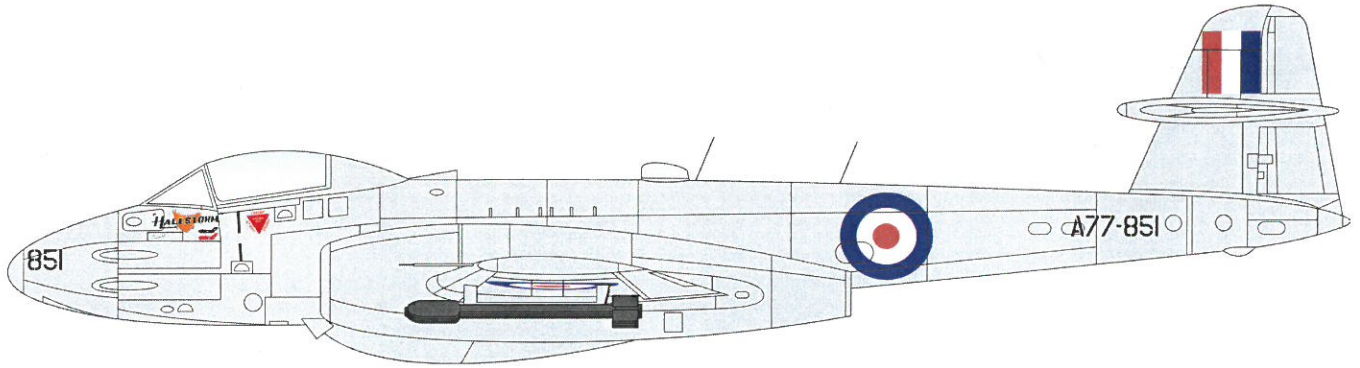
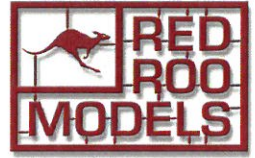


RRD4855

MiG Killers  
 77 Squadron RAAF, Korean War 1950 - 1953  
 1/48 Scale



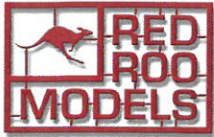
Screen Printed Decal

WEB: [www.redroomodels.com](http://www.redroomodels.com) EMAIL: [redroo@redroomodels.com](mailto:redroo@redroomodels.com)

15 *Elyane* | *Chloe* 385 385 *Miss Bunbury* A77-744  
 15 | 851 *Biloe* *Biloe* A77-744  
 A77-15 A77-15 851 A77-385 A77-385 | A77-744  
 29 29 wing  
 A77-29 A77-851   
 A77-29 A77-851

© 2016 Red Roo Models RRD4855 MiG Killers 77 Sqn RAAF - Korean War

RRD4855



## MiG Killers 77 Squadron, RAAF, Korean War 1950 -1953 1/48 Scale

### Number 77 Squadron, Royal Australian Air Force in Combat, Korea, 1950 to 1953

Number 77 Squadron was based in Japan, at Iwakuni, equipped with P-51D Mustangs and the last RAAF fighter unit of the British Commonwealth Occupation Forces when the Korean War broke out on 22 June 1950.

After some nine months of intensive and hazardous combat operations in Mustangs over Korea, the squadron returned to Japan in March 1951 to re-equip and train on jet aircraft, the Gloster Meteor Mk 8.

The squadron returned to Korea and flew the RAAF's first combat jet fighter mission on 29 July 1951. Both fighter and ground attack missions were carried out from various Korean bases until the Armistice. The last strike was flown with 16 Meteors on 20 July 1953.

### DECAL APPLICATION - Thin Film Decals – Please Use Care

Ensure model has received a suitable coat of gloss varnish before applying these decals. Cut around the required decal. Do not excessively trim carrier film, it is this film that protects the decal edge and prevents it from chipping. Soak the decal in water for about 30 seconds, then remove the decal from the water and stand on glass or plastic surface.

Moisten the application site with your favourite settling solution. Remember, the carrier film on these decals is very thin, test the effect of your settling solution on an unwanted decal if in doubt. Apply decal carefully by sliding off backing paper with a soft, long bristle brush. Position carefully and use a make-up sponge to absorb excess moisture.

Use decal-settling solution to draw the decal down over surface detail. If air bubbles or 'silvering' form during drying phase wait till decal is thoroughly dry, then pierce affected area with a pin and re-apply settling solution. Do not try to force decals to conform to surface or express air bubbles – doing this will tear the decals.

Apply a coat of gloss varnish over the entire model once the decals are thoroughly dry. Apply a coat of matt varnish over the entire model when the previously applied gloss varnish is thoroughly dry to hide the carrier film.



77 SQUADRON FLIGHT LINE, KIMPO, SOUTH KOREA, 1952. REFUELLED AND REARMED, WAITING FOR PILOTS. AWM JK029.

## The gremlins got into the works!

Just after we finished getting the decals printed we discovered an error in the official documents we consulted regarding the identity of Pilot Officer Surman's aircraft on the day he shot down a MiG-15.

Having established that the correct serial number was A77-734 we had a small supplementary decal sheet printed which is enclosed in this product. Use this serial number instead of the one printed on the main sheet if you choose this option.



### Meteor Mk 8 External Configuration

Serial Number	Canopy		Engine Air Intakes		Radio Compass Fairing	Rocket Rails	Ventral Fuel Tank
	Half	Full	Long	Short			
A77-15	*		*		*		*
A77-29	*		*		*		*
A77-385	*		*		*		*
A77-734	*		*		*	*	*
A77-744	*		*		*	*	*
A77-851	*			*	*	*	*

## 1/48 Scale Airfix Meteor Mk 8 Part Numbers Applicable to RAAF Meteors

Canopy: Half Hard, F1; Full Blown, F2.

Ailerons: parts C16 and C17, C15 and C18 for all aircraft after January 1951 (applicable to all aircraft depicted in this instruction sheet).

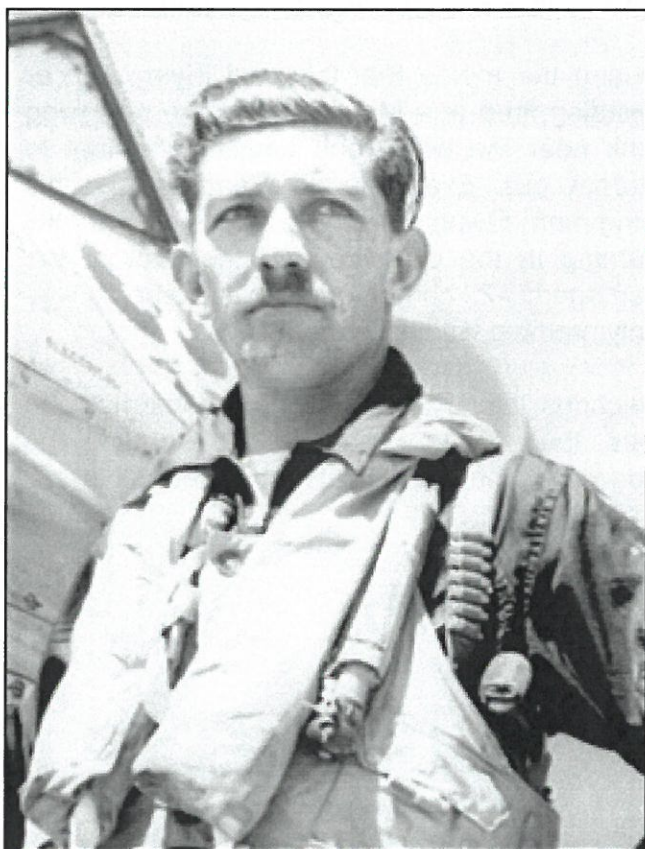
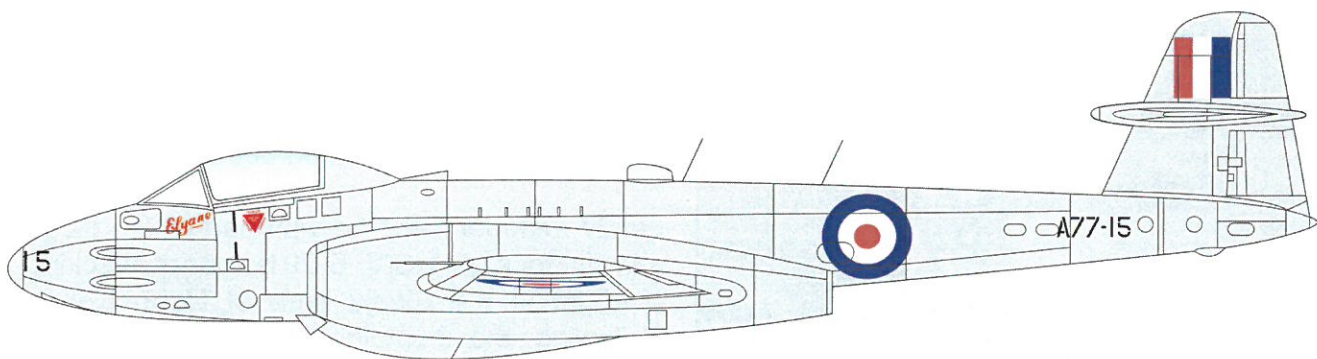
Air Intakes: Long chord, parts E5 and E6; Short Chord, parts E3 and E4.

Radio Compass Fairing: part F4.

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All Gloster Meteors flown by 77 Squadron in Korea were finished in overall Aluminium lacquer. This finish is sometimes referred to as 'high speed silver'.

### Gloster Meteor A77-15, 77 Squadron RAAF, Korea, 1951

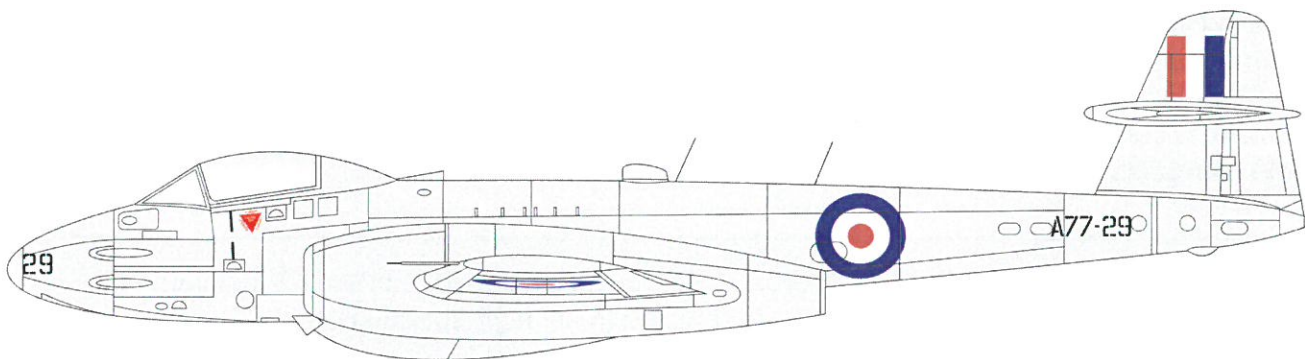


#### A77-15, pilot: Flying Officer Bruce Gogerly, DFC

Flying Officer Gogerly joined 77 Squadron on 22 October 1951. A 12 aircraft fighter sweep north of Pyongyang on 1 December 1951 was attacked by some 40 Mig-15 fighters. In the furious fighting that occurred three RAAF Meteor pilots were shot down, however, Flying Officer Gogerly defiantly shot down one of the attackers and one other enemy aircraft was also destroyed. The credit for this was allocated to the Squadron as Gogerly, Flight Lieutenant M. Scanell, Flying Officer G. Thornton (the Flight Leader) and Flight Lieutenant L. Cadan had all fired on it. These claims were recognised as the squadron's first success until many decades later when Flying Officer Reading's 'damaged' was upgraded to a 'definite'.

FLIGHT LIEUTENANT BRUCE GOGERLY, DFC, STANDING BESIDE A 77 SQUADRON METEOR. AWM JK0798.

## Gloster Meteor A77-29, 77 Squadron RAAF, Korea, 1951



FLYING OFFICER LESLIE READING, DFC, CLIMBING ABOARD HIS METEOR.  
AWM JK0093.

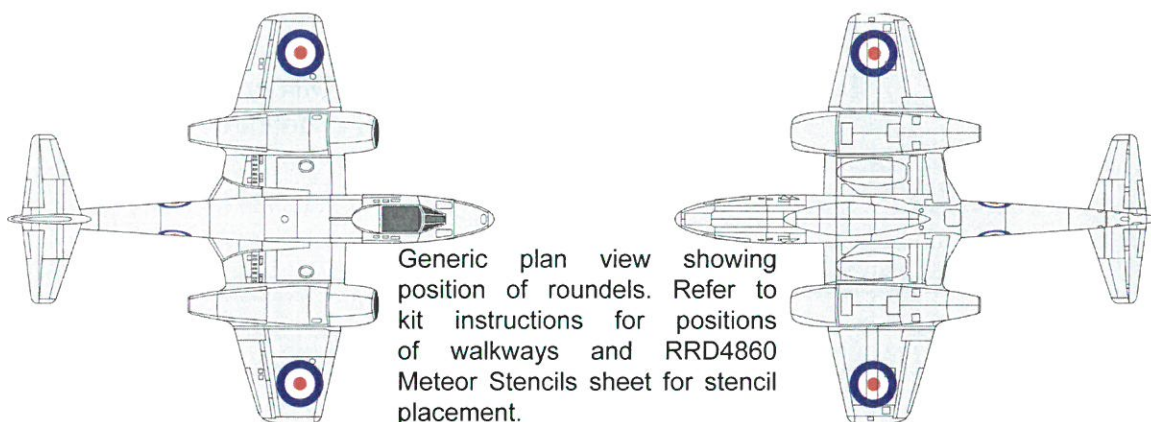
### Gloster Meteor Mk 8 A77-29, pilot: Flying Officer Leslie Reading, DFC

Flying Officer Reading flew Mustangs in Korea for 10 months before converting to Meteors which he then flew in combat for five months, completing 188 missions on both types.

On 27 October 1951 he was part of an escort mission for eight USAF B-29 bombers attacking a target in the Sinaju area of North Korea. Following the bombing, the formation was attacked from the rear by between 10 and 16 MiG-15 fighters, one B-29 being damaged.

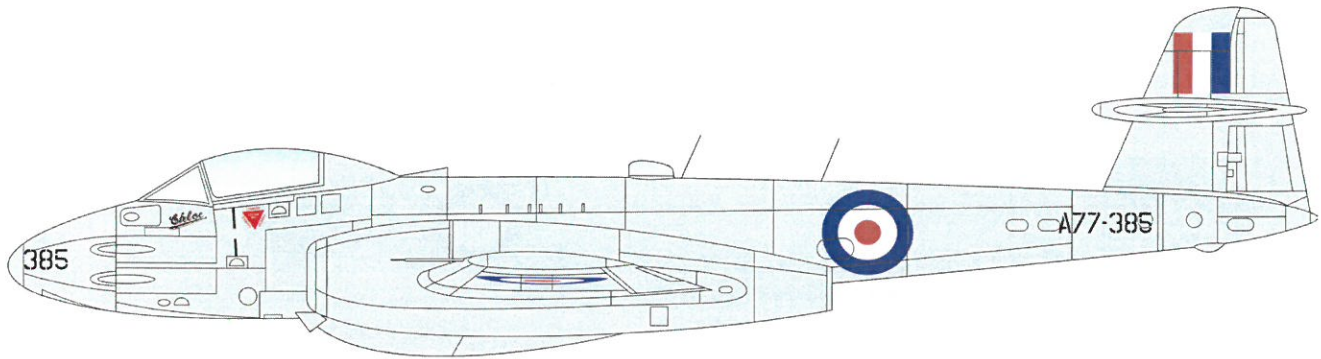
During the melee that followed Flying Officer Reading fired at a Mig-15 hitting the port wing tank near the wing root, causing the fuel to stream out. Even though Reading and his wing man, Flying Officer W. Rivers, saw a MiG burning in the distance and the pilot of the damaged B-29 confirmed his hits, Reading was only credited with a 'Damaged'.

Decades later Russian records confirmed the loss, thus giving Flying Officer Reading the honour of the first RAAF jet to jet kill for 77 Squadron.

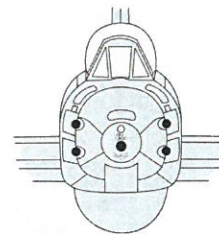
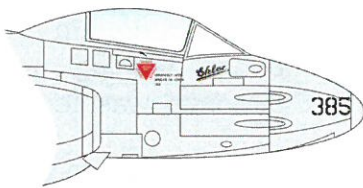


Generic plan view showing position of roundels. Refer to kit instructions for positions of walkways and RRD4860 Meteor Stencils sheet for stencil placement.

## Gloster Meteor A77-385, 77 Squadron RAAF, Korea, 1952



Note: "Chloe" and "Black AI" painted on the nose cap - apply decals as shown below.



### Gloster Meteor A77-385, pilot: Pilot Officer William Simmonds

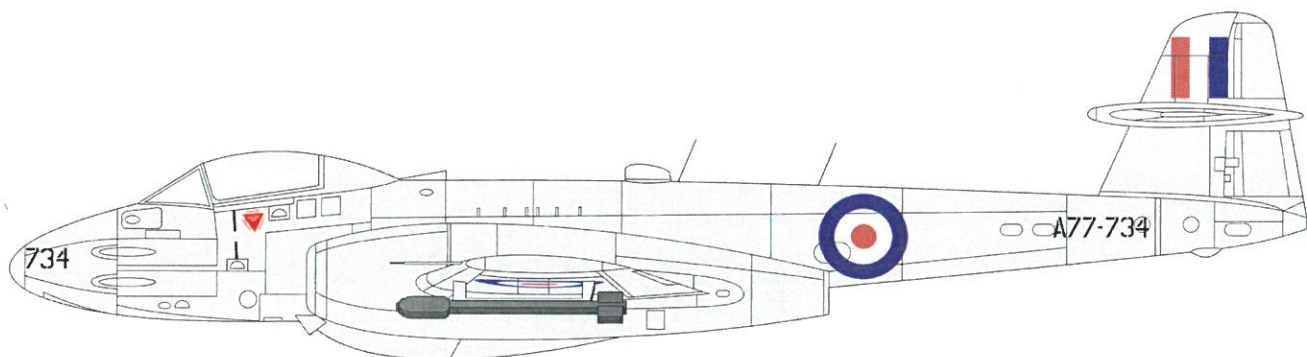
Pilot Officer Simmonds graduated from the RAAF College as a member of the first course in December 1951 and arrived at 77 Squadron in April 1952. Due to the urgent need for replacement pilots, he only received some 16 hours on type endorsement and combat training before entering combat.

On 8 May 1952 the squadron was allocated fighter sweeps by the US Fifth Air Force. The seventh sweep for the day saw Pilot Officer Simmonds as No. 4 in the formation which was attacked by two MiG-15 fighters. He made a firing pass at one of the enemy aircraft and saw its pilot eject and the aircraft crash. After 204 days of service in Korea he returned to Australia and continued his air force career, eventually retiring as an Air Vice Marshal.

The markings for Pilot Officer Simmonds's regular aircraft are thought to acknowledge his Western Australian origins. See profile at bottom of next page.

PILOT OFFICER WILLIAM SIMMONDS STANDING IN THE COCKPIT OF A77-744 IN MAY 1952. SIMMONDS WAS FLYING A77-385 WHEN HE SHOT DOWN A MiG-15. AWM P00660.021.

## Gloster Meteor A77-734, 77 Squadron RAAF, Korea, 1952



PILOT OFFICER JOHN L. SURMAN, BELIEVED TO BE STANDING IN THE COCKPIT OF A77-734 ON 4 MAY 1952, AFTER SHOOTING DOWN A MiG-15. AWM JK0274.

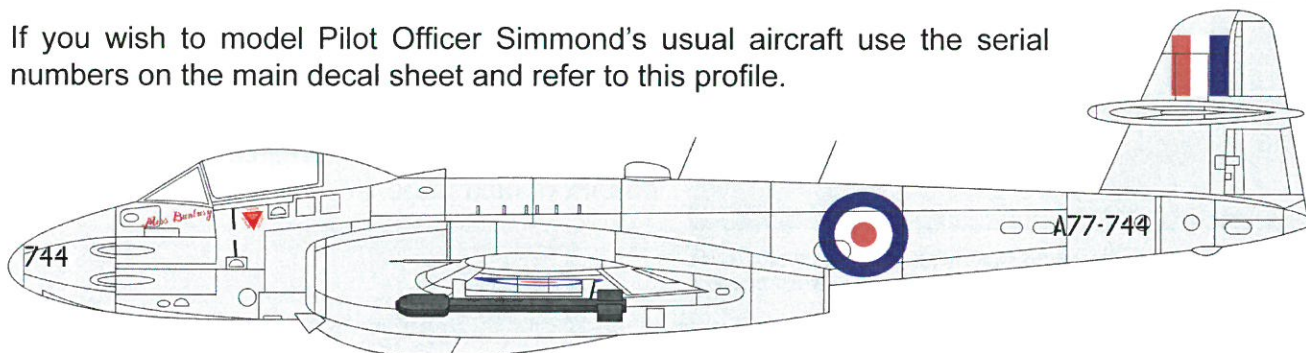
### Gloster Meteor A77-734, pilot: Pilot Officer John Surman

Another 1951 graduate of the RAAF College, Surman joined 77 Squadron in April 1951 and after the same brief training experienced by Pilot Officer Simmonds, was sent into combat.

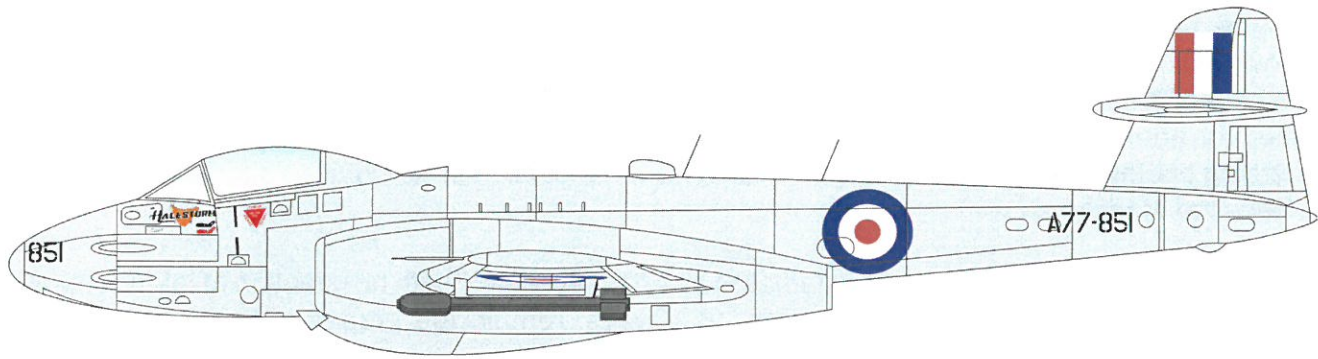
The unit was operating a series of Airborne Alert Patrols over North Korea on 4 May 1952 and Pilot Officer Surman part of patrol no. 11, flying as number two to Sergeant K. Murray. Some five miles WSW of Pyongyang they sighted nine MiG-15 fighters about five miles away. Two of the MiGs then made a non-firing pass on them. Surman called that there was a MiG on Murray's tail. As Murray broke away he (Surman) fired two bursts at the MiG and pieces were observed to break off the horizontal stabiliser and flame burst from its rear and fuselage side. Sadly, Pilot Officer Surman was killed on 9 June 1952 whilst attacking enemy trucks during an armed reconnaissance mission in A77-911.

Note: No. 77 Squadron combat diary notes that it was A77-734 that Pilot Officer Surman flew on 4 May 1952, not A77-744 as indicated elsewhere. Refer to the profile and use the correct serial number provided on the extra decal if choosing this option.

If you wish to model Pilot Officer Simmond's usual aircraft use the serial numbers on the main decal sheet and refer to this profile.



## Gloster Meteor A77-851, 77 Squadron RAAF, Korea, 1952



SEARGEANT GEORGE HALE PHOTOGRAPHED WITH A77-851 ON 27 MARCH 1953 AFTER HE SHOT DOWN TWO MiG-15 FIGHTERS. AWMJK0683.



ALLAN ANDERSON

### Gloster Meteor A77-851, pilot: Sergeant George Hale

Sergeant Hale was posted to 77 Squadron, arriving in the unit on 20 November 1952. After introductory training at Iwakuni, Japan, he joined the squadron at Kimpo in Korea and was soon in combat flying armed reconnaissance sorties along the main North Korean supply routes.

On 27 March 1953 Sergeant Hale was number three in a four aircraft flight when south west of Pyonyang he spotted a MiG chasing two USAF RF-80s. As he dived down to attack he saw another MiG-15 behind the first, which he fired at. As another enemy aircraft came alongside him, Hale deployed his air brakes to slow down and turned in behind it, firing and hitting it a number of times. As more MiGs appeared the combat became confused, his wingman, Sergeant I. Irlam, was hit badly and had to retreat, eventually reaching Kimpo with over 100 holes in his aircraft. Hale found himself behind two MiGs that he fired rockets at. As these aircraft split away, two more MiGs appeared, one of which gave out a large intense explosion (probably fuel) when Hale's cannon fire hit it. Hale was credited with one destroyed and one damaged (which post-war was confirmed as a loss).

A77-851's crew chief painted two MiG-15 silhouettes below the name 'Halestorm', however the squadron CO ordered the artwork to be removed as it was against regulations at the time. Many decades later after service at Woomera as a drone U-21A, the cockpit was rescued after a forced landing and now is on display at the South Australian Aviation Museum at Port Adelaide with the artwork now revealed..



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RRD4857 Gloster Meteor External Fuel Tank Stencils for Mk 7 and Mk 8

RRD7261 Gloster Meteor External Fuel Tank Stencils for Mk 7 and Mk 8

RRR48174 Gloster Meteor U Mk 16/U Mk 21 Conversion for Airfix Meteor

RRR48175 Gloster Meteor Mk 8 Detail Set for Airfix Meteor

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RRD4860 Gloster Meteor Mk 8 Stencil Data

RRD4841 Meteorites Aerobatic Team – Limited Digital Edition

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RRD7231 'Darky Jones' – 77 Sqn Korea

RRD7236 'Benny II' – 77 Sqn Korea

RRD7243 Meteorites Aerobatic Team – Limited Digital Edition

RRD7260 Gloster Meteor Mk 8 Stencil Data