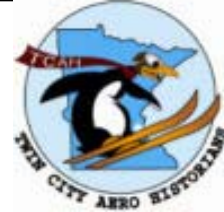


# The Aero Historian



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July 2004



## Russian SIGnals Keeping Score

By George Mellinger



Fifty years after the Korean War there is still controversy about comparing victory claims. For years both sides stuck by the exaggerated claims that every combatant always produces, and both sides claimed victory in the air. We grew up hearing about the famous 13-1 victory ratio over the MiGs, and ridicule of any suggestions that some Soviet pilots may have actually scored well. The Russians are now in the business of opening their records and adjusting their claims. And while we are not making a concerted effort to adjust our claims, we generally admit that, yes, we may have also overclaimed. So, the question arises, what is the current estimate on victory ratios?

The USAF still claims 976 aircraft destroyed by itself and associated Allied forces. This figure includes 823 MiG, and 104 propeller aircraft kills for the USAF, 12 MiGs and 19

propeller aircraft by the Navy and Marines (plus 24 more by exchange pilots counted with USAF totals), and 8 MiGs by British and Australian forces. The remaining 10 unaccounted claims probably represent aircraft destroyed on the ground instead of the air.

This summarizes as 843 MiGs claimed shot down, 44 Yak-9 (I include the various Yak-3 & Yak-7 models listed by mistake), 10 Lavochkins (the La-9 and La-11 would be virtually indistinguishable), and 17 assorted La- & Yak propeller fighters. During the first weeks of the war 8 Il-10s were claimed, and 13 Po-2 and Yak-18 night bombers, and 8 Tu-2 day bombers were shot down later. There were 21 other unidentified types, and finally a single A-20 Havoc (misidentified as an Il-4), and a single Il-2 transport, shot down over the ocean.

The Soviets admit the loss of 345 fighters in Korea, and list 111 combat and 13 non-combat losses to pilots. All these losses were MiGs, with the exception of 1 La-11 and its pilot which were counted among the accidental losses. So we may estimate approximately 330 MiGs were lost in combat, with 111 pilots. This seems to accord with more limited accounts of individual units,

which also generally show about a 2/3s rate of pilots surviving shoot-downs. This rate, markedly higher than in WWII, probably reflects both the benefit of an ejection seat, and also a greater willingness of Soviet pilots to "give up the fight" and eject when in trouble.

The Chinese admit the loss in combat of 224 MiG-15s, 3 La-11s, and 4 Tu-2 bombers, and 151 aircraft damaged, and 126 crew lost while serving with the 1 Unified Air Army, but do not give their non-combat aircraft losses, which must have been significant due to their poor training, a suspicion seconded by anecdotal claims in Russian memoirs.

The North Koreans say nothing about their losses, apparently even to their former allies. While their first air force in the summer of 1950 was almost entirely annihilated, many of these losses were on the ground.



For the next two years and more, they took almost no part in fighter combat or daylight actions. Only after December 1952 were Korean MiGs available for shooting down, and though they appear to have fielded 2 divisions of MiGs, apparently then they still left most of the heavy lifting to the Chinese and Russians. However, all the night missions by Po-2s, Yak-18s and other light bombers were flown by Koreans. And all Yak-9s flown throughout the war would seem to have had Korean pilots, since neither the Russians nor Chinese used that type in combat.

*(Continued on page 6)*

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## TCAH This Month

The monthly meeting will be held Saturday July 10 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor scavenging will begin about 12:30. So come early. This month our theme is Red White and Blue.

## General Meeting Minutes

June 12, 2004  
by John Dunphy

President Ken Hornby called the meeting to order at 1:30pm.

New guests/members include Scott & Paula LaPeck, Bill Becker, Mike Ryan and "Scoop" Johns. Welcome!

Old Business -

Fleming Display - Display case is finished. Many thanks go out to the following:

Pres. Ken Hornby & Steve Jantscher - text, graphic design and layout.

Bob Arko - Painting of Fleming's attack on the Mikuma.. Bob will also be selling prints of the painting for \$50.

Models for Fleming display case done by the following: John Higgins - Japanese Cruiser "Mikuma"; Jim Kaltenhauser - F4F Wildcat ; Tom Norrbohm - SBD Dauntless; Ken Jensen - TBD Devastator; Dave Weitzel - F2A Buffalo; Bernie Kugel - SB2U Vindicator; Ken Sallman - TBF Avenger; Dave Pluth - Type 21 Zero; Mike Rybak - Val Dive Bomber; Fletcher Warren - Kate Torpedo Bomber

Pres. Ken Hornby followed up with a brief history of Fleming Field.

Again, thanks to all for a great job!

TCAH Photos - The Club photos are finished. Many thanks to Steve Jantscher. Members interested in purchasing a copy see Tom Norrbohm. Cost \$16.

New Business

Lifetime Membership- Proposal to compromise on life time membership. Since we give a Junior discount(1/2 price), Ken Hornby made motion to give Seniors. same deal. Members voted unanimously in favor. Constitution to be modified to include the Senior discount.

MN ANG Museum - Emil Salinez asked when/if TCAH would be moving back to old location at MN ANG Museum. Due to lack of meeting space there, it was deemed impractical at this time.

Air Shows, Etc. - Members shared experiences of attending "Blaine Aviation Days", "CAF Hangar Dance" and "Red Wing Air Show".

"Scoop" Johns, member of the CAF, gave an update on cause of crash of P-51C. The crank shaft in the engine broke causing engine failure. The aircraft hit the ground at estimated speed of 170 MPH. CAF plans to rebuild the aircraft at a cost of approximately \$600,000. MN History & Ed. Center - Pres. Ken Hornby shared letter with members from MN History & Ed. Center.

The group wished to consolidate all information from various Aviation groups on one site. Ken will attend their scheduled meeting and provide members with further detail at the next meeting. Noel Allard also said that group has been around for approximately 25 years.

New Airline Models - Bob Friskney gave update on new models coming out on the 727-200 from Minicraft, DC-4/C-54 from Minicraft & Mach.

New Articles - Terry Love has done two articles. One in "Airpower" on the C-46 used by Air America. The second article is in AAHS on Mr. Chuck Doyle.

Centennial of Flight, Wright Patterson AFB, Dayton, OH - Fletcher Warren shared photos which he has on CD's of his visit last year to the Wright Patterson AFB.

No Raffle this month!

## TCAH Calendar

August - Campaign Theme - Guadalcanal.

September - Aircraft of the War on Terror.

October - TCAH salutes the United States Marine Corps.

November - Club election & auction  
No theme.

December - Campaign Theme - Eastern/Russian Front.

January '05 - P-40 Allert Challenge contest, plus other stuff TBD.

## Business Meeting

June 12, 2004

By John Dunphy

The business meeting began immediately after the conclusion of the general meeting.

Members discussed further revisions to the club constitution regarding Senior memberships. Members also discussed preliminaries on "Nordicon 2005", table costs, layout, etc... Further discussion to be held this coming fall. Members are encouraged to participate.

Lastly, members want more model seminars. Those interested in sharing skills and talent, see Ken Hornby!

Meeting(s) adjourned by 3:30 pm.

## Treasurer's Report

June 2004

by Tom Norrbohm

Now all the big bills are paid off! Those members who felt the club wasn't spending enough money, can now shut up! With the completion of the Fleming Display we as a club have made a significant contribution and donation to not only Fleming Field but the city of South St. Paul. For those who might wonder why not donate money instead to Fleming Field, the reason is simple. Any monies donated to Fleming Field go to the City of South St. Paul. This way we were able to show our appreciation in a such a way to showcase the club's talents and it came off very well.

We still have money! We have \$5830.23 in the bank and we also acquired a new member. Please give a warm welcome to Bill Becker of Shoreview.

## LOVE Bites

1 - When an engine fails on a twin engine aircraft, you can always have enough power left to get you to the crash site.

2 - Airspeed, altitude, and brains. Two are always needed to successfully complete a flight.

3 - A smooth landing is mostly luck - two in a row is all luck - three in a row is prevarication.

## From the President

by Ken Hornby

It's America's birthday and so our theme this month is "Red, White, and Blue". Lots of interpretive latitude there. Camouflage white, navy blue, etc. I even seem to recall some WWI pilot that used red on his airplane...

We had a few first time guests at last month's meeting. One even brought some things for show-and-tell, and then decided to join us. I hope the others felt welcomed and will consider visiting us again. I've had a good deal of positive feedback on the club's Fleming display. It encompasses everything our club is about, including history and models, with a little public service thrown in. It changed the whole look of the terminal's lobby area and it's something our club can point to with pride for years to come. Thanks again to all those who helped make it a success.

As voted on at the June meeting, we will initiate a new "Senior" member category starting next year. Essentially it is the same as a regular membership except that dues will be half of the normal amount after age 65, similar to a junior membership. The next time we review the club Constitution and By-Laws it will be written in, probably sometime early next year.

A bit of a "flap" was brought to my attention regarding a "glitch" discovered in the club photo. Details will be announced at this month's meeting and anyone wishing to exchange their photo for a new, corrected version may do so. Anyone who was put off buying a club picture due to the "glitch" will be able to order a new photo if they still wish to.

Lastly, a few months back Steve Hustad held a seminar on diorama construction that went over like gangbusters. Quite a few people have been clamoring for more seminars by members. Several topics mentioned were: paint finishes, airbrushing (although difficult to demonstrate in a public building), decaling, detailing interiors, aircraft rigging, weathering (including aircraft, armor, and even ships), etc.

So the short version is we're looking for a number of members willing to hold seminars after the general meetings in the coming months. If you have any interest in sharing your techniques with other modelers in an informal forum, please contact either Vice President Steve Macey, or myself.

## On The Show Table

June 2004

### Aircraft

Noel Allard

Scratchbuilt Fairey Hendon II

Scratchbuilt DH Rapide Moth

Gary Anderson

Heller 1/72 SBC Helldiver

John Dunphy

Hasegawa 1/48 Sea Hurricane

Steve Macey

Tamiya 1/48 Beaufighter TFX

Hasegawa 1/48 Hurricane I

Hasegawa 1/48 Spitfire V B

Tom Norrbohm

Otaki/Revell 1/48 Me-109G-6

(The First - 1979)

Hasegawa 1/48 Me-109K-4

(The Last (#60) - 2004)

Ken Jensen

Scratchbuilt SE-5A

Scratchbuilt Blenheim

Scratchbuilt Spitfire IX

Scratchbuilt Fairey Firefly

Michael Ronnie

Ki-84

A6M5 Zero

A6M-5C

F4U

Dennis Strand

Tamiya 1/48 Spitfire I

Fletcher Warren

Hasegawa 1/72 Ki-45 Nick

### Armor

John Dunphy

Revell 1/72 German Cromwell

## Apology to the Members

George Mellinger

Apologies for a lack of photography at the June meeting. Steve Jantscher and Dave Pluth both announced they would be unable to attend, and I agreed to take the photos. Unfortunately a medical problem arose on Friday which left me unable to attend on short notice.

## Masters' Modeling Tips

### A new Use for Pastels

by Frank Cuden

A new method (at least for me) to produce slight color variations on a natural metal finished aircraft model.

Having recently completed the Monogram 1/72nd scale F-82 kit I want to share a trick I experimented with to produce a dissimilar paneled effect on natural metal. I also wanted something brighter than an all-black Twin Mustang. A friend sent me a scan of an F-82H that served at Elmendorf Air Force Base in Alaska. The rear thirds of the fuselages and the outer thirds of the wings were painted in a bright orange/red, commonly referred to as "Arctic Red." Olive Drab anti-glare panels and blue spinners completed the scheme. My idea involved using pastels to replicate a few of the NM panels. I first airbrushed the model with Floquil Old Silver and that was followed by a coat of Testor's Dullcoat as the Old Silver was a little shiny and my photo showed a very dull metal. Using a medium gray pastel, I applied a coating to one of the panels with a paint brush, sometimes going back and forth and sometimes swirling the pastel dust around, all the time trying to stay within the confines of the panel. I was too lazy to mask off the panel and I found that a dampened Q-Tip would remove any excess. After doing a couple, I airbrushed a coat of Dullcoat over them and they were sealed. Using a little lighter shade of pastel added even a bit more interest to the dull metal scheme. When I was satisfied, I compared the model again to the scanned photo and they looked alike. That's what I was looking for. I've been thinking of trying the same method on something that flew for Germany during World War II. Perhaps an FW-190D-9 or maybe one of the intricate schemes on a He-219. I was quite surprised at how easily the pastel adhered to the flattened Old Silver surface. Spraying with Dullcoat didn't change the hue or alter the pastel color in any way. I've used pastels for years on ex-

haust stains and in nooks and cranny's in wheel wells and cockpits but this was my first experiment for a surface finish. I plan to be at the July meeting and will have the model with me so you can see what I'm talking about in this Newsletter article. Go ahead and experiment with the pastels. You might be pleasantly surprised.

## Contest Calendar

- |          |  |
|----------|--|
| 8-4/7-04 | IPMS National Convention<br>Phoenix, AZ<br>See: <a href="http://www.impsusa.org/">www.impsusa.org/</a>   |
| 9-11-04  | IPMS-Will-Cook<br>The SHOW X<br>Millenium Cafetorium<br>18211 Aberdeen Street<br>Homewood, IL<br>Contact: Ed Mate<br>815-478-4432<br><a href="mailto:obviouschoice@juno.com">obviouschoice@juno.com</a>          |
| 9-25-04  | IPMS Fort Crook<br>Mid-America Center<br>One Arian Way<br>Council Bluffs, IA<br>Theme: Good Morning Vietnam<br>Contact: Mike Cavell<br>402--496-9669<br><a href="mailto:mcavell@tconl.com">mcavell@tconl.com</a> |
| 10-9-04  | IPMS Des Moines Hawkeye<br>I CON 04<br>Northwest Community Center<br>5110 Franklin Ave.<br>Des Moines IA<br>Contact: K. Long<br><a href="mailto:kalong41@aol.com">kalong41@aol.com</a>                           |
| 10-23-04 | IPMS Glue Crew<br>Park Inn Conference Center<br>2101 N. Mountain Road<br>Wausau, WI<br>Contact: Joe Drew<br><a href="mailto:jdrew@dwave.net">jdrew@dwave.net</a>   |
| 11-13-04 | IPMS Butch O'Hare<br>22nd Annual<br>Lakeview Junior High School<br>701 Plainfield Road<br>Darien, IL 60516<br>Contact: John Wendt<br><a href="mailto:jwendtoo1@aol.com">jwendtoo1@aol.com</a>                    |



Republic F-84G modeled by Johannes Allert.

## Airline Chatter

by Terry Love

America West Airlines will purchase 22 Airbus A-320 and A-319 aircraft. Air France will delay the delivery of its Airbus A-380 super jumbo jet airliners by about 6 months. Bombardier of Canada, and maker of the CRJ airliner preferred by so many "commuter" type of airlines, is considering building a new 110-seat jet airliner.

Air New Zealand bought 8 Boeing 737-800s and 2 new Boeing 7E7 Dreamliners for \$844 million. Aeroflot, the Russian airline, earned \$189.3 million in the year of 2003 - Ahhh, capitalism! Hainan Airlines of China will acquire 26 aircraft in the next year. Airbus is going to increase its production rate next year by 20% of their popular A-320 series of jet airliners.

Jet Blue bought 30 new Airbus A-320s. Jet Blue already had 60 Airbus A-320s, bringing their total to 90. They also have 123 more on order, and 50 options. Jet Blue will take delivery of Airbus A-320s at a rate of 18 per year through the year 2012.

China ordered 20 Airbus A-320s airliners.

American Airlines said that in 2004, fuel will cost at least \$500 million more than it did last year.

Virgin Atlantic is a successful British airline with a few trans-Atlantic flights. Richard Branson is the owner. He is planning to start a new U.S. low cost airline called Virgin America. He plans to acquire and lease up to 105 Airbus airliners. Libyan Arab Airlines is planning to order 22 new airliners worth about \$1 Billion.

Boeing expects to receive about 600 orders for the new 7E7 Dreamliner airliner in the next few years. Northwest Airlines is down to 633 pilots on furlough since September 11. Northwest Airlines has presently 5,350 pilots flying the line.





## Spraybooth Logic

### Life is too Short

By Dave Pluth

Does anyone remember an old Tom Cruise movie called "Risky Business"? One of the catch phrases of the movies was sometimes you have to say "what the (fill in the expletive here)". At the time I really thought that was pretty funny, but little did I realize how true it was.

We all get into our ruts, as a matter of fact my last several Spraybooth Logic columns have been about being in a rut of some sort.

What makes up a modeling rut?

- 1) An inability to finish things. This is the simplest of the ruts. You really like to do cockpits or to paint models, but you hate decaling. There the model sits, just waiting for those decals with a prize winning cockpit in it. The worst thing about the inability to finish is that the kits seem to haunt you, sitting on your modeling bench like an open wound. So you find yourself avoiding your workroom like you avoid a particular strange member of your family at a family reunion.
- 2) Loss of interest. This happens to everyone. Nothing really tweaks your interest quite enough to get you started on a new kit. Another symptom of this is also "the wait". You know the wait, it's when there is a kit that is just about ready to come out and you decide that you will wait until it is released and make it your next project. Well we all know that the wait just leads to "the wait part II". This happens when your first wait just about comes to an end and magically the new issue of SAMI comes out with the future releases in it. Will the waiting ever end??
- 3) The gloom of doom. Too many kits on the shelf that you want to build, so rather than digging in, you do nothing. This is one I've written about often. You can pick through kits and get excited about almost every one, however you can't get excited enough to want to build any one of them.
- 4) Peer pressure. That's right; it's not just for teenagers anymore. Maybe you really feel like doing a

tank kit or a car or heaven forbid, a sci-fi kit! However you start to think about the ration of crap you'll get at the next club meeting and the idea quickly dissipates as does any hope of actually building something.

5) "My kits never look that good." I know I've felt this way when I bring stuff to meetings. I don't feel like I meet up with the standards set by the other guys. You know, sometimes this is true, but you are being selfish here. I can't tell you how many kits that have not been the "best kit on the table" have inspired me to build. They are also sometimes the ones with the best story or history behind them. You never know who you might inspire.

6) Crappy kits. I know a couple guys that have 300-400 kits. Not Hasegawas or Tamiyas, but Airfixs and a bunch of limited run stuff. Here's a piece of sage wisdom from Dr. Dave (come real close to the screen now) LIFE IS TOO SHORT TO BUILD CRAPPY KITS! That's right; I said it and I won't take it back! Trying to build a contest winner out of an inferior kit is difficult at best, so why start with a strike against you.

Look, major league baseball hitters don't try to break out of slump by hitting against Randy Johnson or Roger Clemens, their managers put them into situations where they can be successful and rebuild their confidence. That's what modelers need to do also.

So what's your confidence breaker? Are you just not interested anymore or have you just tried to build too many crappy kits with very mediocre results? Maybe it's time to just say "what the (insert expletive again here)" and jump on board again. Heck, grab a tank or a car and see what you can do, maybe it will kick you in the butt and get you building again.

So, until next month, shut up and build something!

To the right is an example of what we're talking about. I needed a a UTI-4 trainer variant of the I-16 for my "line-up". My only option was the A Model kit. Not one of their best offerings. Still I have my model, and there was no alternate.

## Crappy Kits? A Rejoinder

by Tweezer the Geezer

Doctor Dave and I are in solid agreement on most things. There's no modeling problem, and few other life problems that can't be solved with a little bit of "building". The path to nirvana winds - slowly - through the workroom.

But this issue of "crappy kits" makes me pause. We all know that, even more than Brother Kaltenhauer, I am the Champion of Crappy Kits. It goes with being interested in an area of modeling poorly served by the mainstream companies. Sure, if *Tamiya* or *Academy* were to release the *Niemman R-10*, I wouldn't give the *Pavla* kit, still overpriced at twice its quality, a second glance. If *Hasegawa* were to do a line of *Yaks*? But that's not the universe I get to live in.

So I pose these questions. What constitutes a crappy kit? And why do we buy them? And for that matter, even among the good kits, why do we choose the kits we choose?

First, what is a "Crappy kit"? Okay, the opposite of a good kit. Grossly, obviously, inaccurate is a big minus. A Zero that looks more like a "bubble-top P-35 with Spitfire wings" is a bad kit. Or a kit with such grossly poor fit that it is literally impossible to assemble, perhaps because the fuselage halves are of different lengths, is another extreme example. But most "crap" is defined by poor detailing, excessive flash, awkward internal construction, etc. Things which can be fixed with a bit of additional attention. Or too many gaps and seams which eat too much Green Stuff. Or maybe by excessive over-reliance on PE and resin parts, where plastic should have been molded perfectly well.

(Continued on page 7)



*(Keeping Score Continued from page 1)*

So this seems to give a total of slightly more than 554 MiGs admitted lost, against 843 MiGs claimed by Allied air forces. Comparing the propeller aircraft claims is difficult. The 3 La-11 fighters and 4 Tu-2 bombers admitted by the Chinese seem to tally closely with the claims of the 4 FG for their massacre of 11/30/52. And memoir testimony seems to suggest the Chinese really should have admitted to the loss of 6 Tu-2s, rather than only the four. However, since most of the propeller aircraft, including all the other claimed fighters were Korean, and they are not forthcoming, little more can be done.

However the MiG kills are more interesting anyway. There may be a few additional MiG losses in addition to the 554 admitted by the Russians and Chinese. I suspect there may have been minor bits of chicanery intended to trim or reduce admissible losses.

Soviet official loss records are for units of the 64 Fighter Corps (IAK) which controlled the units committed to Korean combat. But there were other units in the wider theater as well, units of the 67 and 83 Fighter Corps based in Manchuria and the Pacific Ocean Naval Air Flotilla, not officially committed to combat, but flying near the borders. We know that on September 4, 1950, a Corsair of VF-53 shot down an Il-4 over the Yellow Sea. Actually it was an A-20 Boston of the Naval Air Arm, but not being assigned to Korea, it would not be tallied by the Soviets as a war loss. They preferred to make a big deal about a peaceful aircraft being shot down, despite the fact that its rear gunner opened fire first, and it was on a reconnaissance mission over a combat zone. On November 18, 1952, F9Fs of VF 781 engaged MiGs over the sea about 100 miles SSW of Vladivostok, and were credited with 2 kills and 1 damaged. These aircraft were almost certainly not from 64 IAK, and would be additional to the usual Soviet wartime admitted losses. Likewise, several other combats over the water, might have been either Chinese or Korean flown, or from a Soviet unit not

assigned to 64 IAK. However, reviewing O'Hallion's book on the Naval Air war, it would appear this might add from 2 to 4 losses to the Soviet column. Another possible source for camouflaging losses was the special commando dispatched from Moscow with the specific assignment of trying to capture a Sabre Jet. This team of about squadron strength was composed of senior test pilots and service officers. Arriving as know-it-alls, they were soundly humiliated by the Yankees in their first encounters, to the cheers of the resentful line regiments and suffered several losses. The pilots were not on 64 IAK roster, and these losses seem not to have been included in the official tallies. This would add another combat loss and another non-combat loss, and two more pilots killed. So let us add another 5 MiG losses to bring the tally to 559 MiGs lost in combat by Russians and Chinese.

But now we need to consider some details about the Allied MiG claims. The F-86 claimed 792, the great majority of MiG kills. The F-84 claimed 9 MiGs, the F-80 4 MiGs, , the Meteor 6 MiGs, the F9F 5 MiGs, the F-94B 2 MiGs, F3D-2 Skyknight 6 MiGs, the Sea Fury 2 MiGs, the F4U-4 1 MiG, and the B-29 gunners 16 MiGs. Here we can begin to do some reducing. with all due respect, the B-29 claims are preposterous. The gunners proved unable to track the fast-moving MiGs, and not a single MiG fell to a B-29 gunner during a day mission. Only 1 MiG-15 appears to have been shot down by B-29 defensive fire, and that was during a night interception. The aircraft vanished and when the wreckage was later found, the Russians concluded that the pilot probably had been wounded by the bomber's gunners and died before reaching home. Likewise, Soviet records reveal that not 6 of the Meteor's claimed victories were spurious, and the other two claims were claimed against the Chinese-Korean OVA, about whom detailed information is lacking. So reduce the MiG claims by 21 to 822 plausible MiG kills. But this still leaves an overclaim of 262 MiGs. Some of

these claims certainly can be accounted for by losses of the two Korean MiG divisions. Even assuming that the Koreans lost only a hundred MiGs during the last six months of the war, not unreasonable in comparison to Chinese losses, considering the Koreans' lack of experience, this would bring the Allied MiG overclaims down to a very respectable 160 overclaims or so.

The Communist side is a bit more complicated. First, there were three allies all overclaiming, and in competition with each other. And competing even more so with anti-aircraft and ground fire. For every category of aircraft, the Allies lost more examples than the enemy pilots claimed. But of course most were brought down from the ground. Next is the complication of allies. If a claim to have shot down an F-51 appears bogus because no USAF Mustang was lost on the particular day, it is necessary to check the SAAF, RAAF, and ROKAF registers as well. And also to consider the possibility the aircraft type may have been misidentified. And finally, it necessary to consider that most important factor - "missing"/"cause unknown". When an aircraft vanishes during a mission, it may have flown into the ground or been hit by Flak -or it may have been surprised by a fighter. And it seems a fact ever since WW I, that pilots prefer to admit to having been brought down by Flak, that incalculable force of nature, rather than be beaten by another airman. So in fact, some survivors who later attributed their downing to Flak, may have been shot down by enemy fighters who hit them, unseen, with 37mm cannon shells.

The Russians claimed 1097 or 1106 aircraft shot down in aerial combat; the difference of 9 aircraft probably reflects claims made by pilots assigned to divisional or corps staff, and thus not included in the regimental totals which give the 1097 figure. among these victories are 69 B-29 (and variants), 7 B-26, 2 RB-45, 121 F-80, 1 RT-33, 2 F-82, 178 F-84, 651 F-86, 12 F-94, 2 F-47 (evidently improperly identified

*(Continued on page 7)*

(Keeping Score Continued from page 6)  
F4U or AD-1), 2 F6F (evidently the same), 30 F-51, 2 F4U, and 28 Meteor. Aside from some blatant overclaiming, there are other evident problems with identification. The list includes not a single Panther, Banshee, or Skyraider, though such aircraft were lost. We know from examination of memoirs and histories that the Russians sometimes



misidentified F9Fs as F-80s, and AD-1 an F4U aircraft as Mustangs. Likewise the number of F-94s is implausible, and we know that the type was being "shot down" even before it arrived in theater. At night it may have been confused with the F3D-2, and by day the F-80. But on this point Americans cannot be very smug, for our pilots' aerial identification was little better.

The Chinese claimed 271 victories (1 B-29, 12 F-51, 30 F-80, 27 F-84, 181 F-86, 1 F-94, 15 F4U, and 2 unidentified piston-engined carrier aircraft - possibly the British Firefly).

North Korean victory claims remain completely unrealistic, to the point that they are openly ridiculed even by their former allies, 5729 enemy aircraft destroyed, 6484 damaged, and 11 captured, by Korean air and ground forces!! Details of what, and when are suitably absent. So far as I know, there was but one aerial victory scored by Korean propeller fighters during 1950, a B-29 shot down near Seoul in July. From the end of August 1950 until the end of December 1952, the NKAF operated only at night. And it is doubtful that their two divisions of MiGs scored many kills during 1953, though claiming is a very different matter.

The USAF and Allies admitted losing 147 aircraft to aerial combat, including 16 B-29, 78 F-86, 18 F-

84, 14 F-80, 3 Meteors, 3 F4U among other types. They also admitted to loss of 819 aircraft to enemy ground fire, 945 to operational causes, and 78 to unknown causes. It is a good guess that most of the aircraft lost to "unknown causes" fell to enemy action, often fighters. This would be a particular hazard to an aircraft operating alone at night. Thus no B-26 is listed as lost to enemy air action though 7 were claimed. And as mentioned above, some aircraft losses may have been attributed to ground fire in error.

One more factor that must be admitted and considered is trimming of losses by the American forces for reasons of morale. If an aircraft falls flaming before the guns of an enemy fighter, it was clearly shot down. But if it is very badly shot-up and makes it back to base that counts as "damaged", even if it is beyond repair. And if a damaged aircraft crashes and burns on landing, that figure might be massaged as a crash rather than a shoot-down. Or if it is able to fly until reaching friendly territory, or the sea before baling out, that too, may be massaged into something other than a shoot-down loss. A specific example is July 24, 1952, when 4 RCAF Fireflies, already shot up by Flak, were jumped by MiGs and shot up further. Though all four suffered serious damage one ditched before reaching its carrier - and it was listed as a damaged and ditched, rather than a shoot down.

As with overclaiming victories, both sides also tried to undercount combat losses. In Korea, the US and its allies had more and better opportunities for undercounting. So getting an accurate victory ratio will require going through and comparing claims individually. Some Russian authors have already begun to do this, and quite honorably have fully as energetic in deflating their own pilots' claims as those of the Americans. The Chinese have made their first baby steps in this direction, and perhaps will do more later. The North Koreans are likely to remain uncooperatively Stalinist for the conceivable future.

(Crappy Kits Continued from page 5)

Next, why do we buy what we buy? Are we really masochists, who like crap?

Of course if your name is Copeland, the answer is simple - "because it was just released, and can you give me five of them please". But for those of us who don't buy everything, and in consequence had quantities, it's a little bit more complicated.

Each of us has his own special area of interest. Perhaps because our dad served in the Pacific. Or we were an exchange officer. To some other air force or spent too much time studying Russian history and language. Regardless, we each have our hobby fetishes, and we tend not to select or build kits outside our own parameters. And within them we want to fill in the gaps. And if one of those gaps is, say, an obscure Spitfire variant, or almost any Russian type, you give in and try your luck with the "crappy kit". It ain't much but it's all there is.

Now of course, you don't give that kit as much attention as the latest Fujimi offering, and you don't enter it into any contests. But you add it to your lineup until one of the major companies wakes up and releases a good model of the subject. And every now and then, you may find that a crappy company has released a kit far less crappy than usual, and you can get some acceptable results.

So build. Good kits and crappy kits alike, and invest your efforts accordingly. Not every hit has to be for a contest,



Particularly apropos this month. A Yak-9P of the North Korean Air Force, June 1950. Kit by A Model. Modeling by Mellinger. An essential kit for your Korean war line-up. But the only other alternative is a much worse kit by High Planes.

## Directions to the Club Meeting Location

**Where: South St. Paul Municipal Airport, a.k.a. Fleming Field,** located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

### If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

miles toward the Fleming Field airport terminal building.

### If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking available.



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The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Ken Hornby at 651-552-0888

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.