



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



January 2009

Meeting Info

The next Patriot Chapter meeting will take place on Friday, January 9, at 7:30 p.m. at the First Parish Unitarian Church in Billerica, MA. The church is located on Concord Road, just as it meets Route 3A (Boston Road) at the Billerica Town Common. The January meeting will be a build session with a business meeting, Show- and-Tell, and a raffle.



There weren't nearly as many Mustangs as there were Messerschmitts at the December meeting, but this one counted double. Maybe even more because it's so unusual to see this dog of a kit completed and done so nicely. It's the Modelcraft 1/48 scale F-82E, built by Tony D'Anjou (Tony's understated comment: "not a very good kit"). He used Model Master paints and the kit's decals for "Ole 97," flown by Col. Cy Wilson, CO of the 524th Sqn, 27th Fighter Escort Group in 1949.

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Minutes from the July Meeting

The meeting/party informally started about 7:00 PM with the members dining on Chinese food and pizza. About 25 members were present.

President Kurt Kunze called the business portion of the meeting to order at 8:30. There was only one item to discuss, and it involved the 2009 meeting schedule. Due to conflicts with holiday, the January, July, and September meetings will all take place on the second Fridays of their respective months. This change was approved by a motion, seconded, and passed by majority vote.

At the conclusion of the business item, the meeting moved directly to Show and Tell. After Show and Tell there was a brief break, followed by the raffle, and then by the annual Yankee Swap. The meeting then adjourned as members gathered to play an extended game of Wings of War, after which the party broke up for the night.

—Rick Lippincott, Secretary

Show and Tell

Tony D'Anjou 1/48 F-82E Twin Mustang (Modelcraft)
Dave Hamel Two 1/48 Bf 109E-1s (Hasegawa)
Kurt Kunze 1/72 Bf 109E-3 (Tamiya)
Ora Lassila 1/72 Bf 109B-1 (Heller)
Bill Michaels 1/48 Albatros D.V (Eduard)
1/72 Bf 109E (Academy)
1/72 P-40E (Academy)
Pip Moss 1/48 Bf 109F-2 (Hasegawa)
1/48 P-51A Mustang (Accurate Miniatures)
Jim Qualey 1/48 P-47D (Monogram)
several 1/48 Bf 109s (various)
Dave Schmidt 1/32 P-51D (Monogram)
John Walker 1/32 Bf 109G-4 (Hasegawa)

Check out Page 10 for some great pictures of the meeting, courtesy of Karen & Rick Lippincott.

Special Club Announcement

Thanks to the efforts of our webmaster, Bill Michaels, the Patriot Chapter web page has been updated. Among the items of interest to be found are

- a list of the upcoming shows for 2009, with links to the appropriate web pages if available.
- more than a year's worth of back issues of the Patriot newsletter.

Check it all out at <http://www.ipmspatriot.org/>

Bill would be happy to hear from any of you with ideas of ways that he can improve the web page. You can email him at bill_michaels@verizon.net

IPMS Region 1 Update

Hi everyone,

Here we are in December, getting closer to the holidays and the end of the year. There are only a few weeks left to complete the rechartering issues a few chapters are having. [Patriot Chapter's rechartering process is complete. —ed.]

I received notification from DLC Dick Montgomery of a web hosting offer. While I'm no techie and don't really understand what it's about, I do understand your chapter can save a bundle of money if you want to participate. The offer is only available to IPMS chapters, and is being made by IPMS member Chris Mobley. [Copies of the offer have been sent to Kurt Kunze and Bill Michaels. —ed.]

I found out today that Revel is getting out of the production of NASCAR models. Only the current stock will be available, and everything will be gone sometime in February. They had been planning to produce a CoT model, but found the licensing fees from NASCAR to be ridiculously high, and the number of units sold to turn a profit would have been enormous. If I were a NASCAR

type modelin' kind of guy, I'd consider laying in a supply to cover any urges I may have in the future to build that sort of model, after they're gone you understand. But that's just saying what I might do under those circumstances. Of course your mileage may vary.

I'll be out of town between Christmas and New Years. I'll have limited email access, and no access to any of my files while gone. We're going to Vegas to see our children and grandson, and help stimulate the local economy. Our son is getting back to the kitchen and wants to work up his chops before starting the new job, and we've graciously agreed to play crash test dummies in his culinary warm-ups. Hey, it's going to be a tough trip, but I think I'll get through it! In the meantime, please pass along my best wishes to you, your chapter mates and families for a very merry Christmas, and a happy and joyous New Year. May the next one be better than the current one!

Semper Fi
Doug Hamilton, RC-1

Show and Tell Gallery

Ora Lassila's 1/72 scale Bf 109B-1 (early version) in markings of 2./JG 88, Legion Condor, Spain, 1937. Ora used a True Details resin cockpit set designed for the 109E. The Heller kit's nose is far too shallow, so it had to be rebuilt using sheet plastic and putty. Air scoops were scratchbuilt for the nose and under the wing. Wheel wells were enclosed using .005 sheet plastic. The camouflage colors, Rlm 63 and 65, came from Model Master enamels. The kit decals were very poor (undersized wing roundels, thick, no adhesion), so Ora produced new ones on Experts-Choice clear inkjet decal paper. (See his article describing the process on Page 6.) For weathering he used Model Master acrylics and pencil.



Jim Qualey's 1/48 scale Bf 109G-10, built from the Monogram kit.

David Hamel's 1/48 scale Bf 109E-1, one of two previously displayed models that he brought to the meeting for the theme display.



Show and Tell Gallery (continued)



Kurt Kunze's 1/72 Bf 109E-3, built OOB and painted with Model Master and Humbrol enamels. Kurt used pastels for the exhaust stains.

John Walker's 1/32 scale Bf 109G-4 in markings of JG 53, North Africa, 1942-43. John built the model OOB, but made seat belts from tape and wire. Paint is Tamiya and Testors acrylics with pastels used for weathering.



Jim Qualey's 1/48 scale P-47D. Jim added scratch-built sway braces and gun barrels made from stainless steel tubing. For the camouflage colors he used Model Master enamel Green Drab FS 34086, and Floquil hand-mixed for Neutral Gray. The markings are for the mount of Robert. S. Johnson, 56th FG, May, 1944.

Show and Tell Gallery (continued)

Pip Moss's 1/48 scale Bf 109F-2. Pip used a True Details resin cockpit set and Ultracast resin exhausts. Small scratchbuilt items include strengthening strips on the tail and the canopy restraining spring wire. All exterior paints came from Floquil Military Colors except Krylon White for the spinner. The markings are for an early F-2 flown by Werner Mölders, commander of JG 51, at the time of his 61st victory in late spring 1941 in France. Stab and national insignia were scrounged from various aftermarket sheets; the tail victory markings were created on the computer and laser printed on clear decal paper. Many thanks to George Morrison for invaluable information and photos.



Bill Michaels' 1/48 scale Albatros D.V. The kit, an Eduard Weekend Edition, was built basically OOB as a testbed for a new rigging technique. Finish is Tamiya and Polly Scale acrylics. Decals are Eagle Strike for a plane flown by Lt. Max Nather, of Jasta 62, in early 1918. Nather was one of the youngest aces of WWI, reaching that status at the age of 19.

jDave Schmidt's 1/32 scale P-51D, built mostly OOB from the ancient Monogram kit (It has working retractable landing gear and droppable tanks!). Paint is Pactra flats and Testors Aluminum with pastels for weathering. Markings are from Microscale and represent "The Millie G" flown by Maj. Ed Giller of the 55th FG, 343rd FS in early 1945.



Show and Tell Gallery (concluded)



Bill Michaels' 1/72 scale Bf 109E and P-40E. Both were built OOB (with the addition of a pilot figure for the P-40) and wheels-up, to be hung eventually in mobiles. Markings for the 109 are from an old Battle of Britain sheet. Decals for the P-40, which was painted with Aeromaster acrylics, are from the spares box and represent a plane in factory markings in late 1941.

Modeling Technique

Adventures in Plastic Surgery: Making Your Own Decals

by Ora Lassila,
Patriot Chapter



One of the things that always hindered me in the past in choosing a particular aircraft to model was the lack of appropriate decals. Sure, there are a lot of after-market decal sheets available, but since I always want to have some photographs of the actual (individual) aircraft that I am modeling, finding both photographs and decals for the same aircraft is often very difficult. Mostly, this is an issue of serial numbers, tail numbers, and other such details that identify the individual aircraft; national emblems, squadron markings, etc. you can typically find from those after-market decal sheets.

A few years ago I started experimenting with making my own decals, using decal paper, a graphics program on my computer, and a good printer. The process is simple:

- 1) Design the artwork, and scale it appropriately
- 2) Print on decal paper
- 3) Apply protective coating
- 4) Cut out the decals, and apply

As an example, here are two pictures of my recent Messerschmitt Bf 109B-1 for which I made all the decals—the decals of the old Heller kit were the worst I have ever seen. Also illustrated is the actual graphic which I printed on a decal sheet. I find it useful to print at least two copies, just to have a backup.

The first phase is probably the most difficult, and usually the most time-consuming. I tend to use Adobe Illustrator CS3 on my Mac to do the graphics, but any reasonably capable graphics program will do. This article is not intended as a tutorial on how to use a graphics program; my experience is that the most capable programs (such as Illustrator) require some practice before you become proficient and can produce the result you desire.

If it is just a question of tail numbers, and you have the appropriate font available, you could even use a text editor (for example, there is a font available called AmarilloUSAF; it gives you the USAF lettering). For my own favorite topic, the Finnish Air Force, [1] has a picture with all the different letters and digits for standard

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Making Your Own Decals (continued)

wartime tail numbers. I scanned the picture and “extracted” each individual letter/digit into a separate image file. I can use these images to assemble any Finnish Air Force tail number very quickly, and then scale it to whichever size I need (I use Illustrator for the assembly). Similar reference sources exist for other air forces as well, e.g. [2] has information about Luftwaffe lettering. If you scan images, make sure the resulting files have sufficiently high resolution to print properly.

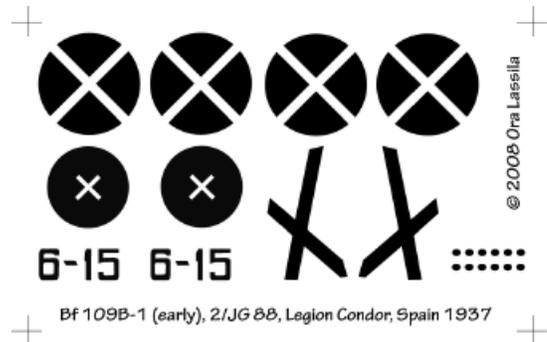


Next, how to print the decals. Several options exist: First, you have a choice between a laser printer and an inkjet printer; second, whether to print on white or clear decal paper. Notice that most printers (certainly all laser and inkjet printers) cannot print white ink, since white is usually just a “hole” in the graphic. When you print on clear decal film, there is no white, since whatever color your model is (where the decal gets applied) will show through. I have been able to achieve a good result by either applying a separate white decal underneath my own decal, or painting the area white first before applying my decal. A company called ALPS used to make dye-sublimation printers which were capable of also printing white, but I don’t think these are available anymore.

If you only need black lettering/graphics, you can print on photo paper using an inkjet, and then photocopy on decal paper intended for laser printers, since copiers effectively use the same technology as laser printers. Inkjet printout may sometimes bleed when the decal is applied and gets wet. In any case, the printed decals have to be coated before application. When I used MicroScale Liquid Decal Film I had some minor bleeding of colors, but since I switched to Krylon Acrylic Crystal Clear coating (in a spray can), I have not had any issues. Krylon now allows me to print directly on the decal paper using my inkjet printer. I have only used Experts-Choice decal paper from Bare-Metal Foil Co., but other choices exist as well.

I try to format my decals in such a way that I can print on the top edge of the decal paper sheet. I then slice off the decal using a paper cutter, and the remaining sheet can be printed on again (decal paper tends to be pricey). Also note that printing on white decal paper means that your decal will eventually have to be trimmed

very carefully; with clear decal paper you don’t necessarily have to be quite as precise. Regardless, what you end up after printing and coating is one big decal with all the graphics attached, so some trimming and cutting is called for.



The resulting decals can be applied normally. I have had good results using MicroSol as the setting solution to get my decals to properly conform to the contours of the model.

[1] Warpaint - Finnish Air Force camouflage and markings 1939-45 (Keskinen & Stenman); History of the Finnish Air Force vol.23

[2] Luftfahrt International Nr. 1 (Jan/Febr 1974)



What are your choices for the ten greatest fighter planes?

Any criteria; any historical period(s). The survey was scored as follows: For those who sent in an ordered list, No. 1 received 10 points, No. 2 received 9 points, No. 3 received 8 points, and so on down to No. 10 which received 1 point. For those who sent in an unordered list, each plane was awarded 5.5 points, the average point value for the ordered lists.

Thanks to Scott Baldelli, Tom Brady, Bart Cusick, Tony D'Anjou, Alan Denton, Bob Hale, Dave Hamel, John Hanavan, Kurt Kunze, Ora Lassila, Rick Lippincott, Bob Maxwell, John McCormick, Bill Michaels, George Morrison, Mike O'Keefe, Jim Qualey, Dave Schmidt, Art Silen, Fred Surowiec, Devon Terpening, John Touloupis and John Walker for responding to the poll. The results reflect all of your votes. Due to space considerations, only the responses containing explanations are reprinted here. See Page 10 for the results.

No. 1: F-4 Phantom. Best looking jet ever, and it started Top Gun. Once it had a gun and well trained pilots, it was the best jet over Vietnam. —**Scott Baldelli**

No. 1: the Me 262. Ushered in the age of the fighter jet and was very advanced for its time. It proved the excellence of German engineering and design.

No. 2: the MiG-15. It greatly improved on the Me 262 and became the first modern day fighter jet with strong performance characteristics. —**Tom Brady**

A P-51 saved my bacon one day—the only day I ever saw an enemy plane (Bf 109) while flying over Europe. Evidently a P-15 squadron was flying high cover ; they spotted the 109 and went after it. I don't know if they just chased it or shot it down. One P-51 pulled into formation with me, saluted and peeled off! —**Bob Hale**

That's easy: the Fw 190 times 10! —**David Hamel**

This was a tough question to answer. It would've been easier if it had been broken down by time periods, i.e. WW1, WW2, Korea, Vietnam, and so on. I guess my first choice would have to be the MiG-29: it is a very capable aircraft, doing maneuvers that a lot of western jets can't do. In the right hands, I believe this aircraft can be quite deadly. Of the early jet age, the MiG-15 takes the cake as the best fighter of that era. It could outmaneuver other jets of the time. Third place takes into account the WW2 era. That choice would have to be the P-51 Mustang. —**Kurt Kunze**

I am not necessarily sure how to interpret the term "greatest." For example, many people think the Spitfire was a great fighter, but during the Battle of Britain, most kills were scored by Hurricanes. Similarly for the Corsairs in the PTO, where most kills were scored by Hellcats. So we could look at total number of kills (after all, that's the purpose of fighter aircraft), or the kill ratio (also known as the loss exchange ratio, the ratio of kills to own aircraft lost). Interestingly enough, the highest kill ratio of all WW2 aircraft was achieved by the Brewster Buffalo (something like 26:1). Highest kill ratios of American aircraft (of all time) are, according to my understanding, F-15 and F-8 (in the case of the former, the ratio is better than 100:1).

I remember reading somewhere that there are only four aircraft where the total number of kills scored was larger than the total number of those aircraft built: Fw 190, Bf 109, Buffalo, and Fokker D.21. Note that the first two were built in very large numbers. Generally, data like this, the kill ratios, etc. is difficult to find. For the new American fighters, simulated kill ratios are available. Apparently these are very high for the F-22 and F-35, but of course nobody has ever flown these in actual combat.

Some of these statistics are perhaps a bit skewed because of what happened in Finland during the war. There is, for example, evidence that Finnish pilots scored kills flying captured I-153s against Soviet lend-lease Spitfires and P-39s; there are even recorded kills—although not against other fighters—achieved using Bristol Bulldogs!

Based on my rambling explanation above, and some other data, here's my subjective list, limited to WW2 only:

1. Brewster Model 239 Buffalo
2. Messerschmitt Bf 109 (in Finland, it achieved a kill ratio of 12:1)
3. Focke-Wulf Fw 190 (this should include the Ta 152 which might have turned out to be a great aircraft)
4. Hawker Hurricane
5. Grumman F6F Hellcat
6. Curtiss P-40 (I seem to recall it had a good record against the Japanese thanks to the AVF)
7. Messerschmitt Me 262 (small numbers, but apparently superior to almost anything else at the time)

OK, only top 7, and we could debate the order, but lists like this are bogus anyway. I am deliberately leaving out many of the aircraft that most people I guess will include on their lists. :-)

—**Ora Lassila**

I choose the F-15 as No. 1 because of its combat record: "As of 2008, the F-15 in all air forces has an air-to-air combined kill record of 104 kills to 0 losses in air combat. To date, no air superiority versions of the F-15 (A/S/C/D) have ever been shot down by enemy forces." —**Mike O'Keefe**

No. 1: the Fokker E-III (Eindecker). The "Fokker Scourge"—the plane that started it all—the fixed, synchronized, forward-firing gun—the start of modern fighter tactics. —**Bill Michaels**

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Question of the Month (continued)

- 10: MiG-21. Gets in on the sheer volume of planes built.
- 9: F-15 Eagle. The USAF's first true dogfighter in 20 years.
- 8: F-86. A quantum leap in technology in a very short time.
- 7: MiG-15. See #8
- 6: F-14 Tomcat. If this plane was any bigger, it could have been used as a tanker.
- 5: Me 262. How scary it must have been for Allied bomber crews to see one of these for the first time!
- 4: F-16 Falcon. A worthy replacement for the F-4.
- 3: Spitfire. Gets in on sheer looks alone.
- 2: P-51 Mustang. Changed the course of the WW2 air war.
- 1: F-4 Phantom. Most versatile fighter ever flown by the U.S.

—John McCormick

So-o-o many variables, so these *must* come with an explanation. Many choices might be considered “the greatest,” but only briefly because of the pace of wartime developments. Strange, but an engineer would argue that it’s really all about the ENGINE in the airframe. Alas, we modelers like painted airframes, not comparing Daimler-Benz, Mercedes and Rolls Royce.

The Nieuport 11, 16, 17, 21—The sesquiplane (one-and-a-half wing) design was used by many air forces and was the inspiration for design changes in opponents’ air forces (i.e., the Albatros D.III and D.V). As the first fighter plane flown by American volunteers, it certainly rates at least an Honorable Mention.

Sopwith’s “Camel” *might* deserve to make the list because of the number of claims its pilots made—but it also killed more of its own in accidents than any other. Rotary engine development had clearly reached its plateau.

The Fokker D.VII—made even middling pilots dangerous, and was the only war device specifically mentioned in the surrender agreement. Disposed of bracing wires thanks to a cantilever wing design, with a “supercompressed” BMW or Mercedes engine that enabled it to out-climb opponents, and easy to fly.

A late-mark Spitfire? Earlier in the war it was a match for the 109E, but by 1942 it was easy meat for the new FW 190A. Ask a historian about the “Non-sense Offensive” that R.A.F. Fighter Command had to abandon (the R.A.F. propaganda machine called it the ‘Non-Stop Offensive—but they had to stop). The usefulness of the Spitfire was handicapped however by its very limited range.

The Bf 109F—probably the best of its mark AT THE TIME (1941-1942). As Gerd Barkhorn, world’s second-highest-scoring fighter pilot described it, “It could climb and turn like hell, and I felt I could do anything with it.” Most of the top guns of the Luftwaffe were Messerschmitt pilots, and it was in this machine that so many began their climb up that ladder.

The Fw 190A. Introduced in late 1941, by the summer of 1942 it was the hottest thing in European skies. With a bulky BMW radial, it was unlike all others at the time. Equipped with heavy cannon armament, the Spitfire, Mosquito and later B-17 crews had to fear “the big bad Wulf.” It’s wide-track undercarriage made it easier on beginning pilots, and it’s electrically-operated systems were another innovation. Look! Dave Hamel’s nodding in agreement. ;-)

The P-47 “Thunderbolt.” Yes, the Mustang gets more print, and more survive to appear at air shows, but it was the P-47 that did all the heavy lifting against the Luftwaffe. When one examines the fate of so many Luftwaffe pilots in the West, it’s the Thunderbolt that killed them, not the Mustang. The records of ‘the Mighty Eighth’ reveal that it’s the 56th Fighter Group with the MOST aces, and the two top-scorers in the air (in Europe). By the time the P-51 appeared in large, larger, largest numbers the quality of the Jagdflieger had decayed to the point that multiple kills were not unusual for the Mustang pilots.

The Me 262? Surely it showed the way to the future—piston-engined fighters would be a thing of the past—but its finicky engines (the TBO—Time Between Overhaul - of these was measured only in a few tens of hours) prevented it having any strategic impact. BTW, don’t fall into the “It’s all Hitler’s fault” abyss with this one: even if the Germans had done nothing but build this unproven airframe in the numbers imagined, the *engines* would not have been more reliable or available in sufficient numbers. The Nazi regime had only limited amounts of the rather-exotic metals required by the new engine technology. Observe how many post-war photos of these birds reveal them to be engineless airframes.

The MiG-15. It forced the USAF to abandon daylight bombing—its *raison d’etre*—in N. Korea, and to push development of the F-86 along more rapidly, and the MiG’s “son,” the MiG-17, proved still-dangerous in the 1960s over N. Vietnam.

What to do about a tenth? Where’s a Navy fighter on my list? The Mitsubishi A6M2 because of its incredible range and cannon armament? The F6F Hellcat? The F4 Phantom because of the number produced and number of air forces equipped? Or the F-16 for the same reason? If that’s the rationale, then why not the MiG-21 instead? Napoleon had a list, but he didn’t get to ten, either. He had a Top Eight commanders of all time, and I’m already one over that limit!

—George Morrison

I must preface my remarks by saying that I’m a tank guy. My knowledge of aircraft is surely nowhere near as expansive as any wingnut’s, but what follows is my list of favorites:

1. Spitfire. Saved Britain from the Nazis, and hands down the most beautiful plane ever designed.
2. P-51 Mustang. If muscle cars were airplanes, this is what they’d look like.
3. Bf 109. Revolutionary. The best plane of its day. Unfortunately that day had passed early into WW2.
4. Me 262. First operational jet fighter, and looks cool too!
5. MiG 15. Gave the US a run for its money in Korea.
6. Fw 190. Versatile and upgradeable. Too bad it doesn’t come in as many colors as the Bf-109.
7. P-38 Lightning. Best twin-engine fighter ever.
8. F4 Phantom II. Workhorse of the 60s, 70s and 80s.
9. Hurricane. Also helped save Britain; ’nuff said.
10. P-47. Hey, I’ve got an idea. Let’s put a bomber engine in a fighter!

—Devon Terpening

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Question of the Month (continued)

Here's my list in chronological order:

Fokker E.III Eindecker—first monoplane fighter, and first aircraft to utilize a synchronization system to fire guns through the prop arc.

Fokker D.VII—This was the most advanced fighter for its time. A true cantilever design which required no bracing wires. In fact, it didn't need inter plane struts! They were put on because pilots refused to fly the aircraft without any visible means of support between the wings.

P-26 "Peashooter"—I believe it to be the first all-metal, monocoque, monoplane fighter.

P-51 Mustang—first aircraft to use the new laminar flow airfoil which resulted in more efficiency(longest range), and faster speeds (450 mph).

P-61 Black Widow—first aircraft designed specifically for night fighting.

ME-262—first operational jet fighter. Versatile design allowed for fighter bomber and night fighter.

F-100 Super Sabre—first supersonic jet fighter. The fuselage had new "Coke Bottle" shape to eliminate compressibility occurring at speeds approaching the sound barrier.

F4-E Phantom—first true multi-role jet fighter.

F-15 Eagle—if not because it's the longest running air superiority fighter in U.S. inventory, then because I like it!

F-22 Raptor—What is there to say? It's fast, highly maneuverable, well armed, and hey—you're dead before you even know it's there!

I pick the ME 262 for No. 1 because it brought us into the Jet Age in a big way. It also incorporated a swept wing design and could be considered the pioneer multi-role jet fighter.

—Dave Schmidt

Since I grew up with props and pistons, I stayed with WW2 aircraft. I chose the Mustang as number 1 when you consider the following: power, 1450 hp.; speed, 437 mph.; ceiling, 40,000 ft.

plus; range, up to 2000 miles; and six 50 cal. guns. Among the other aircraft on my list, one might have better turning, another better climb, another better roll rate, but none had much more than one advantage over the P-51.

—Tony D'Anjou

Longevity. Combat performance, in both offensive and defensive roles, and an ability to hold its own against adversity. Adaptability for different missions. State-of-the-art advancement.

Under these criteria, the BF 109 and Spitfire are close matches. If I had to choose between the two, I would choose the Bf 109 for its ability to endure against overwhelming odds and still deliver respectable performance at the very end of its career. The Griffon-engined Spitfires were superior in every way to the Bf 109Gs and Ks, but they operated under conditions of absolute air superiority, better-trained aircrew, logistical superiority, and any other material advantage I can think of.

I have a similar regard for the Focke Wulf Fw 190 series aircraft, and the Ta 152-series aircraft had performance equal to the best British and American aircraft used against them.

The North American P-51 exhibited better aeronautical engineering and proved to be the weapon of choice in the aerial offensive against Germany and Japan. It did not fare well in Korea, where was used almost entirely in the close support role and suffered severe losses to ground fire.

Next come the F4U series, F6F Hellcat (more combat success), and Typhoon/Tempest (better speed and firepower against better opponents). I put the P-38 ahead of the A6M because of its innovation, long range, strategic value in the PTO, and its survivability. The A6M's innovation ended in 1941, its long range compromised by lack of survivability; consequently, its value as a strategic weapon diminished markedly from the Guadalcanal campaign onward. After that, it could only retreat.

—Art Silen

I'll let you guess as to why all of my choices are WWII (hint, hint: it's the colors, man, the colors!).

—John Walker

And the winners are...

10. MiG-15
9. McDonnell Douglas F-4 Phantom
8. Republic P-47 Thunderbolt
7. Lockheed P-38 Lightning
6. Fokker D.VII
5. Focke-Wulf Fw 190
4. Messerschmitt Bf 109
3. Messerschmitt Me 262
2. Supermarine Spitfire
1. North American P-51 Mustang

December Meeting Photos



Thank you, Karen & Rick Lippincott, for these great shots!

