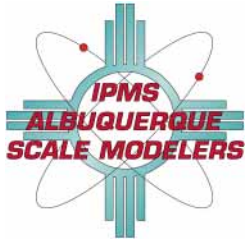


# ALBUQUERQUE SCALE MODELERS



<https://abqscalemodelers.com>

May 2020

## No MAY MEETING!

The May ASM meeting has been cancelled due to you-know-what. Stay tuned for updates on June...

## THE FEZ SEZ TONY HUMPHRIES

### The Fez, in his Fortress of Solitude, writes...

I hope that this newsletter finds you all well and perhaps even enjoying the chance (for some at least) to work from home and spend some more time with the family.

Assuming that is a good thing, in your particular case(s)? I hope that you get the chance to continue doing some modeling in this time of exile as well, although clearly there are more important things to take care of than this. You will probably have some down time though and what better way to spend it than building models?

We are going to try to keep the club going virtually in the meantime anyway—there will be no more in-person meetings until you hear otherwise, and we really have no idea how long this is going to last. But we are going to try an experiment in May to see if we can keep the contest schedule going in some form or other. There is a virtual special contest on the subject of “The Desert” and you



should have all received an email regarding the rules already. To recap though, desert theme, no more than three photos/images of your build, send them to the club's [ABQScaleModelers@outlook.com](mailto:ABQScaleModelers@outlook.com) email address and arrangements will be made to judge them and to post the winners in next month's newsletter and all entries (regardless of the results) on the club website.

So, what have we all learned while we have been in lockdown, I wonder? Probably quite a lot, including perhaps take-aways something like these:

- 1) You can get pretty much all of your modeling supplies online if you have to, but it's not as convenient as going to Hobby Proz and we should all make a real effort to give them (and other local businesses too) as much trade as we can once they are able to open to the public again.
- 2) Why do we all have to go into the office, etc., when normalcy resumes (if it ever does)? It's so much easier working from home and the dress-code is way better.
- 3) So is the commute.
- 4) Pants should always be optional.
- 5) You have by now realized that you don't like most of the people you work with and one hour's video conference once a week is as much as you really need (or want) to see them.
- 6) It's surprising how easy it is to work and model at the same time. Try it, if you haven't already.
- 7) The dog is really happy to have you at home all the time and wants this pandemic to last another ten years.
- 8) Toilet paper is *not* a currency.

- 9) A packet of Ramen noodles is now worth at least \$5 apparently.
- 10) Silly hats during video conferences should be compulsory. Fake beards are optional but strongly encouraged.
- 11) It is possible to watch the entire season of *Tiger King* in one sitting, as long as there are snacks.
- 12) A note to the people of the world: once this is over, let's try to eat fewer undercooked bats, shall we? Isn't that how all this started? Yes, this means you too, Ozzy.
- 13) Glue fumes in a poorly ventilated room are really bad for you. But it feels great... Hee hee hee.
- 14) The current world record for cups of tea (or coffee) drunk in a single working day sits at twelve, unless you can beat it? Don't worry—you'll sleep again by the weekend.
- 15) Next door's dog is a lot more annoying than you remember.

But with all that said, and on a more serious note, I hope that you and your families are all well and that you stay that way. Please respect the restrictions that are in place as they are there for your safety and for ours. Hopefully many of you can continue to work at home, at least for now, but let's hope for those that can't and who have lost their jobs, that this doesn't last too long and that we can get back on our feet soon. So hang in there, people. We can do this. You know we can. A country that can send a man to the moon and simultaneously invent cheese in a spray can, can do anything. Can't it?

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## FROM THE JUDGE'S CHAMBERS

KEN LIOTTA

Hello to all my Brothers of the Sprue, from "Plastic Modeling Mecca." That's the nickname a few close friends had given to my meager little collection of plastic kits here at home, where I have been shackled up during our gubernatorial mandated "Stay-at-Home" orders since the end of March. This little shut-down has given me some time to look at a few of those "half-built" model projects that have been sitting for a few years now, and I have pulled

a few of them back out to clean off and rekindle work on them. Whether some of you or possibly all of you have had similar time lined up, I hope that you have had a chance to trim a little plastic and swipe a few strokes of paint on your models.

As you already know, our monthly club meetings have been being cancelled for the wellbeing of our membership during this health hazard, and we are not entirely clear quite yet as to when we will be able to return to our meetings. In an effort to reach out to our membership and try to maintain some sort of contact that is relevant to our shared hobby, our club Prez Tony whipped up a grand idea for us to host a Virtual Model Contest. The E-Board provided a few suggestions and Tony drafted a few rules. You can find the specific details on the club website.

As the Contest Director, I too made a few suggestions and we agreed on the basic ground rules and we are all looking forward to your participation in this ASM "First." We will be using three judges drawn from our overflowing host of experienced award winning IPMS Nationals-level model building members. Each of your entries will be allowed to be represented by a maximum of three digital images. For the specific details on how, when, and where to submit these images, please see the ROEs posted on the [ASM Website](#). The quality and technique of the photography will not specifically be judged, but it goes without saying that the better the images, the easier it will be for us judges to see the quality of your submissions. Our hope is that we will be able to determine the best built models from these images. We also will not know how many categories will be devised until all images are received. We do not know if we'll get three models or thirty! So, continue building and finishing your masterpieces, take a few more digital images than just the three so that you can pick the best ones and send them in.

To recap our last ASM meeting's contest in March: We had a total of 57 models entered into our first "points" contest of the year that was an "Open" theme contest (2 Juniors, 14 Basic, 25 Intermediate and 16 Masters). In the Juniors Division, Aleya Montano earned both the "Best of Show" and the "People's Choice" awards for her awesome Bandai 1/44-scale "Black Robot." In Basic, Modelers Mark Vaughn earned the "Best of Show" award for his well-built 1/48-scale Hobbycraft Seversky AP-7 Air

Racer while Brandan Brown received the “People’s Choice” award for his fabulous Papercraft Black Senla Gundam. In the Intermediate Level, Danny Williamson received both the “Best of Show” and the “People’s Choice” awards for his superb 1/35-scale Tamiya Captured Matilda tank. And in the Masters Division, Brian Peck took both the “Best of Show” and the “People’s Choice” honors for his spectacular 1/32-scale HK Models Avro Lancaster. For the details on the remaining placings you can find them on the [ASM Website](#).

Even though we have only had one “points” earning contest so far and we are not certain how many of the remaining points contest will be conducted, the current points standings have been tallied up and can be found in this newsletter. The E-Board and myself would like to wish you safety and good health for all of you, your families, and friends during these challenging times. And if you can, Model on, Brothers of the Sprue.

## JULY SPONSORED CONTEST MIKE & MATT BLOHM

The subject for the sponsored contest hosted by Matt and Mike Blohm at the July 10 ASM meeting is “Models That Support the Folds of Honor Display.” The idea is to increase the number of model subjects that the club has on hand for our Folds of Honor (FoH) display every year, as well as other displays that we conduct. Entries can be models of any genre (aircraft, armor, ships, figures, dioramas, etc.) and any scale that fits what was/is being used by the US military (any Service) from September 11, 2001, through the present (2020). Entries need to be new builds. We are hurting for armor and ship/submarine models for the FoH display. Note that modern USAF subjects (2001 – 2020) can also be used for our “Air Force Ball” display each year. Awards will be given in each division with potential splits (air, ground/sea, etc.) based upon the level of participation. If the July meeting is canceled, we will reschedule the sponsored contest later this year. We need the models completed for the two displays in September.



### Year 2020 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- |        |   |
|--------|---|
| 03 Jan | <b>SPECIAL CONTEST #1:</b><br><b>SCI-FI/SCIENCE/REAL</b> ... TASY<br>Sponsored Contest: ...   |
| 07 Feb |   |
| 06 Mar |   |
| 03 Apr |   |
| 01 May |   |
| 05 Jun | <b>SPECIAL CONTEST #3: KOREAN WAR</b>   |
| 10 Jul | <b>Two or Three</b> —Any scale, era, subject known for having two or three...<br>Sponsored Contest: “Subject TBD” (Mike & Matt Blohm) |
| 07 Aug | <b>Open Contest</b> —Any kit/subject/scale<br>Sponsored Contest: “Rotary Wing/VTOL” (Scott Jaworsky)                                  |
| 04 Sep | <b>SPECIAL CONTEST #4: BATTLE OF BRITAIN</b><br>Sponsored Contest: “Subject TBD” (Brian Peck)   |
| 02 Oct | <b>Competition Vehicles</b> —Any kit/subject/scale<br>Sponsored Contest: “Best Paint Scheme” (Ken Liotta)                             |
| 06 Nov | <b>Open Contest</b> —Any kit/subject/scale<br>Sponsored Contest: “Disney” (Patrick Dick)  |
| 04 Dec | Model of the Year competition!  |

**Note: The most complete and up-to-date details on the contests, as well as detailed rules, as always, are on the [ASM Website](#): <http://tinyurl.com/asmsched>**

## TIP!

### MARK VAUGHN

Hi, me again, with a tip. I was just talking to a tank modeler who was bemoaning that “Blacken-It” was no longer available for his metal tracks. I’ve been using pewter blackening from Rio Grande:

<https://tinyurl.com/asm2005a>

This seems to work okay for me—and you get a quart of it, rather than four ounces. Of course, try one track piece first, and clean with white vinegar/water prior. I ordered it online mail-order, but actually they are in town:

7500 Bluewater Rd NW • 1.800.545.6566

[Editor’s note: There is an “About us” section on their website loaded with information about this

company's history in the local area; they are a true original Route 66 business! And their Tools section includes a *lot* of items (like rotary tools and bits, casting equipment and materials, files, and so on) of interest to modelers, particularly modelers who like to support local businesses. -JW]

## SCI-FI MODELING

JOE WALTERS

Yep, time once again to fill a half column with text! Round 2 is coming out with a new kit of the Starship *Enterprise* as seen on *Star Trek Discovery*, under the command of Christopher Pike. The kit is scheduled for a summer release but, as we all know, everyone's schedule is shot to hell these days. A lighting kit and hull pattern decals will be available separately. Meanwhile, here's the box art.



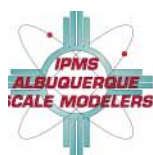
## ABOUT LAST MONTH'S FEZ

JOE WALTERS



Someone asked! The fez image I used last issue was not something I cobbled up in Photoshop (which I have done once or twice!), but is a real fez that one can purchase from an online source called fez-o-rama. This is listed as a prototype design, but if they get enough orders, they'll make it!

<https://tinyurl.com/asm2005b>



### 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
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## 2020 MODELER OF THE YEAR POINTS

As of 23 Apr 20

## CONTACT INFO

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

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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!

## SABRE ACES OF THE KOREAN WAR

### MIKE BLOHM

#### Modeling the F-86 Sabre Jets Flown by the Top US Aces

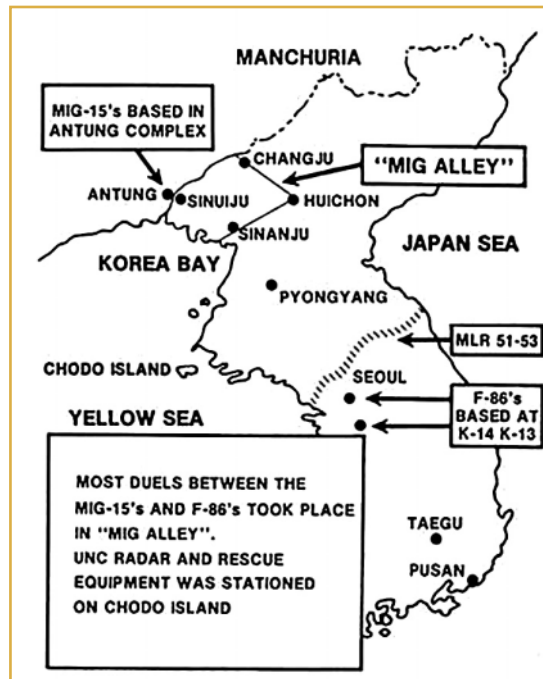
This article is an incentive for ASM members to finish their builds for the “Korean War” Special Contest that is currently scheduled for June 5, 2020, and also for the ASM display at the 2020 New Mexico State Fair in late August. The article covers the model builds of the top five United States Sabre aces of the Korean War. It also includes a brief history of each of the aces’ service in the war and their later careers. These models were completed for the Aces Gallery at the USAF Academy in Colorado Springs, Colorado, and the builds for these five particular models range from 1975 to 2001. All the kits used are in  $\frac{1}{2}$  scale with a wide range of kit manufacturers. These include Hasegawa, Fujimi, Testors, Heller, Matchbox, Hobby Craft, and Academy. I have not yet built the new Airfix F-86 kit, but that is in my stack. Comments will be made on the kits used in the builds below. For me, the Fujimi kit is the most accurate of this assortment. F-86 decal sheets in  $\frac{1}{2}$  scale for Korean War aces have unfortunately been minimal. Microscale put out six sheets in the mid-1970s that covered a few of the top scorers sprinkled in with other Korean War or Vietnam aircraft schemes. You can sometimes find these on eBay. Eagle Strike Productions and Print Scale have both produced a sheet recently, but unfortunately they repeated schemes already available and did not cover some high-scoring pilots that definitely should have been included. Some of the F-86 model kits in  $\frac{1}{2}$  scale do come with decals for aces (Fischer, Jabara, Moore, and Jolley). But I have had to do a lot of hand-painting and decal-bashing of codes and serial numbers to get models of the 41 Korean War aces built. Of note, the Fujimi kit has four different USAF schemes, and therefore you get a nice set of properly sized numbers to cut and paste with. Getting back to the subject of this article, the top five Sabre aces are covered below. Between them they scored 72.5 total victories.



F-86 Sabres of the 51st Fighter Interceptor Wing at Suwon Air Base (K-13) in South Korea



“MiG Alley 200 Miles” gate to 4 FIW’s F-86 flight line at Kimpo Air Base (K-14)



Map of Korea showing the F-86 bases and “MiG Alley” in the Northwest corner of Korea adjacent to the Yalu River and China



Photo of restored F-86 and MiG-15 jets performing at the 2013 Planes of Fame Airshow, showing similar profiles and relative sizes that prompted US to employ ID bands.

### **Joseph C. McConnell, Junior**

Starting from the top, the highest scoring US ace in the Korean War was Captain Joseph C. McConnell Jr. with 16 victories over MiG-15s. He is the 33rd-ranking American ace (tie), and 27th in the USAF (tie). He was the 27th “jet ace” with his 5th kill on Feb 16, 1953. His age at that time was 31. He served with the 39th Fighter Interceptor Squadron (FIS) of the 51st Fighter Intercept Wing (FIW). He scored all his victories in a five month period in January – May 1953, including three victories in two sorties on May 18, 1953. His jet was hit in combat on April 12, 1953, by a Soviet-flown MiG-15 (per some sources) that he eventually downed, and McConnell had to bail out over the Yellow Sea. He was immediately picked up by a USAF Sikorsky H-19 Chickasaw helicopter—there is a famous picture of that rescue. He was withdrawn



from Korea after scoring his sixteenth victory on May 18 and had flown 106 missions at that time. Of note, McConnell was a B-24 navigator during World War II and flew sixty missions with the 448th Bomb Group in the ETO. He had wanted to go to pilot training but was instead sent to navigator training. McConnell was killed in a flying accident while testing the F-86H Sabre at Edwards AFB, California, on August 25, 1954, due to a controls malfunction. You might remember that a similar tragedy occurred with Major Richard Bong, the top US ace in World War II, who was killed during a flight test of the P-80 Starfire at Burbank, California, on August 6, 1945. A movie—*The McConnell Story* (1955)—and book—*Sabre Jet Ace* (1959)—came out after his death, and McConnell AFB in Wichita, Kansas, was named for him (and his brother Thomas, also a USAF pilot and veteran of WWII).

Left: Capt McConnell next to checker-tailed 51st FIW Sabre.



Capt McConnell during PR pictures in the repainted "Beauteous Butch."



McConnell's F-86F FU-910 on the ramp.



McConnell's F-86F-1 model depicts his scheme in May 1953. This 1975 build was a modification of a very early Hasegawa kit that was available at that time. Called the "F 86F," it is actually an F-86F-40 that was flown by the Japanese Air Self Defense Force, and had an extra one foot length at the wingtip added to the "6-3 wing." To resolve this, the rounded wingtips were cut off, the appropriate amount of wing removed, and the wingtips glued back on—a relatively minor piece of surgery to get the F version flown in Korea. I think that I may have used some tips in an *IPMS/USA Journal* or *Quarterly* on this procedure. For 1975 this was a pretty decent F-86 kit, but it had minimal interior detail. Also, the external tanks had different fins and pylons that were not the type used in Korea and these had to be modified. There is no engine detail down the inlet and no exhaust pipe—basically it was see-through end-to-end, so that was corrected. What I did not catch in my limited reference material back then—I built this when I was stationed at Udorn Royal Thai Air Force Base in Thailand—was that the jet should have had small wing fences added on the leading edge of each wing. The newer F kits do have these fences. This was a "hard wing" bird without leading edge slats, which provided a better turn radius at high Mach numbers and allowed the F-86 to turn with and inside the MiGs. The model was finished in overall natural metal (silver) with light gray interior and wheel wells, and black instrument panel and ejection seat. The decals were from Microscale decal sheet 72-103 F-86E Sabre Aces. I believe the Korean Theater (Far East Air Force) yellow identification stripes on the wings and tail were hand-painted, as was the blue nose flash on each side of the intake. The checkered tail indicates the 51st FIW, and the yellow tail stripe the 39th FIS. This jet and several previous were named "Beautious Butch" after his wife Pearl "Butch" (Brown) McConnell. It originally had diving red MiG-15 silhouettes for the kill markings. After his 16th kill, the jet was repainted for public relations purposes and the silhouettes were changed to red stars and the name incorrectly misspelled as "Beauteous Butch" as shown on this model. Note that the Eagle Strike Productions sheet 72-059 includes this scheme.

Below: Model of McConnell's F-86F "Beauteous Butch" using the Hasegawa kit.







### **James J. Jabara**

Major James J. “Jabby” Jabara was the second-ranking US ace in Korea, with 15.0 victories over MiG-15s. He served two tours with the 334th FIS, 4th FIW. He also scored 1.5 victories (Fw-190s) in World War II during two tours and 108 combat missions in the ETO flying the P-51 with the 382nd Fighter Squadron (FS), 363rd Fighter Group (FG) and the 355th FS, 354th FG. He also had four probable victories and 5.5 Ground kills. His overall victory total of 16.5 makes Jabara the 29th-ranking US ace (tie), and 24th-ranking USAF ace (tie). Jabara was the first US jet ace of the Korean War and the first jet-versus-jet ace, scoring his fifth and sixth victories on May 20, 1951. His age at that time was 28. He scored these two victories while he had a hung fuel tank still attached to his wing, for which he should have avoided combat and returned to base. He was ordered back to the US at that time as “too valuable to risk in combat” after scoring six victories in just three months. He returned for a second tour in February – July 1953, where he scored an additional nine victories. His score included four “doubles.” After the war Jabara held various squadron commander positions and in 1958 he flew combat missions over Taiwan in the F-104 Starfighter. He later flew the B-58 Hustler in the 43rd Bomb Wing, and flew at least one combat mission in Vietnam in the F-100 Super Sabre. Jabara was killed in an auto accident on Nov 17, 1966, while serving as 31st TFW commander at Homestead AFB, where he was flying the F-100. He was the youngest colonel in the USAF at that time. An airport just northeast of Wichita, Kansas, was named the Colonel James Jabara Airport in his honor.



Capt Jabara standing in the cockpit and near the tail section of an F-86.



Above: Capt Jabara deplaning after a mission. Note the cigar in his mouth—he was also known as “The Ceegar Kid.”



Right: Capt Jabara being carried by squadron members after his fifth and sixth victory mission.

Jabara's F-86A-5 model is the Matchbox F-86 kit and depicts his scheme in May 1951. F-86A coded FU-259 was his personal jet during his first tour. This kit was built in 1997 and was the only 1/72-scale F-86A model kit at that time and might still be. The canopy interior and wheel wells are very sparse. Instrument panel and seat belt decals were therefore found and added. The kit does not have any wing tanks. One issue of the Matchbox kit did come with Jabara's exact scheme of FU-259, but unfortunately I did not have that one. However, most of the kit decals could be used to make Jabara's scheme. These include the black and white ID stripes used by the 4 FIW at that time—based upon the D-Day invasion stripes of WWII—before the yellow ID bands became the Far East Air Force standard in early Spring 1952. I wanted the model collection to have some A models with the black and white stripes, and not be made up of just yellow wing bands. The correct number codes and serials were made using a Superscale or Aeromaster letters and numbers decal sheet and the winged-star name plate was hand-painted. The model was painted overall with Model Master Aluminum Plate (Buffing) paint with a light gray interior and wheel wells. During his second tour Jabara often flew an F-86F-1 that was coded FU-857, which was also flown by ace Manuel Fernandez. Microscale sheet 72-245 Korean War Sheet #3 has decals for Jabara's final F-86F-30, coded FU-513, that he flew in July 1953. Note that this F-86A model was used in the Korean War portion of ASM's year-long "50th Anniversary of the USAF" display in 1997 at Kirtland AFB before it went on display at the USAF Academy.

Model of Jabara's F-86A using the Matchbox kit.







### **Manuel J. Fernandez, Junior**

Captain Manuel J. “Pete” Fernandez Jr. was the third-ranking ace in Korea, scoring 14.5 MiG-15 kills. He was the 26th US jet ace, scoring his 5th kill on February 18, 1953. His age at that time was 28. He served with the 334th FIS, 4th FIW from September 1952 – May 1953. Fernandez scored mostly single victories, but he had two “doubles” and one 1.5-kill sortie. Fernandez competed for top scorer with Jabara and McConnell. Fernandez enlisted in the US Army Air Corps and received his wings in November 1944 but was an instructor in the US and saw no combat. He re-enlisted in the USAF and provided air cover for the cargo planes with the 23rd FS, 36th FG, during the Berlin Airlift in 1948 – 49. Prior to wrangling an assignment to Korea, Fernandez was an advanced instructor at the Nellis Air Force Base Gunnery School in Las Vegas and was an expert at deflection shooting. Fernandez was ordered home from Korea at the same time as McConnell. Fernandez won the Bendix Trophy Race in 1956 flying an F-100. He retired from the AF Reserves as a Major in June 1963. Fernandez was killed in a flying accident on October 17, 1980, near Grand Bahama Island.



Above: Capt Fernandez in front of an F-86. Note colors of his flight gear.

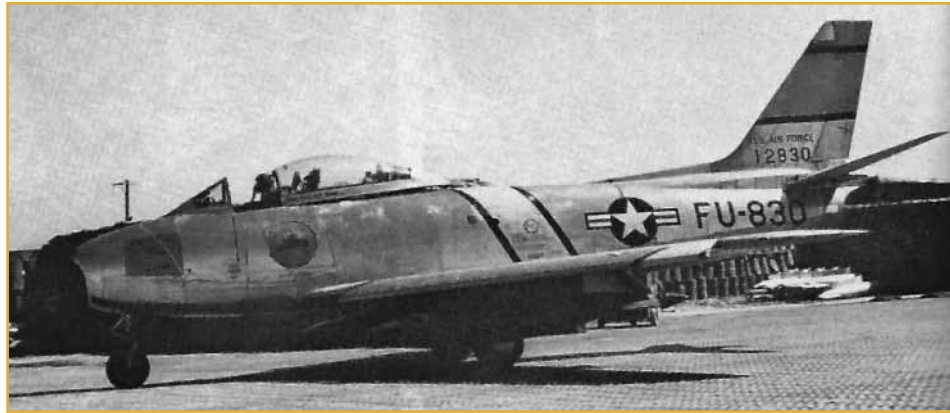


Fernandez boarding and in cockpit of F-86.



Fernandez being congratulated by Maj Jabara after his fifth and sixth victories on February 18, 1953.  
Note the exposure "poopy" suit worn by Fernandez.





Fernandez's F-86E FU-830 taxis out.

Fernandez's F-86E-10 model coded FU-830 was his first aircraft and depicts his scheme in March 1953. This jet was wrecked while Fernandez was on R&R in Japan. This model was built in 1975 at the same time as McConnell's using the early Hasegawa F-86F-40 kit. The same surgery was performed on the wings and external tanks, depicting an E model with the leading edge slats. The model was painted overall natural metal (silver) with a light gray interior and wheel wells and black instrument panel and ejection seat. The decals were from Microscale decal sheet 72-100 F-86 Sabres, Korean War. I believe the Korean Theater yellow ID stripes were hand-painted on this model. Some sources showed the background color of the 334th FIS patch as gold instead of yellow—as the decal came—so I painted that gold. Fernandez also scored 6.5 victories flying an F-86F-1 that was coded FU-857.

Model of Fernandez's F-86E using the Hasegawa kit.







### **George A. Davis, Junior**

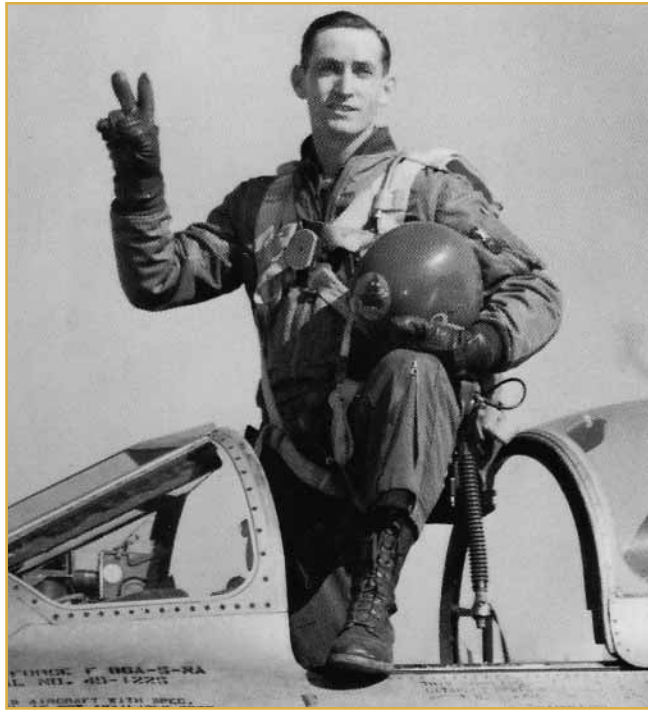
Lieutenant Colonel George A. “Curly” Davis, Jr., was the fourth-ranking US ace of the Korean War with fourteen victories—eleven over the MiG-15 and three over Tu-2 bombers. Davis was also an ace in World War II with seven victories, flying with the 342nd FS, 348th FG “Kearby’s Thunderbolts” in the Southwest Pacific Theater. His total score of 21 victories make Davis the seventeenth-ranking American ace (tie) and thirteenth-ranking USAF ace (tie). Davis is a member of the “Inner Seven” made up of pilots who were aces in both WWII and Korea. Major Davis served with the 4th FIW and became the 334th FIS squadron commander in October 1951. His fourteen victories were scored in a four-month period from November 1951 to February 1952. Davis scored his kills in groups, with a “quadruple” on November 30, 1951, when he downed three TU-2 twin propeller-engined bombers and one MiG-15, making him the fifth US jet ace of the war. His age at that time was 31. He also scored five “doubles” that included four kills in two back-to-back sorties on December 13, 1951. Davis was killed in action during aerial combat on February 10, 1952, when he was outnumbered 6-to-1 but still engaged the MiGs in order to protect a B-29 formation. He downed two MiG-15s but was himself shot down. He was posthumously awarded the Medal of Honor for this action, the only Sabre pilot so honored in the Korean War. Davis was the leading USAF scorer at the time of his death. He was posthumously promoted to Lieutenant Colonel. More details on Davis, his WWII history, and his model build are available in an article that was previously published in the August 2019 *ASM Newsletter* and is posted on the [ASM Website](#) on both the Articles and ASM Kit Reviews webpages at this time.



Maj Davis next to F-86. Note 334 FIS patch on his helmet.



Maj Davis in front of F-86A after his four-victory mission where he became the fifth US “jet ace” on November 30, 1951. The F-86’s four victory markings were scored by Maj Richard Creighton.



Maj Davis in F-86 cockpit indicating a two-victory mission.



F-86A FU-225 on the flight line at Kimpo AB and taking off on a mission to MiG Alley.

Davis's F-86A-5 model coded FU-225 is the Matchbox F-86 kit and depicts the aircraft he was photographed with after his four-victory mission on November 30, 1951. This aircraft was actually the usual jet of Major Richard Creighton, who made ace on November 27, 1951. This build occurred in 2001 and is the same kit as described in the Jabara build above. The model was painted overall with Model Master Aluminum Plate (Buffing) paint with a light gray interior and wheel wells. The light gray nose cone is the actual color of those parts without paint. Davis's early 4 FIW scheme with the black and white ID stripes could almost be completed using just the kit decals, needing only a small change to the code letters and serial. An Aeromaster letters and numbers decal sheet was used for the correct numbers. Some pictures of FU-225 show red star kill markings, which were Creighton's victories.

Model of F-86A flown by Maj Davis using the Matchbox kit.





## Royal N. Baker

Colonel Royal N. “The King” Baker was the fifth-ranking US ace in Korea with thirteen victories including twelve MiG-15s and one La-9. Baker also scored 3.5 victories in WWII. His total of 16.5 victories make him the 29th-ranking American ace (tie), and 24th-ranking ace in the USAF (tie). Baker was the 21st jet ace with his fifth kill on November 17, 1952. His age at that time was 34. Baker commanded the 4th FIG from June 1952 to March 1953, flying 127 combat missions. He was the leading Korean War scorer for much of his tour. His biggest day was December 7, 1952, where he scored 1.5 victories. During WWII he flew Spitfires with the 308th FS, 31st FG, in the Mediterranean, scoring two Fw-190 and one Bf-109 kills. He later flew P-47 Thunderbolts with the 493rd FS, 48th FG, in the ETO, scoring 0.5 Bf-109 kills. Amongst his assignments after Korea was director of testing for the Air Force Flight Test Center at Edwards AFB in 1957. Baker was later the 7th AF Vice Commander in Vietnam in 1968 and he flew 140 combat sorties, piloting every kind of USAF combat aircraft based in Vietnam. He was 17th AF Commander in Germany from July 1969 – February 1971, and retired as a Lt General in August 1975. Baker died in April 1976.



Col Baker in the cockpit of his F-86.





Baker's official photo.



Baker's F-86E "Angel Face & the Babes / The King" on the ramp at Kimpo AB.

Baker's F-86E-10 model is the Heller F-86F kit and depicts his jet in February 1953 when he had scored ten victories. This is a pretty good kit with decent detail, without the wing fences, and has two types of tanks, nice wheel wells, and open speed brakes. There is a Luftwaffe box top kit and a USAF "MiG Mad Marine" box top kit. The decals for John Glenn's scheme is in both, but the Luftwaffe kit does not have the yellow ID stripe decals. The USAF kit does, but unfortunately they have the incorrect shade of yellow (too orange) and those will need to be sourced elsewhere. This kit was built in 1997 in Baker's F-86E scheme. Like the other builds, the model was painted overall with Model Master Aluminum Plate (Buffing) paint with a light gray interior and wheel wells and black instrument panels and ejection seat with seat belt decals. Decals for his scheme came from Microscale 72-244 Korean War Aces #2. These have been included in both the later Eagle Strike Productions 72-059 Wings Over Korea sheet and the Print Scale 72-079 American F-86 Sabre sheet. The name on his jet is "Angel Face & the Babes" after his wife and children and is located below the gun troughs (ports). His aircraft has the patch of the 336th FIS "Rocketeers." Baker also had a large crown surrounded by a blue ribbon with "The King" (his nickname based upon his first name "Royal") located on the side of his jet behind the canopy. Microscale 72-244 shows this crown on both sides of the jet and that is how I built it. However, the recent Eagle Strike Productions 72-059 and Print Scale 72-079 sheets both show the crown on only the left side. I have seen lots of pictures of the left side of his jet, but not of the right side to confirm this. This F-86E model was also used in ASM's "50th Anniversary of the USAF" display in 1997 before it went on display at the USAF Academy.

Model of Col Baker's F-86E "Angel Face & the Babes" using the Heller kit.



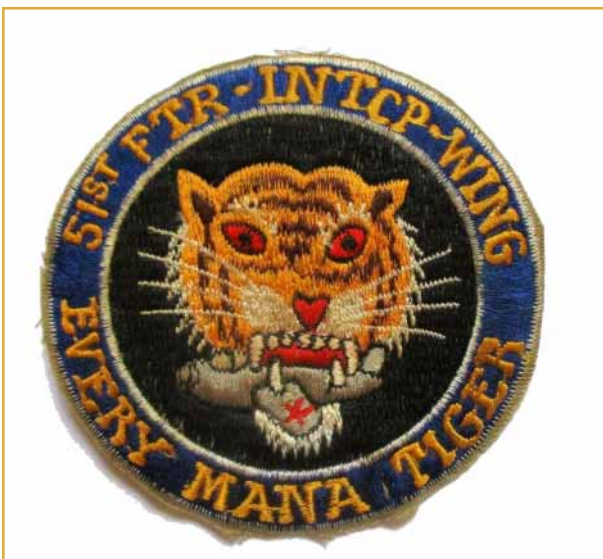


I hope this article has spurred you on in your Korean War builds, as well as providing some historical background on the men and aircraft that fought in that conflict. The USAF Academy display currently has thirteen Korean War aces in the collection with twelve Sabres and one Corsair night fighter. I am working on F-86 models flown by Lt Col George Ruddell (eight victories in “MiG Mad Mavis”) and Major James Hagerstrom (8.5 victories in Korea in “MiG Poison” and six in WWII, another member of the Inner Seven). I hope to have those done for the June contest and the State Fair. There may be a follow-on article later this year that covers additional aces from the Korean War. I recommend the following sources that I used for further reading on the Korean air war.

### Sources

1. *Stars & Bars—A Tribute to the American Fighter Ace 1920 – 1973* by Frank Olynk, Grub Street, London, 1995.
2. *MiG Alley—Air to Air Combat Over Korea* by Larry Davis, Squadron/Signal Publications, 1978.
3. *Korean War Aces* by Robert F. Dorr, Jon Lake and Warren Thompson, Osprey Aircraft of the Aces #4, 1994.
4. *F-86 Sabre Aces of the 51st Fighter Wing* by Warren Thompson, Osprey Aircraft of the Aces #70, Osprey Publishing, 2006.
5. *F-86 Sabre Aces of the 4th Fighter Wing* by Warren Thompson, Osprey Aircraft of the Aces #72, Osprey Publishing, 2006.
6. *F-86 Sabre in Action* by Larry Davis, Aircraft Number 126, Squadron/Signal Publications, 1992.
7. Multiple Wikipedia articles on the Korean War aces in this article.

Patches below, first row, left to right: Far East AF and 51 FIW; 2nd row, 51 FIW (Alternate) and 4 FIW.



# BONUS PAGES!

## COBRA CAGE MATCH: WHO KITS THE BEST P-39?

### JOHN TATE

There are three  $\frac{1}{48}$  model kits of the iconic WWII P-39 Airacobra fighter plane, from Monogram, Eduard, and Hasegawa. How do they stack up? Having built all three, here's what I found.

**Monogram.** Although forgotten today, this was the first  $\frac{1}{48}$  super-kit, an accurate replica with open panels and a detailed cockpit. Released back in 1967, it marked the transition in  $\frac{1}{48}$  scale from toys to detailed models. I remember as a kid building one of these kits in the late 1960s and it was impressive—a load of detail and options. Monogram re-released the kit several times, finally with a ProModeler update in the late 1990s, and its successor Revell did a final reissue in 2011, based on the ProModeler version. This is the reissue I'd recommend.

As a model it's easy to build and accurate, but with enough correctable issues to give you a chance to use your modeling skills. I upgraded my model to a Russian P-39N, using extra parts from the Hasegawa kit, but I'd recommend building the model the way it was intended, as a P-400 with open access panels—follow this strategy and you'll get a nice replica with a minimum of trouble.



**Eduard.** This kit also made a splash when it was released, in 2000, and I built “Air-a-Cutie” from it not long afterwards. The kit had extra parts allowing construction of any P-39, from a P-400 to a P-39Q. It was accurate and detailed and even came with a nifty nose weight. Decals were first-rate. However, it had some problems when constructed, notably the wing trailing edges being too thick. But with some work a nice replica could be obtained, and with Eduard re-releasing this kit many times over the past twenty years, it's easy to find and affordable.



**Hasegawa.** This kit was supposed to be the final word in Airacobras when it was released in 2006 and it was very nice in the box, with finely detailed parts and options in various releases to accurately build every P-39 version. Building it, though, uncovered the classic Hasegawa conundrum—the parts guy didn't talk with the fit guy, resulting in a troublesome build. If you stick with it you can get a nice replica but be prepared to come up with fixes to fun problems like the canopy being too skinny for the fuselage coaming. I made it work, though, and finished it as a red-nosed Russian P-39Q, using a Print-Scale decal sheet. Be forewarned: finding these Hasegawa P-39 kits is not easy and even second-hand they can be expensive.



So which kit comes out on top? I'd choose the Revell/Monogram kit for an early P-39, the Hasegawa kit for a late P-39 (Q or N), and the Eduard kit for the best overall value. Each of these kits is buildable and worth your time, so don't shy away from them if you have them in your model kit stash. With the after-market and decal options available now for 1/48 P-39s, you can't go wrong with any of them. With these kits, it's a lucky three-way tie with the modeler as the winner.

# BONUS PAGES! KEN'S ARMOR FILES KEN PINIAK



I have heard, and read, other modelers comment that tank modelers have it easy—if they make a mistake, they can just cover it with a bit of mud. Now I suppose that some modelers may do that, but most of the time they don't. In fact, it's more the opposite, especially with today's very detailed suspensions and lower hull detail—you end up covering up a lot of detail that you put a lot of effort into building. However, the simple fact is tanks attract mud and will find mud anywhere and everywhere. Be it the hottest, driest desert, the cold Arctic north, the wettest winter, or driest summer.



So at this point the real question is: how much mud is too much mud?



Honestly, there is no such thing as too much mud. Exactly how much mud you as the modeler want to add is entirely up to you, and the situation you want to model.



Tanks and AFVs can get stuck in the mud, buried in the mud, and covered in mud.







It can be wet watery mud, thick sticky mud, hard dry mud, or any combination of mud and dirt.



The steel side skirts mounted on the hull sides should protect the lower part of the hull, track and carriage against hollow-head rounds. A further modification on the ODS standard is the rubber mounting for extra water canisters, MREs, or baggage on the second front side skirt. (Walter Böhm)



M2A2 ODS IFV Bradley of 1-18 INF Notice the lettering "Gun Slinger" on the rear of the vehicle. The front hull and turret have been covered with camouflage nets, which is unusual in the CMTC since the MILES II sensors do not work when covered. (Walter Böhm)



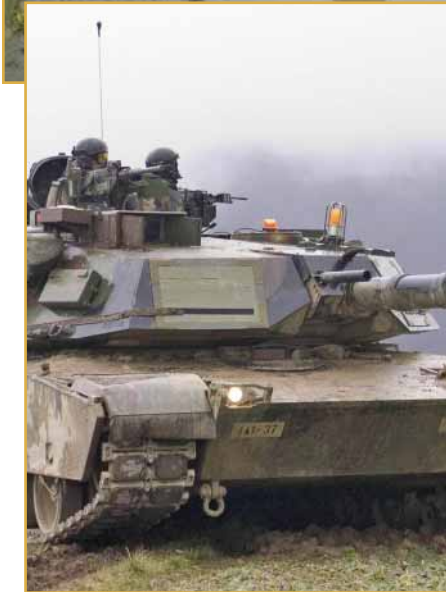
It can clog up tracks, wheels, and drive sprockets.



**THE BEST JOB I EVER HAD...**



In winter, the mud can even freeze up, immobilizing the vehicle. Any vehicle can get muddy, but tracked vehicles seem to get it the worst. And it is not just US vehicles (although that is where my experience comes from); mud happens to everybody.



So, how does this relate to your armored masterpiece? If you are putting it on a scenic base or in a diorama, add mud (and dirt) to match the base and the story you are trying to tell. If your model is on a plain base (or no base), add mud as you desire. I am not going to go into how to make or add mud; there are plenty of tutorials around for that, check out YouTube. Use photos to help you decide just how much mud you want and where. You can find plenty of good photos in books, online, or use some of these. The recent movie *Fury* is a great reference, showing tanks and other vehicles moving and operating in a great muddy setting. And above all, have a little fun with it!

# BONUS PAGES! MISCELLANEOUS



Of course, Ken Piniak supplied the image at left.



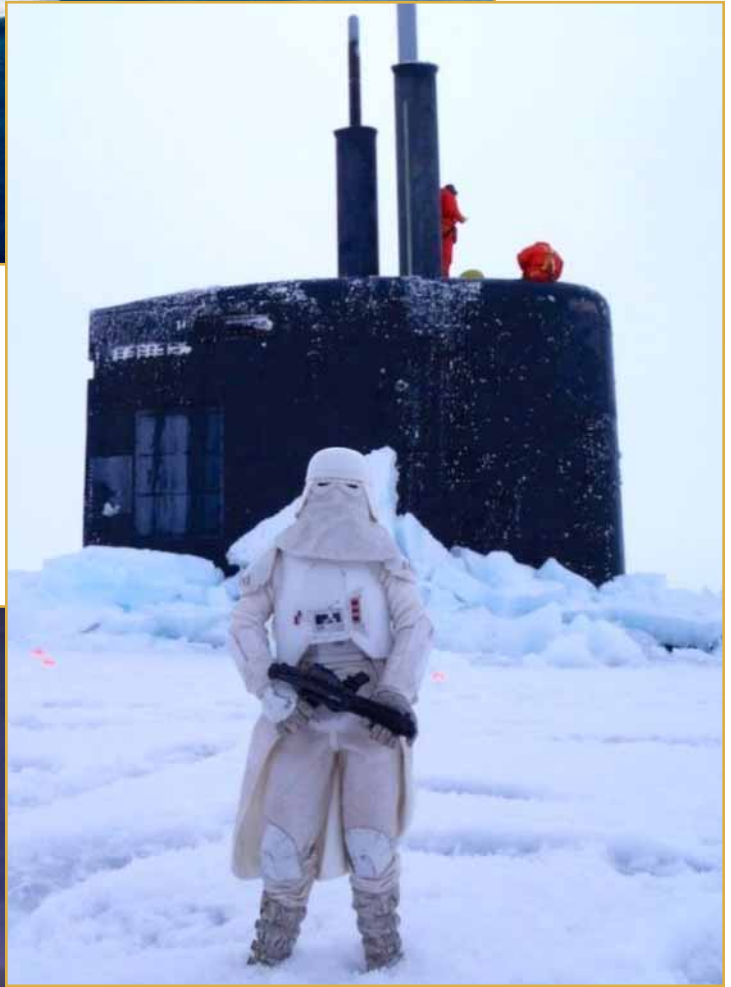


Oh, come on, you know you've wanted to!











You can't just be everything. You have to pick one career eventually

Me:



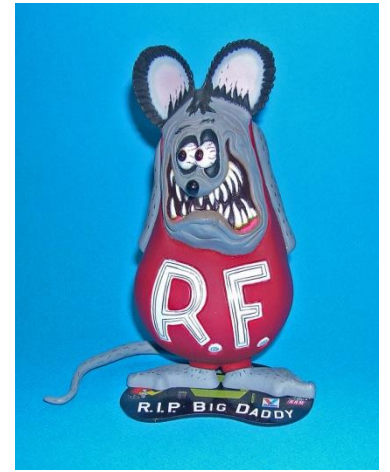
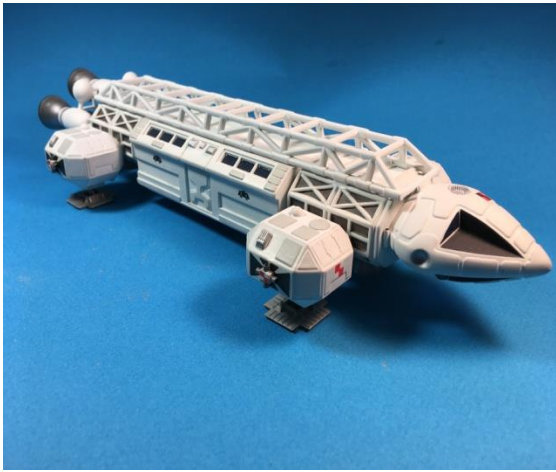












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