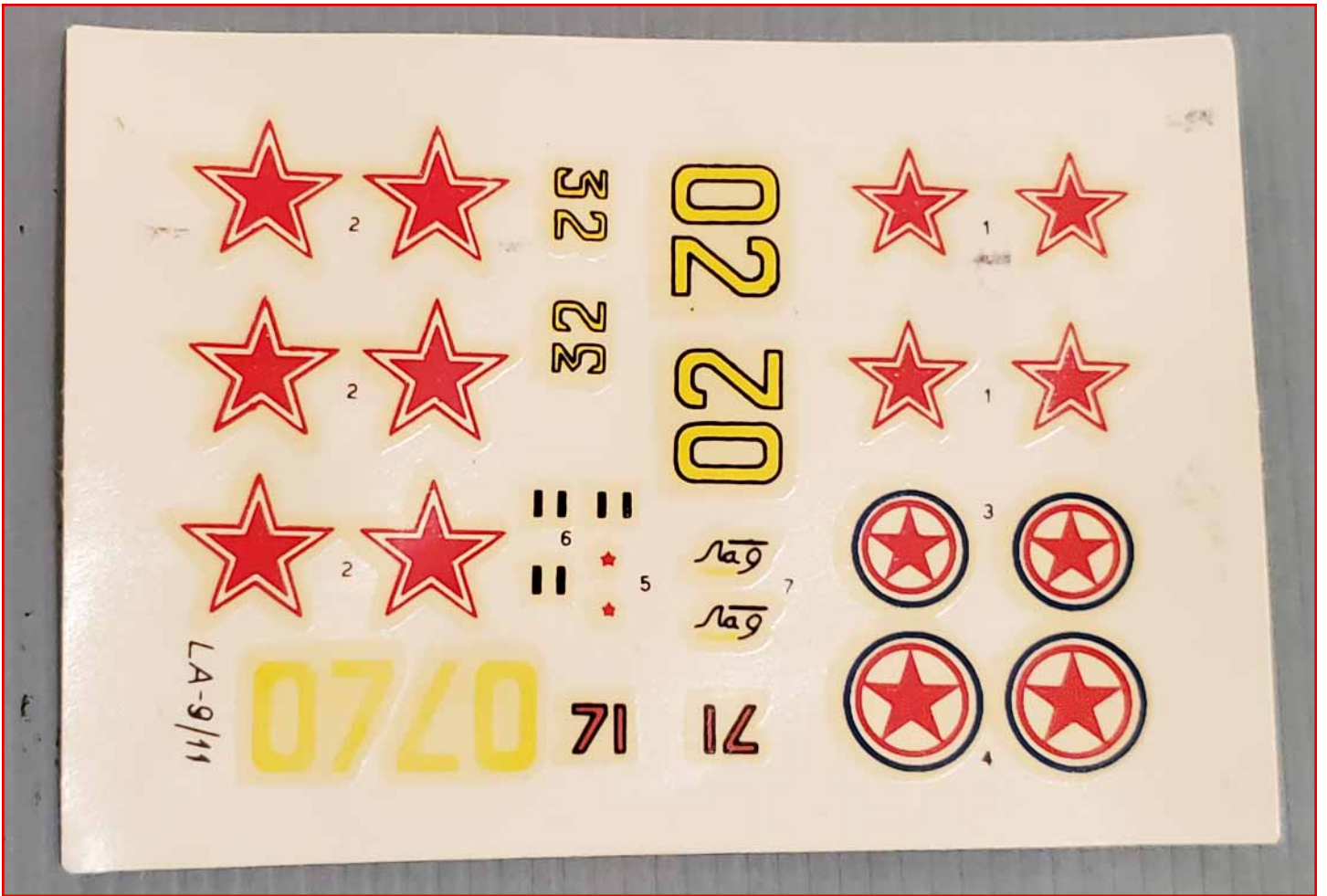


La-11 Build

The La-11 model is the MPM 1/72-scale Lavochkin La-9/11 kit. According to Scalemates.com, this kit was initially released as a new tool MPM kit in 1989 and was reboxed in 1994 (the kit that I built). The La-11 model build had also been planned for ASM's "Korean War Anniversary" display at the 2020 State Fair, but this was a new start this year. I wanted to make sure that we had enough North Korean aircraft in the display to go with a likely large number of US and Allied aircraft. I also had a Tupolev Tu-2 build planned, but that is another story to come. The model parts are on a single sprue, made in a very hard dark brown plastic that is difficult to sand. It has a clear, nicely detailed vacuform canopy—more on this later. The instruction sheet has a parts breakdown diagram of the sprue, and a single exploded diagram of all the parts with arrows showing what goes where. Usable but not great. It shows which parts to use if you want to build an La-9 or an La-11, the differences being the La-9 had a radiator scoop beneath the fuselage, a different cowl (no upper intake there), and an extra gun bulge on the fuselage. The La-11 had an upper intake added to the cowling, replacing the lower radiator scoop, and one fewer cannon. The kit decals include schemes for a Soviet La-9 in 1946 and a Soviet La-11 in 1947 both in overall gray, and a North Korean La-11 in a mottled dark green over gray in 1950 (as noted above, they did not get La-11s until 1952). I ended up building an overall gray North Korean scheme using markings from the Siga Models La-9 kit, which I had originally considered building but passed up to go with the better detailed MPM kit.



Here are some comments on the La-11 build. The cockpit is very sparse. There is a floor board, a seat and a control stick and a back wall that the seat fits against. This all sits up against a shelf that fits at the back of the cockpit cut-out. There is no side wall detail, but it has a nice instrument panel with recessed instrument details. There is no decal for this or seat belts, so I hand-painted the instrument panel and used some seat belt decals. There are no locating pegs or holes for any of this other than for the stick in the floor, so it was all fit-checking and gluing and a bit difficult to get it all straight when the fuselage was finally glued together. The floor board was too wide for the fuselage and had to be trimmed. It looks pretty good when finally put together (see pictures).

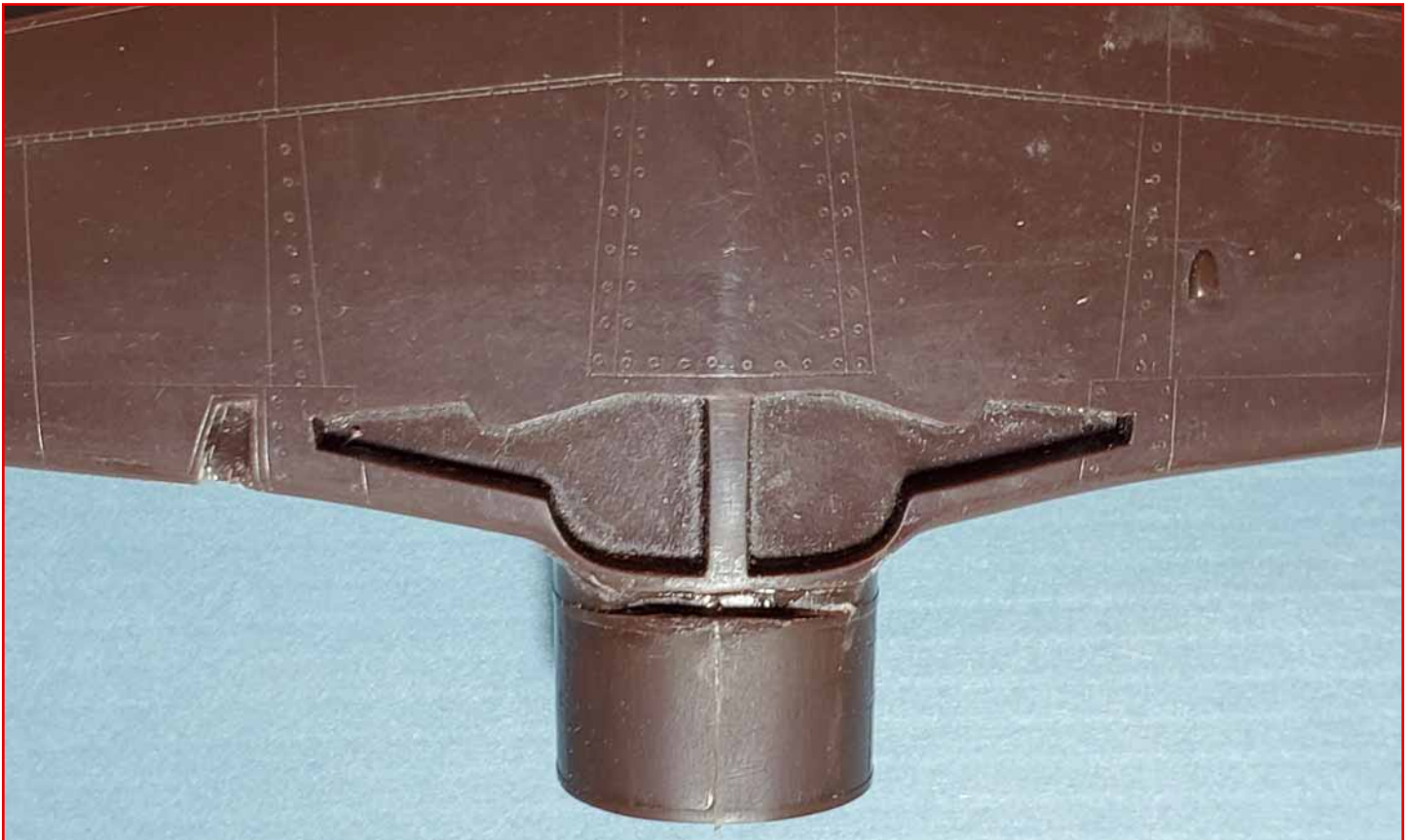




Cockpit parts and interior fuselage.



There were gaps after the fuselage was glued that had to be filled. The wing's trailing edges were too thick and had to be sanded down. The assembled wings did not fit well against the bottom of the fuselage. To fit the lower wing against the fuselage at the wing root without a huge step and gap, the fuselage needed to be cut back until the wing fit flush. This then left a pretty big gap that needed filling and sanding.



After this surgery, all the fuselage and wing gaps were filled with Squadron White Putty and sanded (see pictures). The two horizontal tails had no attachment mechanisms (pins or holes) and were super-glued

against the fuselage. These would be a problem later and needed to be re-glued several times during the painting process. The cowling's sprue attachment points were a problem and required careful cutting and then sanding. There were gaps when the cowling was glued to the fuselage. The gear doors had a lot of flash. The wheels did not have any mounting holes and were a flat gear end to wheel hub superglue job like the horizontal tails. The gear doors were provided in one piece and had to be cut into two pieces for a gear-down model. I mentioned earlier that the plastic was super hard and cutting through them was very difficult. And as would happen, the holes in the wheel wells for the struts were too small, and drilling them out was also difficult. The kit included a separate spinner piece in a different kind of plastic from what





was on the big sprue, because the original piece did not have the cut-outs needed for the propeller blades. That was probably a known mold flaw. This piece caused a problem later on.

The La-11 had the same paint scheme as the Yak-9, but I wanted to have a little variation so I added some Model Master Gunship Gray to the Flat Gull Gray, and painted it overall with that mixed shade. The kit's North Korean star with circles decals were off-register, so I elected to use the decals from the Siga Models Yak-9 kit. These had stenciled red and blue lines (not solid) surrounding the stars, and provided another good variation between the two aircraft. MicroScale silver stripe decals were

used for the two metal bands around the cowling. As I mentioned earlier, the kit had a vacuform canopy. I did fit check the canopy from the Siga Models La-9 kit, hoping that might work, but unfortunately it did not. All the pieces-parts went together well at the end until I tried to glue on the canopy and the spinner. There must have been a problem with the materials they were made of, because the glue that I was using (Faller Super-Expert) would not work on them at all. Eventually I did get them to adhere, but the canopy did have gaps that needed filling with white glue, and a canopy re-paint was required. Washes and weathering were accomplished the same as the Yak-9. The model does look like an La 11 when it is finally all put together. Interavia also produces a $\frac{1}{72}$ -scale La-11 model but I do not know how good that kit is.







With these two models completed, we now have a few more North Korean aircraft for our ASM display, if that ever happens. Perhaps the Korean War Anniversary theme might be a player for the 2021 NM State Fair. Many thanks to Doug Dildy for the operational history information in this article!

BONUS PAGES!

KEN'S ARMOR FILES

KEN PINIAK

COVID-19 Builds

With the lockdowns and social distancing brought about by the pandemic, I decided to use the added free time to go through my stash and clear it out a little bit. I inherited a bunch of old Bandai 1/48-scale German armor kits from my dad; this seemed like the perfect time to check them out. I have several different tanks, ranging from basically finished (Panther G) to not even or just barely started (Jagdpanther). All of these have full interiors and engines. These kits, which date back to the 1970s, range in quality from really pretty good to really really crappy, sometimes in the same model. My plan is to build them up to modern standards.

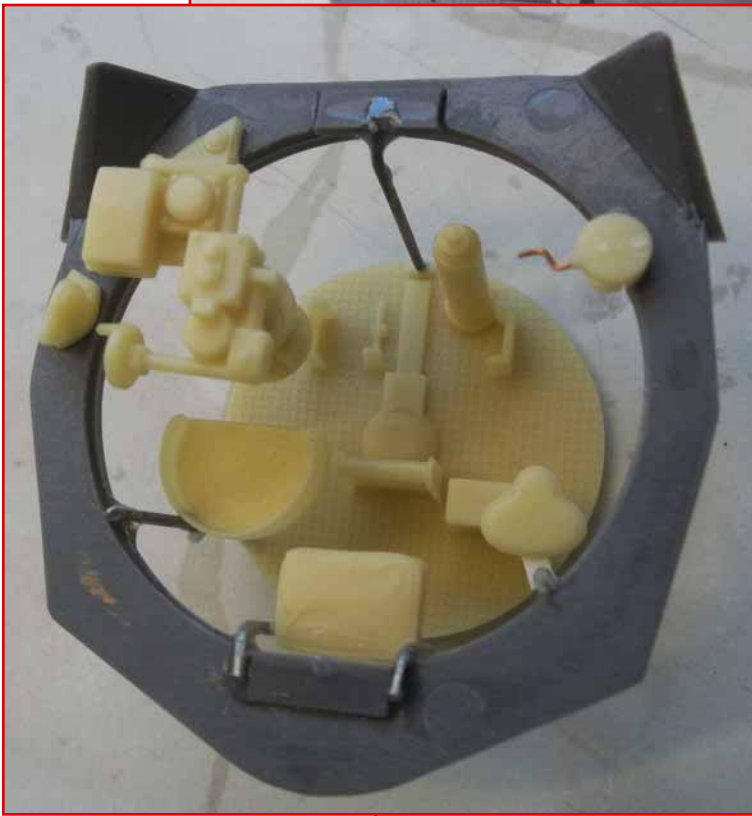
The kits I have include a Panzer III, Panzer IV, Panther, Jagdpanther, Elefant, and King Tiger. I also have a Hetzer, Tiger 1, Kubelwagen, motorcycle with sidecar, Jeep, and a couple M4 Shermans, but they will be left for another time.

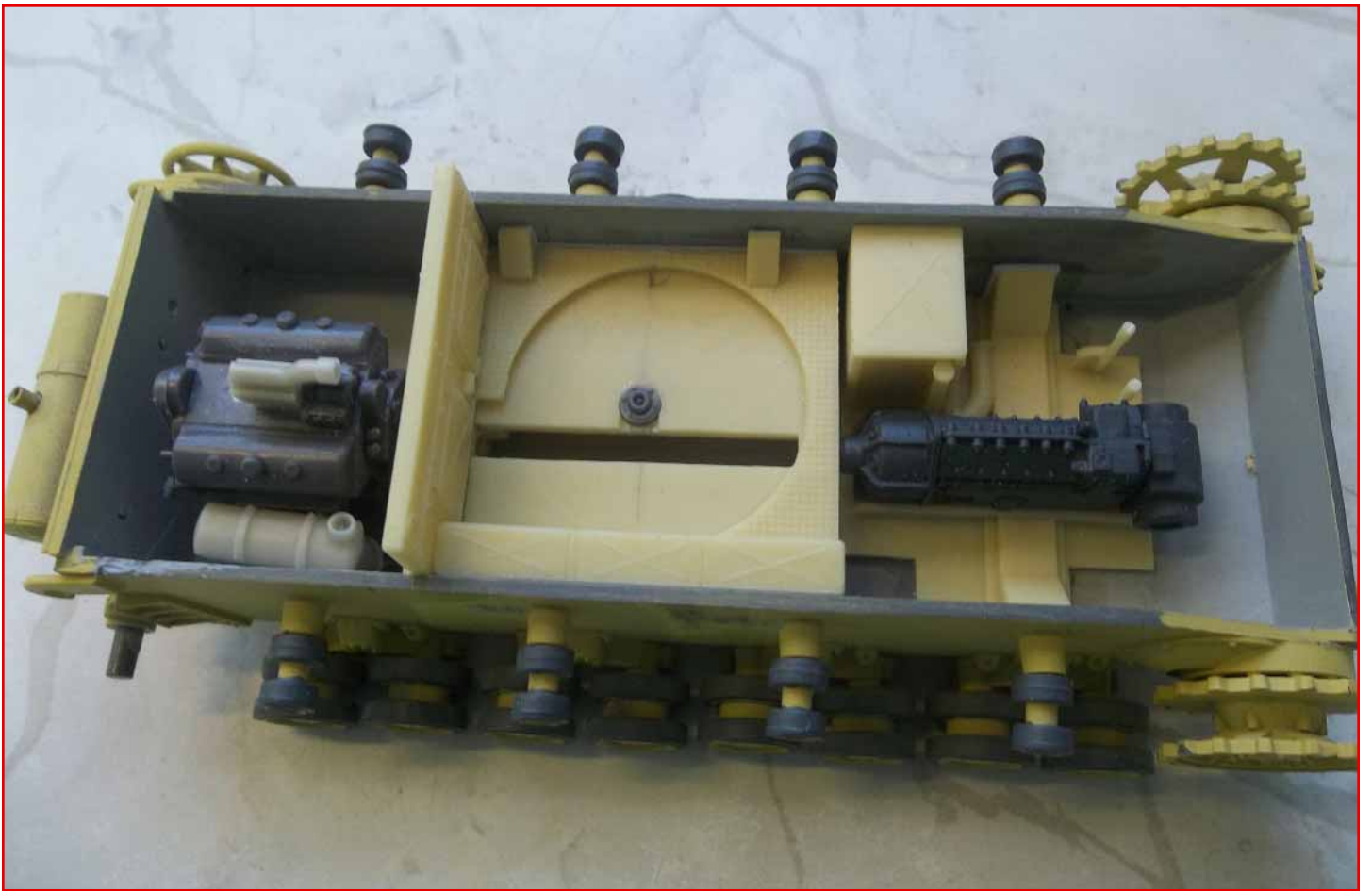
There is not a lot of after market stuff available for 1/48-scale tanks, but there is some, and I am using some. There will also be a lot of kit-bashing and scratch-building needed. The engine compartments; in particular, need help. All of these kits come with a nice engine, but it sits in an empty compartment. The interiors are also somewhat "sparse" and empty, they will need to be filled up.

The Panzer III and IV both have a resin interior upgrade set from Verlinden. These are "through the hatch" sets, designed for the modern Tamiya kits. They provide the turret, and area under the turret, but not much of the driver's area, and no engine compartment. For the interior of the other tanks, I will have to rely on my parts box or other resources to fill them out.









The Panther was the most complete, it was finished, but had gotten broken.







The Jagdpanther, on the other hand, was almost completely unstarted. Both of these tanks will get major upgrades, the Panther I plan to convert to a fake M10 as used during the Battle of the Bulge.



The King Tiger will have a coating of zimmerit added. I will mostly leave the interior as it is. I want to find some replacement tracks for it, the kit tracks really suck. I think they are the worst of all the Bandai tank tracks.





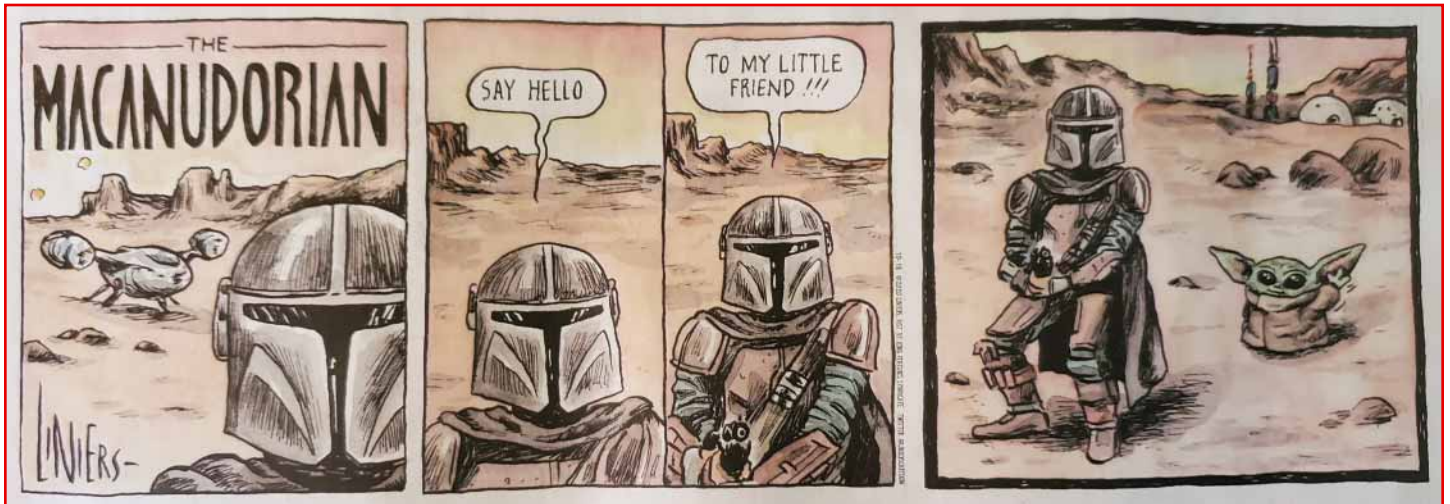


The Elefant presents the opportunity to really detail out the interior, if I can get the gun loose so I can get the superstructure off. The kit provides the engines, electric motors, driver's compartment, and gun controls. I just need to get to them. So we'll see how it goes.

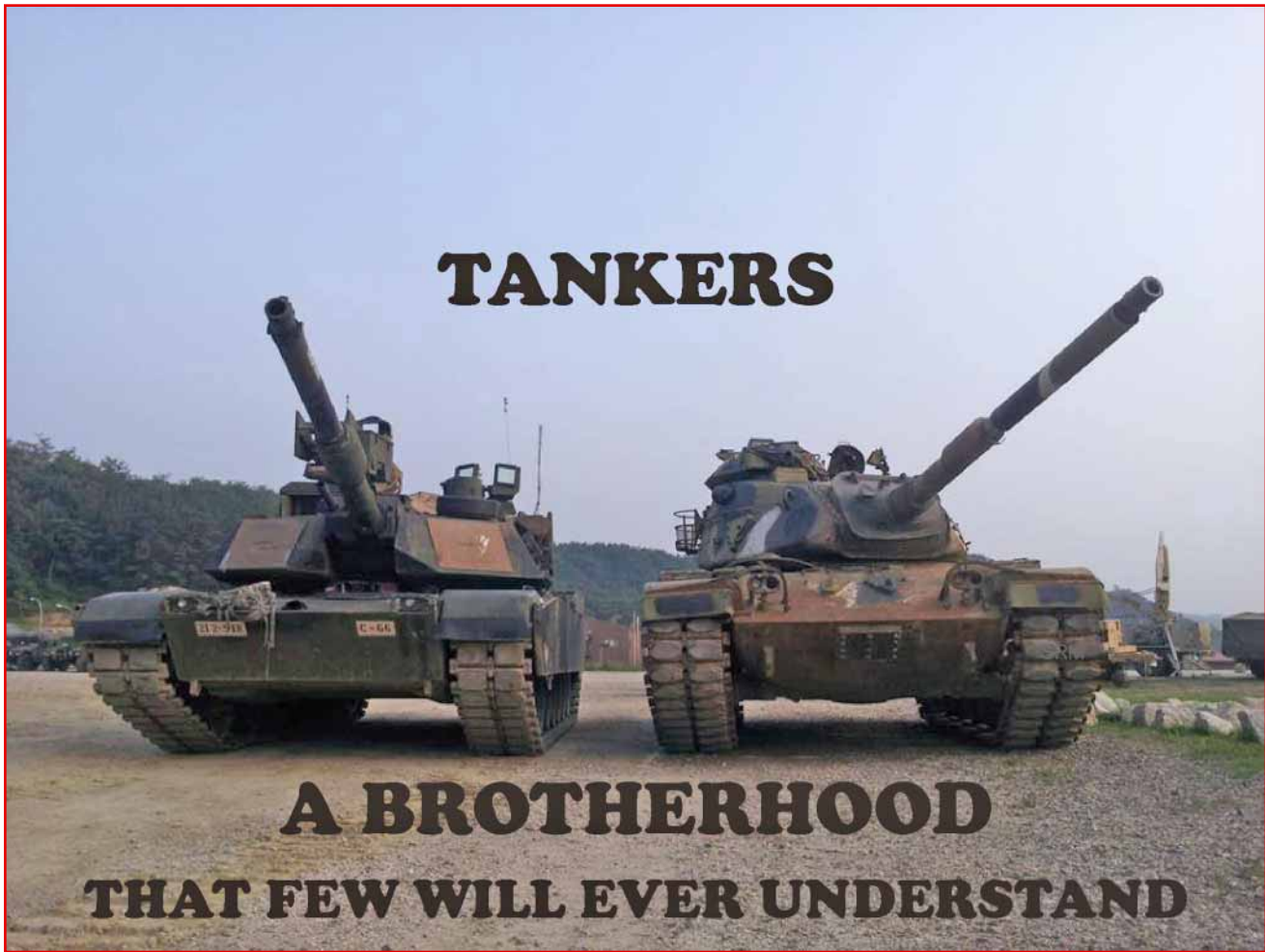


BONUS PAGES! MISCELLANEOUS

We begin with two submissions by Mike Blohm.



And now, a few pages of submissions from Ken Piniak!



STORMTROOPER



What my friends think I do



What my mom thinks I do



What society thinks I do



What my boss thinks I do



What I think I do



What I actually do

KIDS TODAY DON'T

**KNOW THE MEANING
OF COLD**

DEATH DOES NOT COME QUIETLY IN THE NIGHT,

BUT IT DOES COME SUDDENLY!



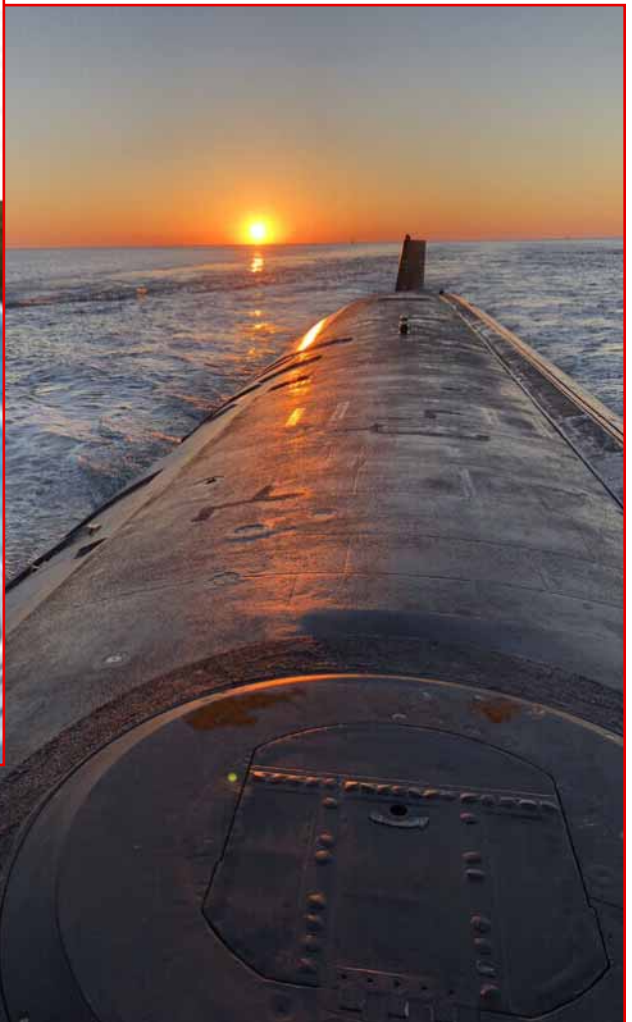
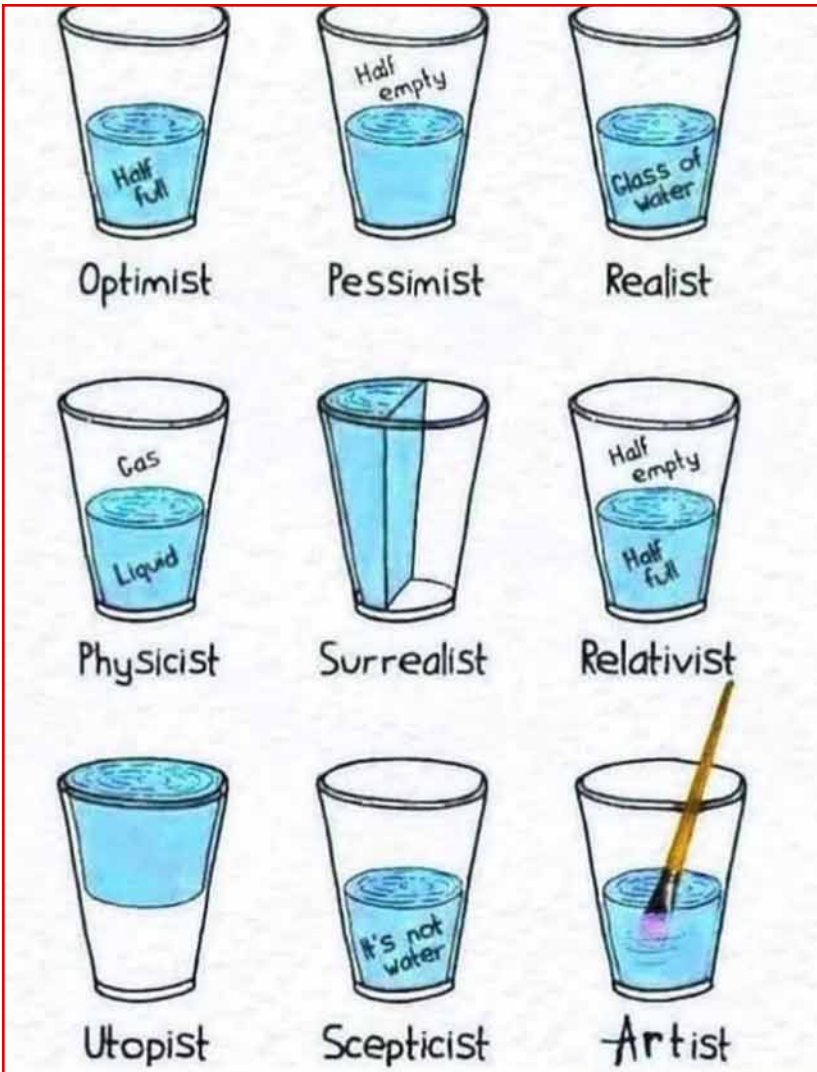


Thanks, Ken!

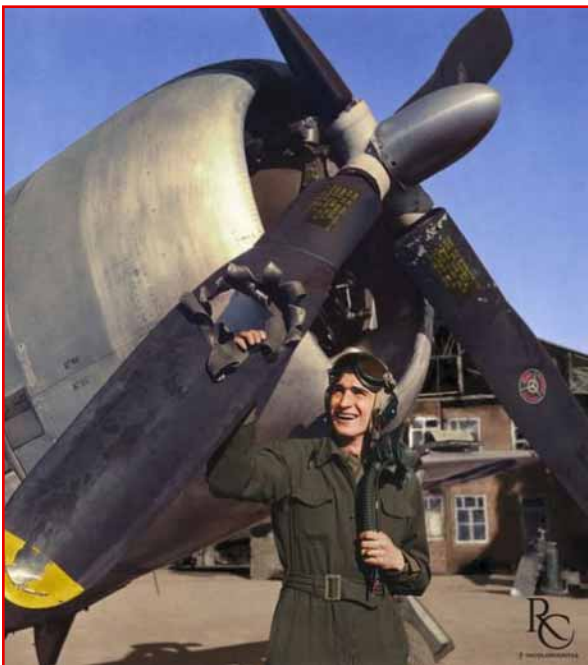


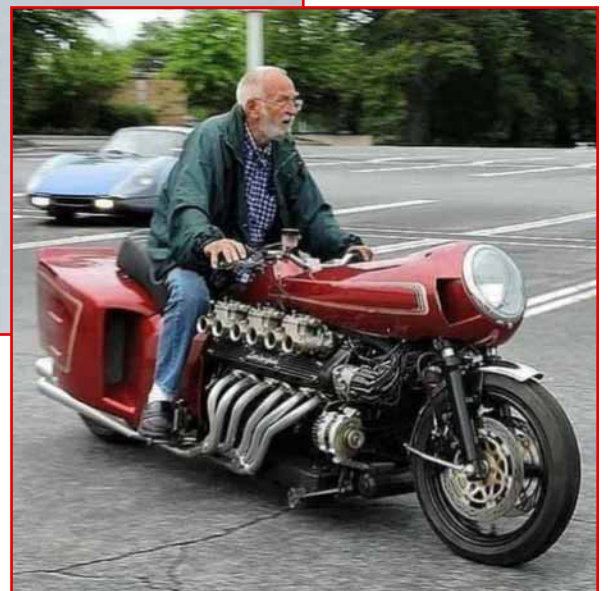
























The Very
BEST OF THE WEST
 2021 IPMS/USA NATIONAL CONVENTION
 LAS VEGAS, NV



AUGUST 18 - 21, 2021

A Convention Experience of a Lifetime awaits you in The Fabulous City of Las Vegas



The Rio Resort is located just minutes from the airport and the famous Las Vegas Strip.

2,000 All-Suite Rooms for \$114 per night for up to ten days stay time.

4 luxurious swimming pools, day spa & gym.

13 Nightclubs, bars & lounges.

14 Restaurants, buffets and snack bars.

Free Parking



Enjoy our beautiful outdoor wonders or the unlimited shows, nightlife and gaming. When the model and vendor rooms close, the action begins.

Valley of Fire – Grand Canyon
 Fremont Street Experience
 The Strip - World Class Shopping
 Major Shows & Performers
 Fine Dining - Hoover Dam
 Lake Mead Boating Tours
 Museums - Gun Ranges - Speed Racing



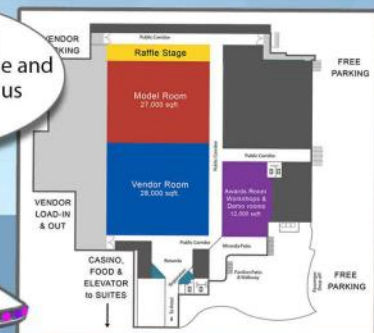
67,000 square feet of luxuriously appointed convention space, all but an elevator ride away from your room and refreshments.

Ground-level load-in and out for vendors

Excellent lighting with thick easy-on-your-feet carpeting

Eight demo rooms

"We love Las Vegas, only light years from home and lots to see. Come join us for the 21' Nats"



Visit our website for information on
 Hotel Reservations - Resort Amenities
 Attractions - Sights & Sounds of Las Vegas - Organized Event Tours
 Contest Rules & Categories
 Contest & Vendor Forms

General Information
director.nats2021@aol.com

Vendors
vendors.nats2021@gmail.com

Website
www.natslv2021.com

2021 IPMS /USA NATIONAL CONVENTION



LAS VEGAS, NEVADA
AUG 18 - 21, 2021

AT THE RIO CASINO RESORT & CONVENTION CENTER

2,000 All-Suite Rooms • 67,000 square feet of Luxuriously Appointed Convention Space
350 Vendor Tables • 14 On-site Restaurants • Free Parking

You'll never have to leave the resort to have a National Convention experience of a lifetime!

www.natslv2021.com

CONTACT US AT:

General Information: director.nats2021@aol.com

Vendors: vendors.nats2021@gmail.com

Join IPMS/USA!

The International Plastic Modelers' Society is an organization dedicated to the fun of Scale Modeling. There are IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive the IPMS Journal six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA-sanctioned Regional Contests, as well as our world-famous National Convention, held each summer.

As a member, you'll also be able to access our online Members' Forum, where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the country offer discounts to IPMS/USA members. To join, simply use the form below or join online (<http://www.ipmsusa.org>).

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Office Manager (manager@ipmsusa.org).



IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____ If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 1411

Riverview FL 33568-1411