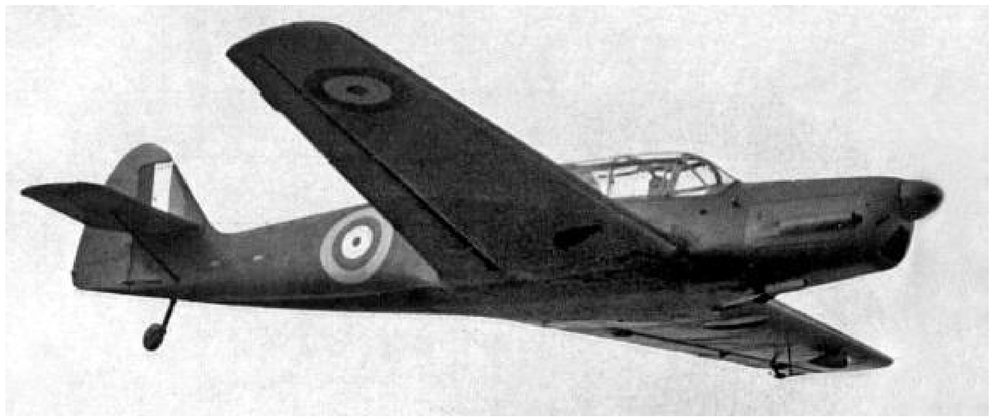
German Warplanes flown by the Luftwaffe 1939-1945, Messerschmitt

Data current to 17 Dec 2018.



Messerschmitt Bf 108B-1 *Taifun*, (RAF Aldon), trainer and light transport, (Wk. Nr. 2039), RAF Serial No. DK280. This aircraft was pressed into service with the RAF on 17 April 1941 and allocated to the Maintenance Command Communications Squadron (MCCS) at Andover, England. An additional 15 Bf 108s were captured at the end of the war and put into service with the RAF. (RAF Photo)



Messerschmitt Bf 108 *Taifun*, (RAF Aldon), trainer and light transport in RAF markings. (RAF Photo)

Messerschmitt Bf 108B-1, (Wk. Nr. 370114), D-IJHW, (RAF Aldon), RAF AW167, has survived and is flown as Reg No. D-ESBH.

Messerschmitt Bf 108B-1, (Wk. Nr. 2039), G-AFRN, (RAF Aldon), RAF DK280, crashed on 20 July 1944.

Messerschmitt Bf 108B-1, (Wk. Nr. 1680), G-AFZO, (RAF Aldon), RAF ES955, was sold post war, surviving until it crashed in Sep 1980.

Messerschmitt Bf 108B, (Wk. Nr. 1547), (RAF Aldon), RAF AM84. This aircraft was scrapped at Fairoaks, England in 1951.

Messerschmitt Bf 108D-1, (Wk. Nr. 3059), (RAF Aldon), RAF AM87. This aircraft, G-AKZY has survived, Reg No. NX2231 in the USA.

Messerschmitt Bf 108B-1, (Wk. Nr. unknown), (RAF Aldon), RAF AM89. This aircraft was scrapped at Farnborough.

1 Canadian Air Group, Canadian Forces Europe

1st Canadian Parachute Battalion, 1st Special Service Force and Canadian Airborne Units before 1968

4 Canadian Mechanized Brigade Group, Canadian Forces Europe

Aircraft preserved in Canada 1: Warplanes in British Columbia

Aircraft preserved in Canada 1: Warplanes in British Columbia, CFB Comox Air Force Museum

Aircraft preserved in Canada 1: Warplanes in British Columbia, Langley, Canadian Museum of Flight

Aircraft preserved in Canada 1: Warplanes in British Columbia, Sidney, British Columbia Aviation Museum

Aircraft preserved in Canada 2: Warplanes in Alberta

Aircraft preserved in Canada 2: Warplanes in Alberta, Calgary, The Hangar Flight Museum

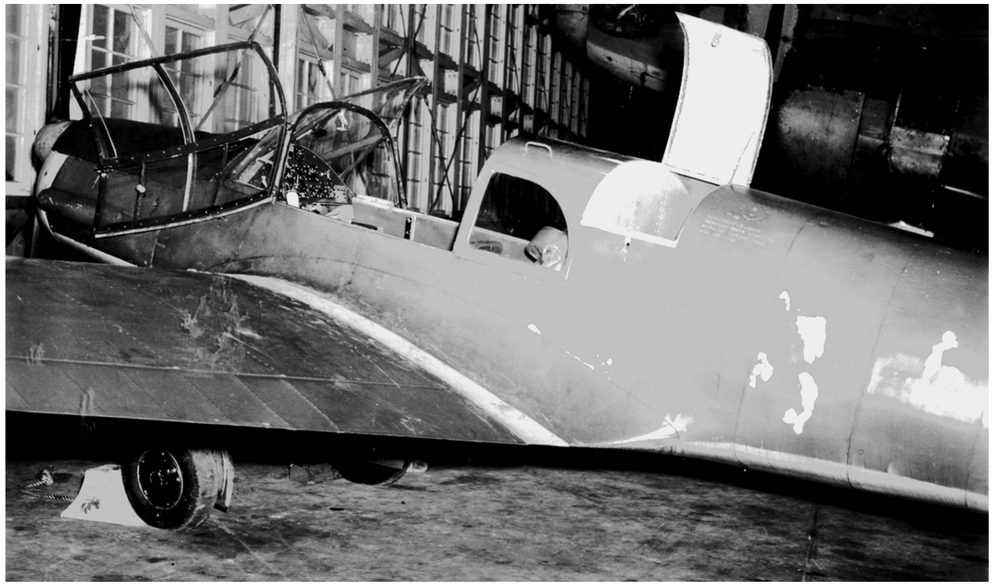
Aircraft preserved in Canada 2: Warplanes in Alberta, Canadian Forces Base Cold Lake, Air Force Museum

Aircraft preserved in Canada 2: Warplanes in Alberta, Edmonton, Alberta Aviation Museum









Aircraft preserved in Canada 2: Warplanes in Alberta, Nanton, National Bomber Command Air Museum

Aircraft preserved in Canada 2: Warplanes in Alberta, Wetaskiwin, Reynolds-Alberta Museum

Aircraft preserved in Canada 3: Warplanes in Saskatchewan

Aircraft preserved in Canada 4: Warplanes in Manitoba

Aircraft preserved in Canada 4: Warplanes in Manitoba, Canadian Forces Base Winnipeg, Air Force Heritage Museum and Air Park

Aircraft preserved in Canada 4: Warplanes in Manitoba, Winnipeg, Royal Aviation Museum of Western Canada

Aircraft preserved in Canada 5: Warplanes in Ontario

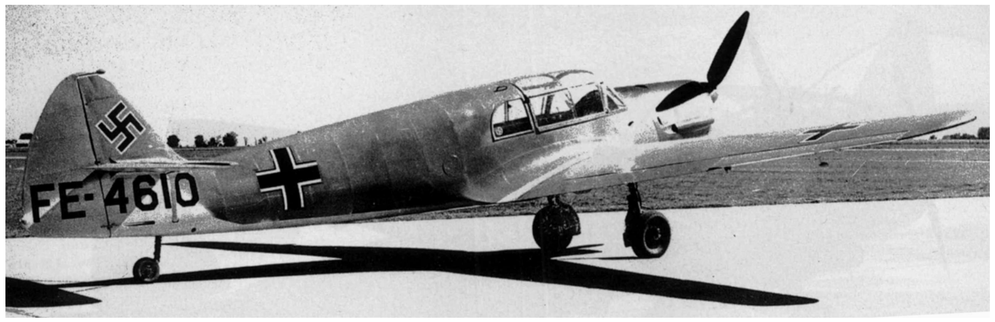
Aircraft preserved in Canada 5: Warplanes in Ontario, Canadian Forces Base Borden, Base Borden Military Museum

Aircraft preserved in Canada 5: Warplanes in Ontario, Canadian Forces Base Trenton, National Air Force Museum of Canada

Aircraft preserved in Canada 5: Warplanes in Ontario, Mount Hope, Canadian Warplane Heritage Museum

Aircraft preserved in Canada 5: Warplanes in





Messerschmitt Bf 108B-1 *Taifun,* (Wk. Nr. 8378), trainer and light transport, USA FE-4610, later T2-4610 in the USA post war. This aircraft is now with the Planes of Fame Museum, Chino, California. (USAAF Photos)

Messerschmitt Bf 108B-1, (Wk. Nr. unknown), ex-Swiss Air Force, Reg. No. D-EOIO, flying out of Ober-Mörlen, north of Frankfort, Germany.



Messerschmitt Bf 109F three flight formation in Luftwaffe service. (Luftwaffe Photo)



Messerschmitt Bf 109G-6, coded "*White 2+1*", in Luftwaffe service. (Luftwaffe Photo)

Ontario, Ottawa, Canada Aviation & Space Museum, Avro to Bristol

Aircraft preserved in Canada 5: Warplanes in Ontario, Ottawa, Canada Aviation & Space Museum, Canadair to Fairchild

Aircraft preserved in Canada 5: Warplanes in Ontario, Ottawa, Canada Aviation & Space Museum, Fairey to Noorduyn

Aircraft preserved in Canada 5: Warplanes in Ontario, Ottawa, Canada Aviation & Space Museum, North American to Zenith

Aircraft preserved in Canada 5: Warplanes in Ontario, Ottawa, Canadian War Museum

Aircraft preserved in Canada 6: Warplanes in Québec

Aircraft preserved in Canada 6: Warplanes in Québec, Gatineau, Vintage Wings of Canada

Aircraft preserved in Canada 7: Warplanes in New Brunswick

Aircraft preserved in Canada 8: Warplanes in Prince Edward Island

Aircraft preserved in Canada 9: Warplanes in Nova Scotia

Aircraft preserved in Canada 9: Warplanes in Nova Scotia, Greenwood Military Aviation Museum

Aircraft preserved in Canada 9: Warplanes in Nova Scotia, Halifax,



Messerschmitt Bf 109E-4/Trop, coded "*Black 8*", JG 27, operating from Libya, 1941. (Luftwaffe Photo)

Messerschmitt Bf 109

The Messerschmitt Bf 109 was a Luftwaffe single-seat fighter manufactured by Bayerische FlugzeugWerk. This aircraft was flown by the majority of Luftwaffe air aces and was used to score more kills than any other Axis aircraft. More than 30,000 Bf 109 were produced and at least a dozen major variants were developed during and after the war.

Post war, in addition to the Spanish and Czechoslovakian Air Forces, both Finland and Switzerland continued to use the Bf 109 operationally until the late 1950s. The then-new nation of Israel purchased 25 Avia S-199s (23 delivered) when, due to being embargoed, it was unable to acquire aircraft from other sources. The Israel Air Force retired its aircraft in early 1949.

Between 1945 & 1948, most Bf 109s were scrapped or destroyed. Some examples were kept for use as war trophies or technical examples for further studies. For the next 23 years, these were the first generation of Bf 109 survivors.

In 1967, the producers of the movie *Battle of Britain* wanted a large and accurate group of aircraft for use onscreen. Fortunately, the Spanish Air Force was starting to retire its HA-1112s and an agreement was reached to use these aircraft. The Confederate Air Force (later renamed the Commemorative Air Force), had also just purchased numerous examples of the HA-1112. These aircraft were also leased for the production of this movie. For the next 35 years, these Spanish Bf 109s were the mainstay for numerous Second World War aviation movies and television work, including *Hanover Street*, *Memphis Belle*, *The Tuskegee Airmen* and *Piece of Cake* just to name a few.

Starting in late 1988, Bf 109s were among numerous crashed examples of Second World War aircraft still extant in Russia that were being recovered for restoration. Other examples of the early models of the Bf 109 have been found in crash sites in France and Italy (as well as several aircraft recovered where they had been buried in Germany). These aircraft with known combat histories are the foundation of the current wave of recovered/restored Bf 109s with further discoveries anticipated.

About twenty of the surviving Bf 109s that have survived served at one time with the Luftwaffe fighter wing Jagdgeschwader 5, more than with any other Axis military aviation unit that existed in the Second World War.

Bf 109 B-0/V-10a, (Wk. Nr. 1010). During excavation works at Oberschleißheim/Munich in 1989, a number of buried aircraft wrecks were discovered. One was a rarity from 1937, a Bf 109 B/V-10a. This aircraft is the oldest existing Bf 109, and is owned by the Bayerische Flugzeug Historiker, Reg. No. D-IAKO. The aircraft is being restored under the patronage of the Bayerischen Flugzeug Historiker e.V. Identification of the wreck had been difficult, but it was found to be 80% complete. Because of the damage to the aircraft's Jumo 210 engine, it was given to the Deutsches Museum, while the restorers search for a more intact Jumo 210. The aircraft will likely be restored to static condition for display.

Atlantic Canada Aviation Museum

Aircraft preserved in Canada 9: Warplanes in Nova Scotia, Shearwater Aviation Museum

Aircraft preserved in Canada, 10: Warplanes in Newfoundland & Labrador

Aircraft preserved in Canada, 11: Northwest Territories; 12: Nunavut; 13: Yukon Territory

Armoured Fighting Vehicles and Tanks preserved in Canada 1: British Columbia

Armoured Fighting Vehicles and Tanks preserved in Canada 2: Alberta

Armoured Fighting Vehicles and Tanks preserved in Canada 3: Saskatchewan

Armoured Fighting Vehicles and Tanks preserved in Canada 4: Manitoba

Armoured Fighting Vehicles and Tanks preserved in Canada 5: Ontario

Armoured Fighting Vehicles and Tanks preserved in Canada 5: Ontario, Canadian Forces Base Borden

Armoured Fighting Vehicles and Tanks preserved in Canada 5: Ontario, Canadian Forces Base Kingston

Armoured Fighting Vehicles and Tanks preserved in Canada 5:



(Arun Sarup Photo)

Messerschmitt Bf 109E-1, (Wk. Nr. 790), coded "*6-106*", JG2/88, Condor Legion, Spanish Air Force C4E-106, <-+-, AJ+YM, 2804, is preserved in the Deutsches Museum in Munich, Germany. This aircraft was originally built as an E-1, and may be the oldest surviving Bf 109, as it was produced in 1939. It was flown by the 2./J88 in Spain with the Condor Legion, carrying the code 6 o 106. 790 remained in Spain after the Spanish Civil War, and was used by the Spanish Air Force, serving with a number of fighter squadrons until 1954. Spain transferred the aircraft to the Deutsches Museum at the request of Willy Messerschmitt in 1960 wearing the colours of JG 26, and was repainted with the code AJ+YH. In 1974, the aircraft was again repainted, and currently wears the markings of a Bf 109, flown by Werner Mölders during his time with the JG 51.

Messerschmitt Bf 109E-1, (Wk. Nr. 854), Charleston Aviation Services, Colchester, England.



(NJR ZA Photo)

Messerschmitt Bf 109E-3, (Wk. Nr. 1289), ex-SH + FA, ex-2/JG 26 (Schlageter), coded "*Red 2*", was delivered to JG 26 in 1939, coded as SH + EA, coded "*Black 2*". The aircraft crash-landed at Udimor, England and the unrestored remains are preserved in the South African Museum of Military History, Johannesburg, South Africa. Bf 109E-3, (Wk. Nr. 1342), "*Yellow 8*", 6/JG51, G-BYDS, N342FH. This aircraft flown by Eduard Hemmerling crashed 29 July 1940. It has been extensively rebuilt and is under restoration in England by Charleston Aviation Services for the Flying Heritage Collection, Seattle, Washington. It was previously with the Alpine Deer Group, Wanaka, New Zealand.

Bf 109E-3, (Wk. Nr. 1983), 5/JG 5, coded "*Red ?*", Charleston Aviation Services, Colchester, England.

Ontario, Canadian Forces Base Petawawa

Armoured Fighting Vehicles and Tanks preserved in Canada 5: Ontario, Ottawa, Canadian War Museum

Armoured Fighting Vehicles and Tanks preserved in Canada 5: Ontario, Ottawa, Canadian War Museum, captured German kit, Second World War

Armoured Fighting Vehicles and Tanks preserved in Canada 6: Québec

Armoured Fighting Vehicles and Tanks preserved in Canada 7: New Brunswick

Armoured Fighting Vehicles and Tanks preserved in Canada 7: New Brunswick, 5 Canadian Divison Support Base Gagetown

Armoured Fighting Vehicles and Tanks preserved in Canada 8: Prince Edward Island

Armoured Fighting Vehicles and Tanks preserved in Canada 9: Nova Scotia

Armoured Fighting Vehicles and Tanks preserved in Canada, 10: Newfoundland and Labrador, 11: Northwest Territories, 12: Nunavut, and 13: Yukon Territory

Armoured Fighting Vehicles and Tanks





(Sandstein Photos)

Messerschmitt Bf 109E-3/A, (Wk. Nr. 2242), coded *J-355*, is preserved in Swiss markings and displayed in the Swiss Air Force Museum (Flieger Flab Museum), Dübendorf, Switzerland. This aircraft was produced in 1939 by Messerschmitt in Regensburg and delivered to Switzerland, where it served until 1948.

Bf 109E-1, (Wk. Nr. 3535), is stored with the Zalesky family, Surrey, British Columbia.

Bf 109E-1/B, (Wk. Nr. 4034), Reg. No. G-CDTI, 1/JG77, coded "*Black 5*" and "*Black 6*", was discovered in India carrying both markings. This aircraft took part in the Polish campaign. 4034 crashed 11 February 1940, and was taken from England to Hyderabad in 1940/41 where flights were conducted until it crashed again. This aircraft was found in a storage area of the Government of India in 1998, still standing on its own gear, wings mounted, but with the engine carriage broken away, the engine lying on the ground nearby and with the cowling and canopy missing. The wheels were later stolen and the wings were dismounted, but it was determined that the aircraft was restorable and has returned to England where it is being restored to airworthiness by Rare Aero Ltd, Jersey, England.

Bf 109E-1, (Wk. Nr. unknown), Spanish Air Force, C4E-88, Robs Lamplough, Hungerford, England.



Messerschmitt Bf 109E-3, (Wk. Nr. 1304), coded "*White 1*" before being painted with RAF roundels and designated AE479. (RAF Photo)

preserved in Canada, 14: MASTER LIST (no Photos)

Armoured Fighting Vehicles and Tanks preserved overseas used by Canadians

Artillery and Armoured Fighting Vehicles preserved in the USA: Connecticut

Artillery and Armoured Fighting Vehicles preserved in the USA: Louisiana, New Orleans and the National Museum of WWII

Artillery and Armoured Fighting Vehicles preserved in the USA: Louisiana, New Orleans, Jackson Barracks Military Museum

Artillery and Armoured Fighting Vehicles preserved in the USA: Maine

Artillery and Armoured Fighting Vehicles preserved in the USA: Massachusetts

Artillery and Armoured Fighting Vehicles preserved in the USA: New Hampshire

Artillery and Armoured Fighting Vehicles preserved in the USA: Rhode Island

Artillery and Armoured Fighting Vehicles preserved in the USA: Texas, Austin

Artillery and Armoured Fighting Vehicles preserved in the USA: Texas, Camp Mabry, Texas Forces Military Museum

Artillery and Armoured Fighting Vehicles preserved in the USA: Texas, Fort Hood, 1st Cavalry Museum

Artillery and Armoured Fighting Vehicles preserved



Messerschmitt Bf 109E-3, (Wk. Nr. 1304), coded "*White 1*" from JG76, RAF AE479. This aircraft was acquired by the RAF in May 1940. It was transferred by the RAF to the USAAF in January 1942. Phil Butler, *War Prizes*, p. 12. (RAF Photo)

During the Second World War, the most active practitioner of ATI was probably the United Kingdom. The first Luftwaffe aircraft flown and evaluated by the British was a Messerschmitt Bf 109E-3, (Wk. Nr. 1304), RAF AE479, coded "*White 1*" of JG76, that made a forced landing at Woerth in the Bas-Rhin Department of France on 22 November 1939.

AE479 was studied and flown by the French and then given to the British in May 1940. It was promptly ferried to Boscombe Down, England on 3 May 1940, and assigned to Royal Aircraft Establishment (RAE) Farnborough on 14 May, where it was flown and tested extensively. In 1942 it was transferred to the US Army Air Forces (USAAF) and on 7 April 1942 it was shipped to the United States on board the SS *Drammesfjord*, consigned to Wright Field, Dayton, Ohio. It arrived there on 14 May 1942, but was damaged beyond repair in a forced landing at Cambridge, Ohio, on 3 November 1942.





Messerschmitt Bf 109E-3, (Wk. Nr. 4101), coded "*Black 12*" from I./JG51, RAF DG200, in flight while serving with No. 1426 (Enemy Aircraft) Flight. This aircraft force-landed at Manston, Kent, on 27 November 1940, after being attacked by Supermarine Spitfires of No. 66 Squadron RAF over the Thames estuary. After repair at the Royal Aircraft Establishment it was delivered to Rolls-Royce Ltd at Hucknall in February 1941 for engine performance tests. On 8 February 1942 it was passed to the Controller of Research and Development at Hatfield for propeller tests before going on to the Aircraft and Armament Experimental Establishment at Boscombe Down, and, in March 1942, to No. 1426 Flight at Duxford and later Collyweston. In 1943, DG200 was put into storage, eventually moving to St Athan in 1969 for refurbishment. Once restored to its wartime paint scheme, it moved to the Royal Air Force Museum, Hendon in 1976, where it is presently on display in the Battle of Britain Hall. DG200 is seen here being flown without its cockpit canopy, which was removed (and never replaced) while the aircraft was at Hucknall to enable Wing Commander J.H. Heyworth, a Rolls Royce test pilot who was very tall, to fit into the cockpit. This aircraft is now on display in the RAF Museum, Hendon. (RAF Photos)

in the USA: Texas, Fort Hood, 3rd Cavalry Museum

Artillery and Armoured Fighting Vehicles preserved in the USA: Vermont

Artillery of Canada, Library and Archives Canada Photos

Artillery preserved in Canada 1: British Columbia, Belleville, Chilliwack, Cranbrook, Esquimalt, Fort Langley, Kamloops, Kaslo, Kelowna, Ladysmith and Maple Ridge

Artillery preserved in Canada 1: British Columbia, Canadian Forces Base Esquimalt, and Work Point Barracks

Artillery preserved in Canada 1: British Columbia, Colwood, Fort Rodd Hill National Historic Site of Canada

Artillery preserved in Canada 1: British Columbia, Nanaimo, Naramata, North Saanich, North Vancouver, Rogers Pass, Sidney, Trail, Ucluelet, Valemont, Vernon and White Rock

Artillery preserved in Canada 1: British Columbia, New Westminster

Artillery preserved in Canada 1: British Columbia, Vancouver

Artillery preserved in Canada 1: British Columbia, Victoria

Artillery preserved in Canada 2: Alberta, Barrhead, Bellevue, Bragg



(Hugh Llewelyn Photo)

Messerschmitt Bf-109E-4/B, (Wk. Nr. 4101), coded "*Black 12*", operated by I/JG51. This aircraft force landed at Manston, Kent, on 27 Nov 1940. It was repaired and flown as RAF DG200 at Hucknall. Later on. it appeared in the Battle of Britain film before being displayed at the Royal Air Force Museum at RAF St Athan (1969-1978). It is currently on display in the RAF Museum at Hendon, England.



(Clemens Vasters Photo)

Messerschmitt Bf 109E-4/N, (Wk. Nr. 1190) coded "*White 4*", 4/JG26 originally built as an E-3, is in the Imperial War Museum, London. In September 1940, 1190 was based at Marquise-Est and belonged to 4/JG 26, coded White 4, when it was shot down above Beachy Head. The pilot, Horst Perez, managed to belly-land his airplane and survived. (Wk. Nr. 1190) was initially transferred to Farnborough, but was later exhibited in Canada and the USA. The aircraft returned to Britain in 1968 in fairly dilapidated condition. Privately it was partly restored and since 2000 has been displayed in a crash-landing scene at the Imperial War Museum, Duxford.



Creek, Brooks, CFB Cold Lake, Didsbury, Fort Macleod, Fort Saskatchewan, Frank, High Prairie, Lougheed and Mannville

Artillery preserved in Canada 2: Alberta, Calgary

Artillery preserved in Canada 2: Alberta, Edmonton

Artillery preserved in Canada 2: Alberta, Lethbridge

Artillery preserved in Canada 2: Alberta, Peace River, Provost, Redcliffe, Red Deer, Sangudo, Sedgewick, Stavely, Taber, Thorhild, Two Hills, Vauxhall, Vermilion and Wainwright

Artillery Preserved in Canada 3: Saskatchewan, Battleford, Estevan, Fort Qu'appelle, Indian Head, Kamsack, Lembourg and Meota

Artillery Preserved in Canada 3: Saskatchewan, Moose Jaw, Ponteix, Saltcoats, Wynard and Yorkton

Artillery Preserved in Canada 3: Saskatchewan, Regina

Artillery Preserved in Canada 3: Saskatchewan, Saskatoon

Artillery preserved in Canada 4: Manitoba, Brandon and Carman

Artillery preserved in Canada 4: Manitoba, Canadian Forces Base



(Ricardo Reis Photos)



(Ra Boe Photo)

Messerschmitt Bf 109E-4, (Wk. Nr. 1407), 14/JG77, coded "*Red 5*", previously "*Black 2*", 5/JG77. Originally built as an E-3 by Erla Maschinenwerke GmbH Leipzig and was delivered to the Luftwaffe on 28 November 1939 to II./JG 77, operating in Norway. 1407 was shot down in air combat on 17 July 1941 in the vicinity of Murmansk, on the Kola peninsula, although the pilot was able to make an emergency landing on a lake and survived. The aircraft sank when the ice melted and remained in the water until the wreck was salvaged in 1993. After its recovery, a red “5” was found on the right side of the fuselage, but also a Black 2 was coded on the left side, indicating the aircraft was used by more than one unit. The aircraft was registered as "*Red 5*" when flown with II/JG 77,until she was damaged during a forced landing at Hiltra airfield near Drontheim, Norway on 27 October 1940. The plane was repaired and put back in service as ‘Black 2’ with the II/ JG 77 until shot down in 1941. The Bf 109 was restored in Hungary and is now on display in the new aviation hall of Deutsches Technik Museum in Berlin.

Bf 109E-4, (Wk. Nr. 4853), 2/JG 51, wreck on display at the Kent Battle of Britain Museum, Hawkinge, England.

Bf 109E-7, (Wk. Nr. 1983) coded "*Red ?*", 5/JG5, is being restored to flying condition by Charleston Aviation Services in the UK, for a German client. It incorporates parts of Bf 109E-7, (Wk. Nr. 0854).

Bf 109E-7, (Wk. Nr. 2023) coded "*Black 9*", 8/JG5 is a rebuilt aircraft using parts from several airframes. It was recovered from the Murmansk area in Russian and is now with the Fighter Factory, Suffolk, Virginia. A substantial portion of this aircraft was part of a Bf 109 built in 1939 as an E-3 and later converted to a Bf 109E-7 with a long-range tank. The aircraft was shot down near Murmansk on 27 May 1943, and the pilot, Obfw Walter Sommer, was listed as missing. It is being restored by the Fighter Factory, Virginia Beach, Virginia.

Bf 109E-3 (previously E-7), (Wk. Nr. 3285) coded "*Black 12*", 4/JG5, ex-"*White 4*", ex-"*Yellow 2*", ex-"*Green <*", is preserved in the Finnish Air Force Museum, Tikkakoski.

Bf 109E-7, (Wk. Nr. 3523) coded "*Red 6*", CS+AJ, 5./JG5, originally built as an E-1, in 1939 at Arado Warnemünde, and was later upgraded in 1940 to an E-7. The aircraft was flown by Leutnant Wulf-Dietrich Widowitz, when he had to belly-land it on 4 April 1942 near Petsamo, after an engine failure. The plane sank

Shilo, Royal Canadian Artillery Museum

Artillery preserved in Canada 4: Manitoba, Churchill, Prince of Wales Fort, National Historic Site of Canada

Artillery preserved in Canada 4: Manitoba, Darlingford, Douglas, Neepawa, Pilot Mound, Selkirk, Seven Sisters, Shilo, Upper Fort Garry and York Factory

Artillery preserved in Canada 4: Manitoba, Winnipeg

Artillery preserved in Canada 5: Ontario, Acton, Alexandria, Amherstburg, Arden, Arnprior and Arthur

Artillery preserved in Canada 5: Ontario, Barrie, Bath, Beamsville, Belfountain, Belle River, Belleville, Blenheim, Bracebridge, Brantford, Brockville, Burlington and Burks Falls

Artillery preserved in Canada 5: Ontario, Caledonia, Cambridge Galt, Cardinal, Carleton Place, Cayuga, Chapleau, Chatham, Cobalt, Cobourg and Coe Hill

Artillery preserved in Canada 5: Ontario, Canadian Forces Base Borden

Artillery preserved in Canada 5: Ontario, Canadian Forces Base Petawawa

Artillery preserved in Canada 5: Ontario,

after the landing. Widowitz died more than a year later during another crash-landing. This aircraft was recovered from a lake in Russia by Jim Pearce and taken to Sussex, England in 2003.

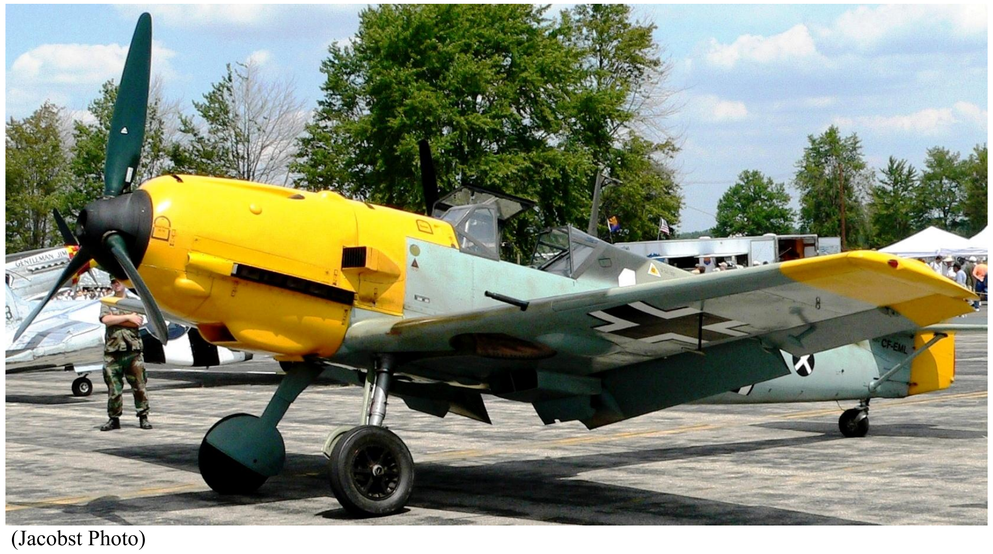


(Clemens Vasters Photo)

Messerschmitt Bf 109E-3, (Wk. Nr. 1342) 6./JG51, coded "*Yellow 8*". This aircraft flown by Eduard Hemmerling was shot down on 29 June 1940. It was discovered in 1988 off Cape Blanc Nez, Normandy, France, and restored at Charlston Aircraft. It is on display with the Flying Heritage Collection, Paine Field, Everett, Washington, Reg. No. N342FH.



Messerschmitt Bf 109F, (Wk. Nr. unknown) captured in North Africa. This aircraft was given South African Air Force markings and serial "KJ-?", on the airfield at Martuba No. 4 Landing Ground in North Africa, January 1943. It was operated by No. 4 Squadron, SAAF. (SAAF Photo)



(Jacobst Photo)

Bf 109E-7, (Wk. Nr. 3579) coded "*White 14*", (J)/JG-2, ex-"*White 7*", 4/JG77, Reg. No. CF-EML, was privately owned by the Russell Group based at St Catherines, Ontario. Originally built as an E-1 and later modified to E-7, this aircraft is airworthy. Wk. Nr. 3579 may be the oldest flying Bf 109. Previously owned by David Price, the director of Museum of Flying in Santa Monica, this aircraft was produced by Arado. During the war, it was initially flown by Lehrgeschwader 2, operating with JG 77, and at least one unconfirmed report claims it was flown by Hans-Joachim Marseille. Wk. Nr. 3579 was lost on 2 September 1940, but was repaired and transferred to the Eastern Front, where it was again shot down. In 1991 the wreckage was recovered and transported to the UK, along with other wreckage. Wk. Nr. 3579 is painted in the same markings it carried during its first crash in

Colborne, Collingwood, Cookstown and Cornwall

Artillery preserved in Canada 5: Ontario, Dundas, Dunnville, Durham, Eganville, Elliot Lake, Emo, Espanola, Essex, Finch, Flesherton, and Fordwich

Artillery preserved in Canada 5: Ontario, Fort Erie

Artillery Preserved in Canada 5: Ontario, Fort George

Artillery preserved in Canada 5: Ontario, Gananoque, Georgetown, Georgina, Goderich, Goodenham, Gorrie, Grand Bend and Guelph

Artillery preserved in Canada 5: Ontario, Haileybury, Haliburton, Hamilton, Hannover, Harold, Hariston, Hawkesbury, Holstein and Huntsville

Artillery preserved in Canada 5: Ontario, Ingersoll, Innisfil and Iroquois

Artillery preserved in Canada 5: Ontario, Kars, Swords and Ploughshares Museum

Artillery preserved in Canada 5: Ontario, Kenora, Keswick, Kettleby, Kincardine, Kingsville, and Kitchener

Artillery preserved in Canada 5: Ontario, Kingston

Artillery preserved in Canada 5: Ontario,

September 1940, coded "*White 14*". The Canadians acquired it at the end of 2003. Bf 109 E-7, (Wk. Nr. 3579) has been sold to a collector in England.

Bf 109E-7, (Wk. Nr. 5975) coded "*Yellow 4*", 6/JG5, is preserved in the Mighty Eighth Air Force Museum, Savannah, Georgia. This aircraft was recovered in the Murmansk area of Russia after being shot down on 10 May 1942. It was donated to the museum by Warplane Recovery, Bloomfield, Colorado.



Messerschmitt Bf 109F-2, (Wk. Nr. 12764), from 2./JG26, was shot down near St Margaret's Bay, Dover, after combat with Supermarine Spitfires on 10 July 1941. Designated RAF ES906, this aircraft was repaired and test flown at Farnborough. It crashed on 20 Oct 1941 and was struck off charge (SoC). (RAF Photo)







Kingston, Canadian Forces Base Kingston

Artillery preserved in Canada 5: Ontario, Kingston, Fort Frontenac

Artillery preserved in Canada 5: Ontario, Kingston, Fort Henry

Artillery preserved in Canada 5: Ontario, Kingston, RMC, Fort Frederick

Artillery preserved in Canada 5: Ontario, Kingston, Royal Military College grounds

Artillery preserved in Canada 5: Ontario, Lakeview, Lincoln, Lisle, London, Longlac, L'Orignal, Lucan, Lucknow and Lunenburg

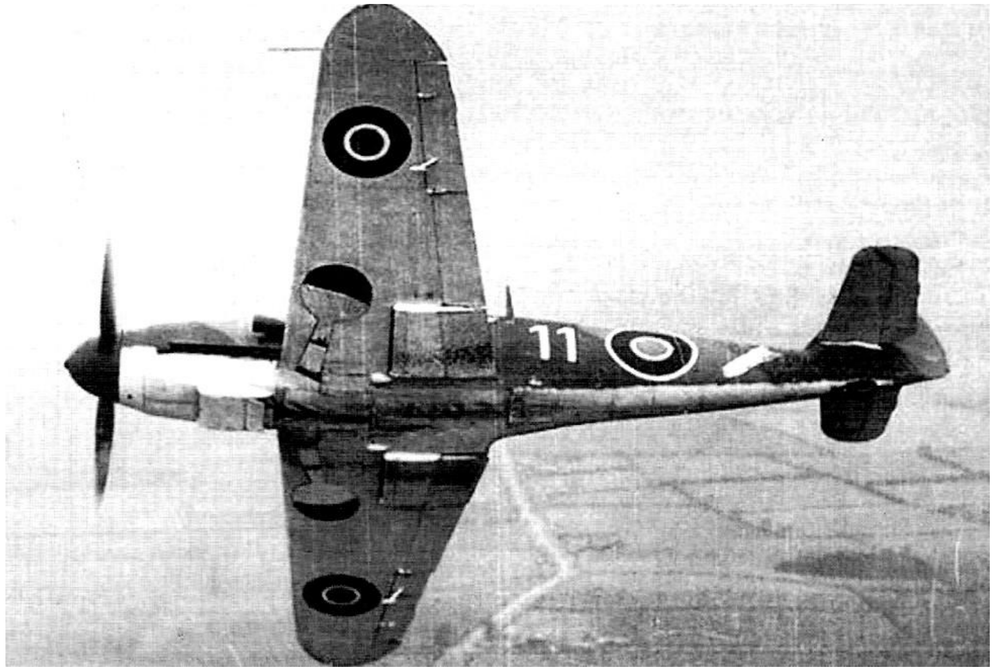
Artillery preserved in Canada 5: Ontario, Madoc, Manitoulin Island, Mannotick, Massey, Meaford, Merrickville, Midland, Milton, Mississauga, Moose factory, Morrisburg, Mount, Mount Forest and Mountain Grove

Artillery preserved in Canada 5: Ontario, New Liskeard, New Lowell, Niagara-on-the-Lake, Niagara Falls and Norfolk

Artillery preserved in Canada 5: Ontario, Oakland, Omemee, Orangeville, Orillia, Oshawa and Oshweken

Artillery preserved in Canada 5: Ontario, Ottawa

Artillery preserved in Canada 5: Ontario,





Messerschmitt Bf 109F-4, (Wk. Nr. 7232), coded "*White 11*", from IV./JG26, RAF NN644. This aircraft was flown by No. 1426 (Enemy Aircraft Circus) Flight based at Collyweston, Northamptonshire, England. Although painted in RAF colours, the aircraft retains the "*White 11*" and bomb symbol markings of its former Luftwaffe unit. It was scrapped post war. (RAF Photos)

Messerschmitt Bf 109F

The Messerschmitt Bf 109F was powered by a Daimler-Benz 601E liquid cooled inverted V12 with 1,300-hp. It had a wing span of 32'6½", a length of 29'½", and a height of 8'6". It weighed 4,330 lbs empty and 6,054 lbs with maximum load. It had maximum speed of 390-mph at 22,000'; a maximum rate of climb of 3,320 feet per minute; a range of 440 miles; and a service ceiling of 37,000'. It was armed with one 15-mm MG 151 mounted between cylinder heads and firing through the propeller hub with 200 rpg; and two 7.9-mm MG 17 mounted above the engine with 500 rpg.

A number of Bf 109F models survive, including:

Bf 109F in parts with a Canadian collector, previously stored at the University Technical Facility in Kharkow, Ukraine.

Bf 109F-1 wreckage in Ailes Anciennes Marseille – Escadrille Pegase, possibly under restoration by Paul Coggan in France.

Ottawa, The Canadian War Museum

Artillery preserved in Canada 5: Ontario, Owen Sound, Pelham, Pembroke, Penetanguishene, Perth, Petawawa, Peterborough, Petrolia and Picton

Artillery preserved in Canada 5: Ontario, Port Colborne, Port Dover, Port Hope and Priceville

Artillery preserved in Canada 5: Ontario, Rainy River, Richards Landing, Sarnia, Sault Ste. Marie, Shelburne, Shirley's Bay, Simcoe, Smith Falls, Southampton, St. Catherines and St. Thomas

Artillery preserved in Canada 5: Ontario, Stoney Creek, Stratford, Strathroy and Stratton

Artillery preserved in Canada 5: Ontario, Tavistock, Thunder Bay, Tilsonburg, Toledo, Trenton, Uxbridge, Verner and Victoria Harbour

Artillery preserved in Canada 5: Ontario, Toronto

Artillery preserved in Canada 5: Ontario, Wallaceburg, Wasaga Beach, Waterdown, Waterford, Waterloo, Watson's Corners, Welland, Whitby, Whitney, Wilberforce, Williamstown, Windsor and Wingham

Artillery preserved in Canada 5: Ontario, Woodbridge and Woodstock



(NJR ZA Photo)

Messerschmitt Bf 109F-2/Trop, (Wk. Nr. 31010), coded "*White 6*", JG27, South African National Museum of Military History, Johannesburg, South Africa.

Bf 109F-2/Trop, (Wk. Nr. unknown), coded "*White 2*", 1./JG 27. This aircraft was captured on an airfield in 1942, but due to the ravages of time and souvenir hunters, little is known about it. The unrestored remains are preserved in the South African Museum of Military History, Johannesburg, South Africa.

Bf 109F-4, (Wk. Nr. 7108) coded "*NE+ML*", 9/JG5 is in the Central Finland Aviation Museum, Tikkakoski, Finland.

Bf 109F-4 coded TI+LA, (Wk. Nr. unknown) is in the Central Finland Aviation Museum, Tikkakoski, Finland.

Bf 109F-4 coded JG5 (?) is privately owned near Brussels, Belgium. This Erla-built aircraft was recovered from Russia with some parts missing, but is under restoration for static display.

Bf 109F-4, (Wk. Nr. 7485) coded "*Black 1*", 9/JG5 with Charleston Aviation, Essex, England.

Bf 109F-4/Z, (Wk. Nr. 7504) coded "*White 10*", 3/JG3 is under restoration to flying status in Russia. At the end of the war, Stalin ordered all captured Luftwaffe aircraft to be destroyed, therefore very few remain. 7504 was produced in December 1941 at Wiener-Neustadt Flugzeugwerke, and later entered service with 3./JG 3 coded as "*White 10*". It was flown by Feldwebel Rudolf Berg, with a record of 17 aerial victories. On 28 March 1942, White 10 was hit in the cockpit, killing the pilot, and crashed from a low-level altitude into a bog at Perfino near Novgorod. The local people buried Feldwebel Berg as an unknown pilot. 7504 was recovered in 1997 by the ARG Company and bought by Andrey Usov in 2002. A search is underway for a DB 601E engine, new wings are being made in Moscow, and the aircraft may be restored to airworthy condition.

Bf 109F-4, (Wk. Nr. 8347) coded "*Yellow 10*", 6/JG54, with Charleston Aviation, Essex, England.

Bf 109F-4, (Wk. Nr. 8461), 5/JG 27, being restored by Malcolm Laing, Texas.

Bf 109F-4, (Wk. Nr. 8993) coded "*Yellow 3*", 9/IIIJG5, White 2, JG54, 2/JG3, GC+KQ, initially built as an F-2, previously with Mike Walton has been sold to a new owner in Germany for restoration.



Artillery preserved in Canada 6: Québec, Amos, Arundel, Baie du Febvre, Baie St Paul, Beloeil, Brossard, Bryson, Buckingham and Bury

Artillery preserved in Canada 6: Québec, Base de soutien de la 2e Division du Canada Valcartier

Artillery preserved in Canada 6: Québec, Cap-aux-Meules, Cap-des-Rosiers, Causapscal, Coteau-du-Lac, Chambly, Chander, Chateauguay, Cloridorme and Cowansvill

Artillery preserved in Canada 6: Québec, Deux Montagnes, Eccles Hill, Farnham, Gatineau, Granby, Grosse-île, Île aux Noix, Joliette and Jonquiere

Artillery preserved in Canada 6: Québec, Gaspé, Fort Peninsula, Forillon National Park

Artillery preserved in Canada 6: Québec, Kahnawake, Kingsey, Labell, Lac Megantic, Lachute, Laval, Lennoxville, L'Islet-sur-Mer and Longueil

Artillery preserved in Canada 6: Québec, Knowlton, Brome County Historical Society Museum

Artillery preserved in Canada 6: Québec, Maple Grove, Montmagny, Mont Saint Hilaire, New Carlisle, New Richmond, Nicolet, Normandin, Pointe-au-







Messerschmitt Bf 109F-4/Z, (Wk. Nr. 10132), coded "*CD+LZ*", 2./JG 5, Stab II./JG 54, is on display in the Canada Air and Space Museum, Ottawa, Ontario. This aircraft incorporates parts of (Wk. Nr. 26129). (Wk. Nr. 10132) was allocated to JG 5 in May/June 1942, where it was assigned to Hauptmann Horst Carganico, an air ace with 15 victories serving with 6. /JG 5. On 8 August 1942, his aircraft was hit in the fuselage, wings and the oil cooler by gunfire during an air battle above the Arctic port of Murmansk in the former Soviet Union, causing him to make an emergency landing on enemy territory. Carganico was rescued by a crew flying a Fieseler Fi 156 Storch. The Soviets recovered (Wk. Nr.10132), and sent it to the “Museum of the North” in Severomorsk. In 1995, the Russians sold the plane to Aero Vintage Ltd. in England, where it was restored in its original colours.

Père, Pointe-à-la-Croix, Pointe-à-la-Frégate, Quyon, Rimouski and Rivière du Loup

Artillery preserved in Canada 6: Québec, Montréal and Fort de l'Île Sainte-Hélène

Artillery preserved in Canada 6: Québec, Montréal, Royal Canadian Ordnance Corps Museum

Artillery preserved in Canada 6: Québec, Québec City Fortifications

Artillery preserved in Canada 6: Québec, Québec City, la Citadel

Artillery preserved in Canada 6: Québec, Saguenay, Saint Claude, Saint-Jean-sur-Richelieu, Saint-Paul-de-l'Île-aux-Noix, Sayabec, Sept-Îles, Shawville, Shawinigan, Sherbrooke, Sorel, Sorel-Tracy, Saint-Agathe-des-Monts and Saint-Félicien

Artillery preserved in Canada 6: Québec, Saint Hubert, Saint-Hyacinthe, Saint-Jérôme, Sainte-Thérèse and Sutton

Artillery preserved in Canada 6: Québec, Saint-Jean-sur-Richelieu, Collège militaire royal de Saint-Jean

Artillery preserved in Canada 6: Québec, Témiscaming, Terrebonne, Trois-Rivières, DRDC Valcartier, Victoriaville, Warwick, Waterloo and Windsor

The restoration team made the decision to preserve the aircraft's historical integrity, and thus the original bullet holes were not repaired and remain visible. One of the bullet hits is visible on one of the propeller blades for example. On 9 June 1999, the plane was transferred to Canada by Canadian Forces aircraft and delivered to the Canada Aviation Museum in Ottawa, where it was reassembled and put on display. CASM. (Author Photos)

Bf 109F-4, (Wk. Nr. 10144), coded "*Yellow 7*", 6/JG5, will be restored to airworthiness by Air Assets International of Lafayette, Colorado, and Bob Hammer LLC (Me 262 Project) of Everett, Washington. This aircraft was formerly with Warplane Recovery, Bloomfield, Colorado, and had been flown by Fw. Albert Brunner, a 53 victory Ritterkrueztrager, who crashed on 5 September 1942.

Bf 109F-4, (Wk. Nr. 10212), JG 5, Air Assets International, Lafayette, Colorado. The aircraft consists of wings and parts.

Bf 109F-4, (Wk. Nr. 10256) coded Stab 11/JG5. This aircraft is to be restored to airworthiness by Air Assets International of Lafayette, Colorado, and Bob Hammer LLC (Me 262 Project) of Everett, Washington. It was formerly with Warplane Recovery, Bloomfield, Colorado, and is in parts.

Bf 109F-4, (Wk. Nr. 10276) Air Assets International, Lafayette, Colorado, in parts.

Bf 109F-4 (replica) is on display at the Moscow Central Museum of the Great Patriotic War, Russia. This aircraft is a 1:1 scale replica without any original parts. It is painted in the markings of JG3 "Udet".





Messerschmitt Bf 109G-6/Trop, (Wk. Nr. unknown), RAF VX101. This aircraft crashed on 19 May 1944, and was used for spare parts after its landing accident. (RAF Photos)

The RAF conducted a number of flight tests on captured examples. RAF VX101 was test flown at war's end by RCAF S/L Joe McCarthy with the Royal Aircraft Establishment's Foreign Aircraft Flight at Farnborough, UK.



Artillery preserved in Canada 6: Québec, Lévis

Artillery preserved in Canada 7: New Brunswick, 5 CDSB Gagetown, Royal Regiment of Canadian Artillery School (RCAS)

Artillery preserved in Canada 7: New Brunswick, 5 CDSB Gagetown, the 4th Artillery Regiment (General Support)

Artillery preserved in Canada 7: New Brunswick, 5 CDSB Gagetown, the Infantry School

Artillery preserved in Canada 7: New Brunswick, 5 CDSB Gagetown, the New Brunswick Military History Museum

Artillery preserved in Canada 7: New Brunswick, Allison, Bathurst, Campbellton, Cap Pelé, Caraquet, Centreville and Chipman

Artillery preserved in Canada 7: New Brunswick, Aulac, Fort Beausejour

Artillery preserved in Canada 7: New Brunswick, Fredericton, Grand Anse, Grand Falls, Hopewell Cape, Kedgwick, Minto, Miramichi, Moncton and New Maryland

Artillery preserved in Canada 7: New Brunswick, North Head, Oromocto, Perth-Andover, Rogersville and Rothesay

Artillery preserved in Canada 7: New Brunswick, Saint John

Messerschmitt Bf 109G-2, (Wk. Nr. unknown), Jagdgeschwader 3 (JG 3 Udet), captured by the USSR and placed in Soviet Air Force service. (Soviet Air Force Photo)



Messerschmitt Bf 109F-2, (Wk. Nr. 9209) was captured by Soviet forces on 22 Feb 1942 when Ober-Lieutnant A. Niss, Commander of JG51 Squadron's 8th Detachment was shot down near Tushino Airfield. This aircraft was tested at the Soviet Scientific research Institute. During the trials, Institute specialists simulated aerial combat between a Bf 109F and a Russian Yak-1 (Serial No. 0511), and worked out recommendations for Red Army Air Forces flight personnel. The aircraft is shown here in Soviet markings in March 1942. (Soviet Air Force Photo)



Messerschmitt Bf 109G-2/R-6, (Wk. Nr. 13903) was captured near Stalingrad by the Soviets in late autumn 1942, repaired and test flown from 25 December and flown against Soviet aircraft in early January 1943. The photo shows a Soviet pilot in the cockpit of Bf 109G-2/R-6, (Wk. Nr. 13903),being tested in the Soviet Union using the designation "Five-Pointer". (Soviet Air Force Photo)

Messerschmitt Bf109F-4/Z, (Wk. Nr. 7504), 7./JG 3, coded "*White 10*" (pilot Fw. Rudolf Berg) - crashed 28 March 1943. Stored in Russia.

Messerschmitt Bf 109G-2, (Wk. Nr. 13427), 9./JG 5, coded "*Yellow 2*". Stored in Russia.

Messerschmitt Bf 109G-2, (Wk. Nr. 14513), JG 3. This aircraft was shot down on 19 Mar 1943 near Gostyanka. It was repaired and taken to the the NII-VVS (Soviet Air Forces Scientific Research Institute), where it was flown in April 1943. Its final fate is unknown.

Artillery preserved in Canada 7: New Brunswick, St. Andrews by-the-sea, St. George, St. Stephen, Sussex and Woodstock

Artillery Preserved in Canada 8: Prince Edward Island, Artillery preserved in the province of Prince Edward Island, Kensington, Lennox Island, Miscouche, Montague, Mount Stewart, Souris and Tignish

Artillery Preserved in Canada 8: Prince Edward Island, Charlottetown

Artillery Preserved in Canada 8: Prince Edward Island, Charlottetown, Victoria Park, Prince Edward Battery

Artillery Preserved in Canada 8: Prince Edward Island, Summerside

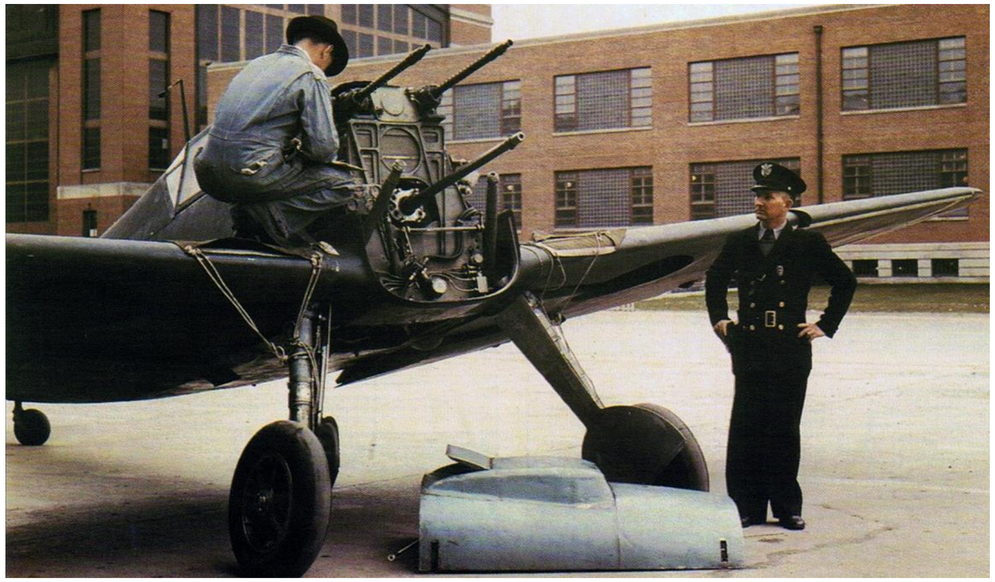
Artillery preserved in Canada 9: Nova Scotia, Annapolis Royal

Artillery preserved in Canada 9: Nova Scotia, Arcadia, Arichat, Bear River, Black River, Bridgewater, Chester, Cheticamp and Clark's Harbour

Artillery preserved in Canada 9: Nova Scotia, Digby

Artillery preserved in Canada 9: Nova Scotia, Fort Lawrence, Fort Point Lighthouse Park, Green Island, Dartmouth and LaHave

Artillery preserved in Canada 9: Nova Scotia, Halifax





Messerschmitt Bf 109F-4, (Wk. Nr. 7640), USAAF EB-1, later EB-100. This aircraft was presented to the USA by the USSR in November 1942 as a goodwill gesture after a visit to Moscow by Wendell Wilkie, the US Secretary of State. It arrived at Eglin AFB, Florida on 21 March 1944, where it was flown on a number of test flights. (USAAF Photos)



Artillery preserved in Canada 9: Nova Scotia, Halifax, Fort George, the Citadel

Artillery preserved in Canada 9: Nova Scotia, Halifax, Maritime Museum of the Atlantic

Artillery preserved in Canada 9: Nova Scotia, Halifax, Naval Museum

Artillery preserved in Canada 9: Nova Scotia, Halifax, Point Pleasant Park

Artillery preserved in Canada 9: Nova Scotia, Halifax, Royal Artillery Park

Artillery preserved in Canada 9: Nova Scotia, Halifax, The Army Museum

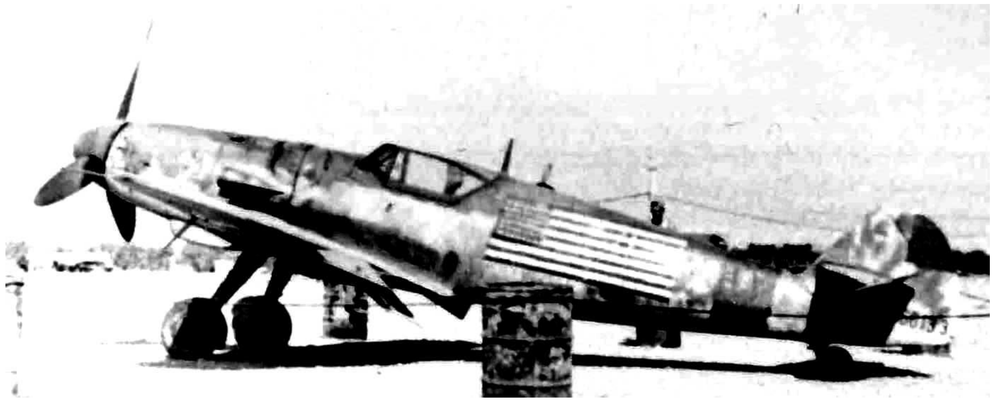
Artillery preserved in Canada 9: Nova Scotia, Halifax, York Redoubt

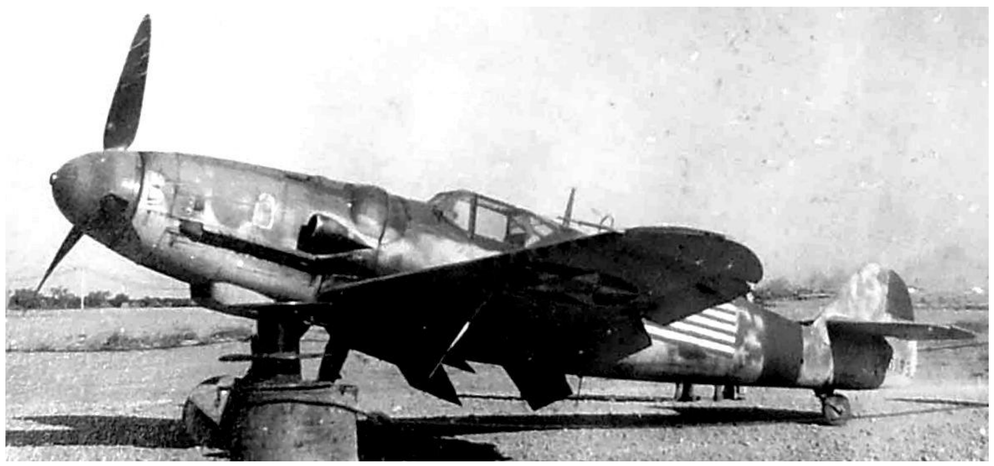
Artillery preserved in Canada 9: Nova Scotia, Liverpool, Louisbourg, New Victoria, Parrsboro, Peggy's Cove, Pictou, Port la Tour, River John and Riverport

Artillery preserved in Canada 9: Nova Scotia, Lunenburg

Artillery preserved in Canada 9: Nova Scotia, Sambro Island, Shelburne, Sydney, Trenton, Truro, Wallace, Whycocomagh, Windsor, Wolfville and Yarmouth

Artillery preserved in Canada, 10: Newfoundland & Labrador, Argentia, Bay Bulls, Bay Roberts, Bell Island, Bonavista, Botwood and Burgeo





Messerschmitt Bf 109 G-14/AS of the Croatian air force after it surrendered in Italy, marked with an American flag. (USAAF Photos)



Messerschmitt Bf 109G, red outline on star and bar. (USAAF Photo)



Artillery preserved in Canada, 10: Newfoundland & Labrador, Cape Spear, Carbonear, Catalina, Centreville-Wareham-Trinity, Clarenville, Corner Brook, Cupids, Ferryland, Grand Falls-Windsor and Greenspond

Artillery preserved in Canada, 10: Newfoundland & Labrador, Happy Valley, Harbour Buffet, Harbour Grace, Hearts Content, Hearts Delight, La Poile, Mount Pearl, Spaniard's Bay, St. Georges, Stephenville Crossing, Tilting, Trepassey and Trinity

Artillery preserved in Canada, 10: Newfoundland & Labrador, Placentia

Artillery preserved in Canada, 10: Newfoundland & Labrador, St. John's

Artillery preserved in Canada, 11: Yukon Territory, 12: Northwest Territories & 13: Nunavut

Artillery preserved in Canada, 14: MASTER LIST (no Photos)

Artillery preserved in Canada, French Guns

Artillery preserved in Canada, German First World War Trophies

Artillery preserved in Canada, German Second World War Trophies

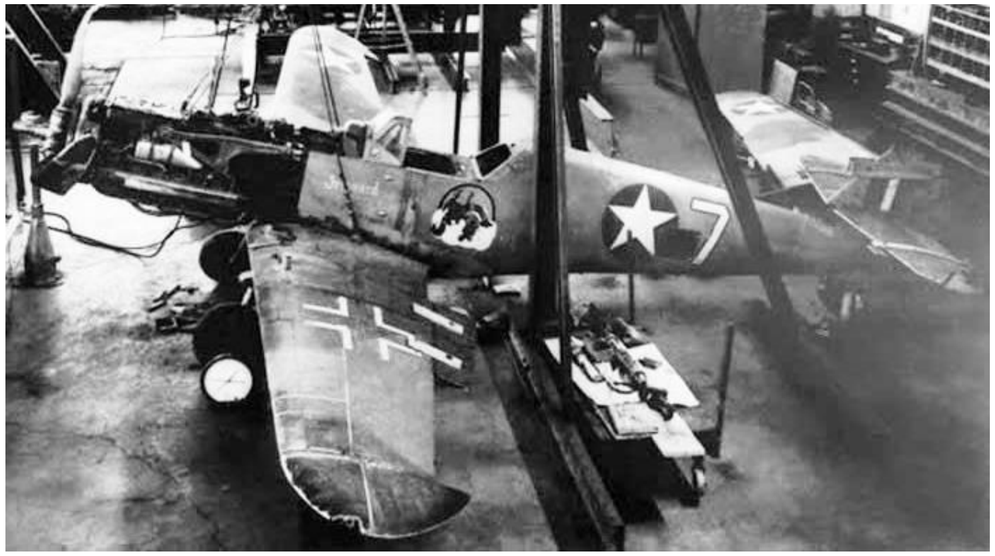
Artillery preserved in Ireland

Artillery preserved in Mexico

Messerschmitt Bf 109G-2 “Gustav”, (Wk. Nr. 14329 or 14629), coded "*Black 14*" from 2(H)14 before it was painted in USAAF markings X8-7 and the name “*Irmgard*” painted in Germanic lettering on the side. This aircraft was captured by airmen of the 87th FS, 79th Fighter Group, and shipped to the USA where it was used for structural tests before being scrapped. (USAAF Photo)







Artillery preserved in Portugal

Axis Warplane Survivors, German Aircraft (Part I), Arado to Focke-Wulf

Axis Warplane Survivors, German Aircraft (Part II), Focke-Wulf to Junkers

Axis Warplane Survivors, German Aircraft (Part III), Junkers to Messerschmitt

Axis Warplane Survivors, German Aircraft (Part IV), Messerschmitt to Siebel

Canadian Aerospace Artists Association, Harold A. Skaarup Artwork

Canadian Airborne Regiment, 12-plane mass drop on an exercise over CFB Borden, 1988

Canadian Forces Parachute Team, The Sky Hawks, 1977-1979

Canadian Intelligence Corps (C Int C)

Canadian MiG Flights

Canadian Military Motorcycles

Canadian Provost Corps (C Pro C)

Canadian War Trophies

Canadian Warplanes (Books and Illustrations)

Canadian Warplanes 1: The Biplane Era Fighters, Bombers and Patrol Aircraft

Canadian Warplanes 1: The Biplane Era, Armstrong Whitworth Atlas and Siskin fighters





Messerschmitt Bf 109G-2 “Gustav”, (Wk. Nr. 14329 or 14629), coded "*Black 14*" from 2(H)14 before and after it was painted in USAAF markings X8-7 and the name “*Irmgard*” (named after the German crew-chief’s girlfriend) painted in Germanic lettering on the side. This aircraft was captured by airmen of the 87th Fighter Squadron, 79th Fighter Group, and shipped to the USA where it was used for structural tests before being scrapped. (USAAF Photos)





Canadian Warplanes 1: The Biplane Era, Boeing Aircraft of Canada (Blackburn) Shark

Canadian Warplanes 1: The Biplane Era, Bristol F.2B Fighter

Canadian Warplanes 1: The Biplane Era, Canadian Car & Foundry (Grumman) Goblin

Canadian Warplanes 1: The Biplane Era, Canadian Vickers (Supermarine) Stranraer

Canadian Warplanes 1: The Biplane Era, Fairey Swordfish

Canadian Warplanes 1: The Biplane Era, Felixstow F.3 Flying Boats

Canadian Warplanes 1: The Biplane Era, Fokker D.VII War Prizes

Canadian Warplanes 1: The Biplane Era, Hawker Tomtit, Hawker Fury, Hawker Hart, Hawker Audax and Hawker Hind

Canadian Warplanes 1: The Biplane Era, Nieuport Bebe, Nieuport 12 and Nieuport 17 fighters

Canadian Warplanes 1: The Biplane Era, Royal Aircraft Factory B.E.2c, F.E.2b, R.E.8 and S.E.5a fighters

Canadian Warplanes 1: The Biplane Era, Sopwith fightersSopwith Camel, Dolphin, 1-1/2 Strutter, Pup, Snipe and Triplane

Canadian Warplanes 1: The Biplane Era, Westland Wapiti









Messerschmitt Bf 109 G-6/Trop, (Wk. Nr. 16416), coded "*White 9*", USAAF EB-102. This fighter was captured intact by American soldiers on 8 May 1943 at Soliman airfield in Tunisia. It flew with Luftwaffe 4. Staffel of JG

Canadian Warplanes 2: The Biplane Era Trainers, Transports and Utility Aircraft

Canadian Warplanes 2: The Biplane Era, Aerial Experimental Association (AEA) Silver Dart, June Bug and Baddeck

Canadian Warplanes 2: The Biplane Era, Avro biplanes

Canadian Warplanes 2: The Biplane Era, Canadian Vickers floatplanes and seaplanes

Canadian Warplanes 2: The Biplane Era, Curtiss biplanes

Canadian Warplanes 2: The Biplane Era, de Havilland biplanes

Canadian Warplanes 2: The Biplane Era, Fairchild Trainers, Transports and Utility Aircraft

Canadian Warplanes 2: The Biplane Era, Fleet Fawn and Fleet Finch trainers

Canadian Warplanes 3: The Second World War Fighters, Bombers and Patrol Aircraft

Canadian Warplanes 3: The Second World War, and post-War, Avro Anson trainers

Canadian Warplanes 3: The Second World War, and post-War, Avro Lancaster

Canadian Warplanes 3: The Second World War, and post-war, Beechcraft CT-128 Expeditor

77. The aircraft was disassembled, shipped to the USA, reassembled by the North American Aircraft company, and subsequently flown to Wright Airfield, Ohio. This aircraft was scrapped in Oct 1944. (USAAF Photos)

Messerschmitt Bf 109G survivors:

Bf 109G-2, (Wk. Nr. 10394), 6/JG 5, coded "*Yellow 2*", flown by Fw Erwin Fahldieck, who crashed on 29 April 1943. Being restored by Malcolm Laing, Texas.

Bf 109G-2, (Wk. Nr. 10438) coded "*Blue 1*, 7/JG54 is a wreck recovered in Russia (no further information).



Messerschmitt Bf 109G-2/Trop, (Wk. Nr. 10639), coded "*Black 6*", captured by the Royal Australian Air Force (RAAF) in Libya, later coded CV-V, RAF RN228. (RAAF Photo)



Messerschmitt Bf 109G-2/Trop, (Wk. Nr. 10639), originally coded "*Black 6*", RAAF CV-V, RAF RN228. (RAAF Photo)





Canadian Warplanes 3: The Second World War, and post-War, Boeing Canada PB2B-1 Catalina and Canadian Vickers PBV-1A Canso A

Canadian Warplanes 3: The Second World War, and post-war, Consolidated B-24 Liberator

Canadian Warplanes 3: The Second World War, and post-War, Hawker Hurricane

Canadian Warplanes 3: The Second World War, and post-War, North American B-25 Mitchell

Canadian Warplanes 3: The Second World War, and post-War, North American Harvard

Canadian Warplanes 3: The Second World War, and post-War, North American P-51 Mustang

Canadian Warplanes 3: The Second World War, and post-War, Supermarine Spitfire

Canadian Warplanes 3: The Second World War, Bristol (Fairchild) Bolingbroke

Canadian Warplanes 3: The Second World War, Bristol Beaufort and Bristol Beaufighter

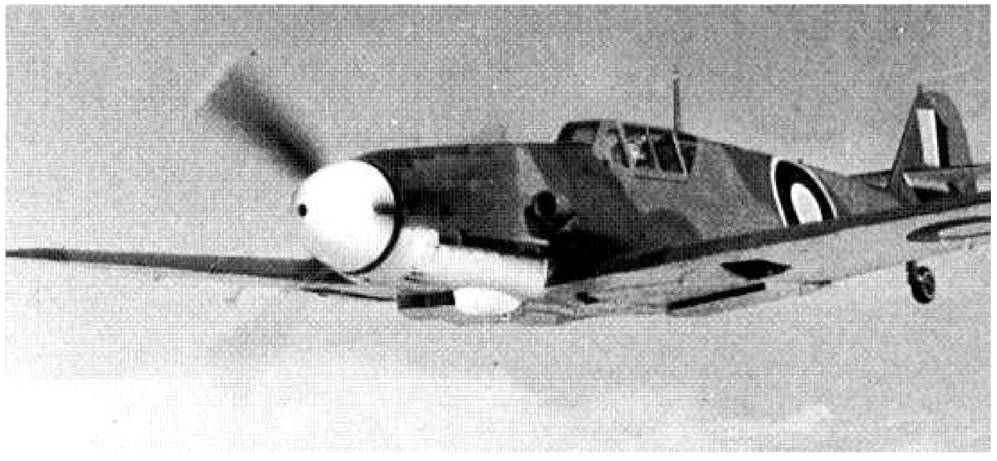
Canadian Warplanes 3: The Second World War, Curtiss P-40 Kittyhawk

Canadian Warplanes 3: The Second World War, de Havilland DH.98 Mosquito

Canadian Warplanes 3: The Second World War,







Messerschmitt Bf 109G-2/Trop, (Wk. Nr. 10639), ex-RAAF CV-V, RAF RN228. (RAF Photos)



Douglas Boston

Canadian Warplanes 3: The Second World War, Douglas Digby

Canadian Warplanes 3: The Second World War, Handley Page Halifax

Canadian Warplanes 3: The Second World War, Handley Page Hampden

Canadian Warplanes 3: The Second World War, Hawker Tempest and Hawker Typhoon

Canadian Warplanes 3: The Second World War, Lockheed Hudson, Lodestar, Vega and Ventura

Canadian Warplanes 3: The Second World War, Martin Baltimore and Martin Maryland bombers

Canadian Warplanes 3: The Second World War, Short Stirling

Canadian Warplanes 3: The Second World War, Vickers Wellington

Canadian Warplanes 3: The Second World War, Westland Lysander

Canadian Warplanes 3: The Second World War, Westland Whirlwind

Canadian Warplanes 4: The Second World War Trainers, Transports and Utility Aircraft

Canadian Warplanes 4: The Second World War, Airspeed and WACO Gliders

Canadian Warplanes 4: The Second World War, Airspeed Oxford



(Mike Freer, Touchdown-aviation Photos)



(Dapi89 Photo)

Messerschmitt Bf 109G-2/Trop, (Wk. Nr. 10639), coded "*Black 6*" from III./JG77, RAF RN228, is with the RAF Museum, Hendon. 10639, was produced in September or October 1942 at Erla in Leipzig, and entered service with the Luftwaffe on 13 October 1942, coded as PG + QJ. Eight days later it was transferred to 8./JG 27, coded as "*Black 6*". During air combat over the African desert, 10639 was damaged by a Curtis P-40E Warhawk. The Bf 109's pilot, Heinz Lüdermann, landed at Gambut, where the plane was captured by the RAAF and coded CV-V by Flying Officer McCrae on 13 November 1942. 10639 was shipped to Liverpool one year later, and was test flown from February 1944 and November 1945. It was stored until 1953, then briefly displayed. In 1961 an initial restoration was attempted but later cancelled. A second restoration began in 1972 and with the support of a number of European companies, the project was successfully completed in the 1990s. Black 6 performed in a number of air shows before suffering heavy damage in a crash at Duxford on 21 October 1997. Although the fighter was restored to airworthy condition, the fighter will not be flown again, and on 9 March 2000 it was presented to the RAF Museum at Hendon.



Messerschmitt Bf 109 at Treviso Airfield, Italy, in March 1946. This aircraft, a former Croatian operated 109, was captured by the British and operated by No. 318 Polish Squadron in Italy immediately after the war. Note the Polish checkerboard symbol on the nose. The "LW" lettering was the RAF Squadron code for 318 Squadron. 318 was at Treviso for only one week in the month of May 1945, and then from March to August of 1946. (RAF Photo)

Canadian Warplanes 4: The Second World War, and post-War, Douglas Dakota

Canadian Warplanes 4: The Second World War, and post-War, Noordyn Norseman

Canadian Warplanes 4: The Second World War, Boeing B-17 Flying Fortress

Canadian Warplanes 4: The Second World War, Brewster SB2A Bermuda

Canadian Warplanes 4: The Second World War, Canadian Vickers (Northrop) Delta

Canadian Warplanes 4: The Second World War, Cessna Crane

Canadian Warplanes 4: The Second World War, Fairchild Cornell

Canadian Warplanes 4: The Second World War, Fairey Battle

Canadian Warplanes 4: The Second World War, Fleet Fort

Canadian Warplanes 4: The Second World War, Grumman Goose

Canadian Warplanes 4: The Second World War, Northrop Nomad

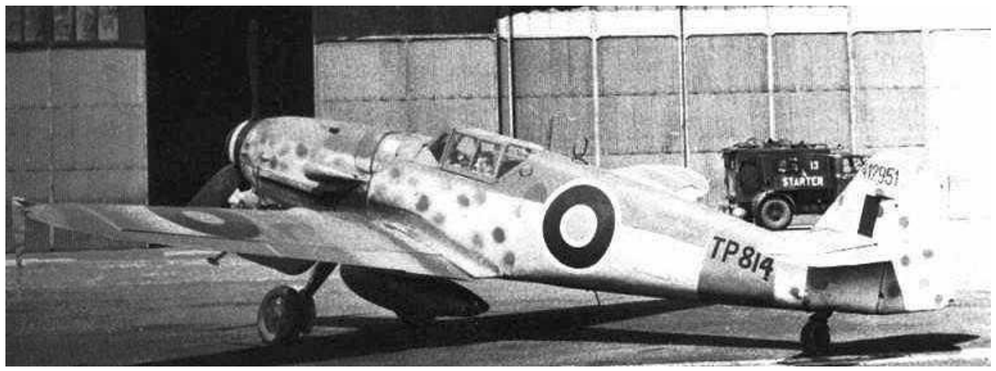
Canadian Warplanes 5: The Post War Piston Era

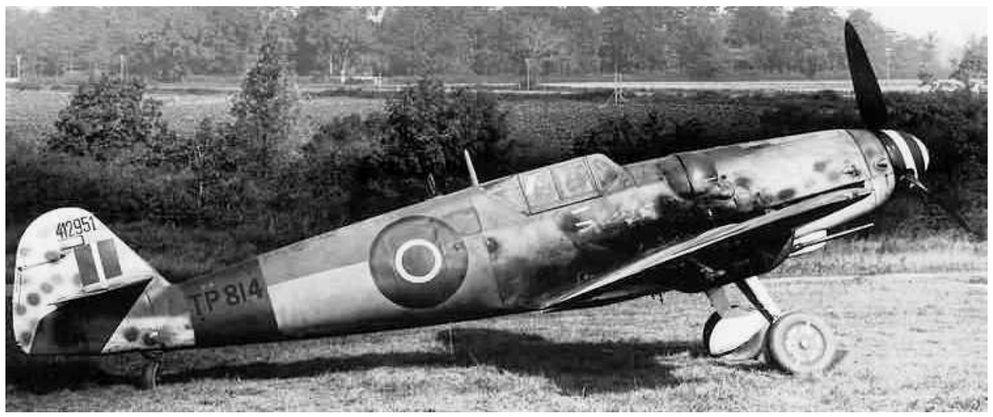
Canadian Warplanes 5: The Post War Piston Era, Auster AOP.6

Canadian Warplanes 5: The Post War Piston Era, Bristol 170 Freighter



Messerschmitt Bf 109G-6/U2, (Wk. Nr. 412951), coded "*White 16*" of I./JG 301, RAF TP814. This aircraft was captured when its pilot, Lt. Horst Prenzel, Staffelkapitan of JG 301, landed at RAF Manston by mistake, following a *Wilde Sau* (Wild Boar) sortie over the invasion area against night bombers on 21 July 1944. Another Bf 109 also attempted to land with him, but crashed. (RAF Photo)





Canadian Warplanes 5: The Post War Piston Era, Canadair CC-106 Yukon

Canadian Warplanes 5: The Post War Piston Era, Canadair CL-2 North Star and Canadair C-5 North Star transports

Canadian Warplanes 5: The Post War Piston Era, Canadair CP-107 Argus

Canadian Warplanes 5: The Post War Piston Era, Cessna L-19 Bird Dog and Cessna L-182 Skylane

Canadian Warplanes 5: The Post War Piston Era, Consolidated RY-3 Privateer

Canadian Warplanes 5: The Post War Piston Era, de Havilland Canada (Grumman) CP-121 Tracker

Canadian Warplanes 5: The Post War Piston Era, de Havilland CC-108 Caribou, CC-115 Buffalo, CC-138 Twin Otter, CC132 Dash-7, CC-142 and CT-142 Dash-8

Canadian Warplanes 5: The Post War Piston Era, de Havilland CC-123 Otter

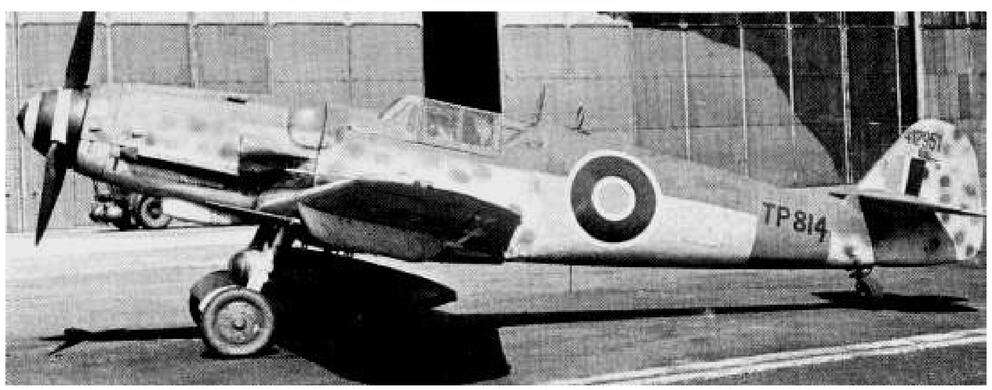
Canadian Warplanes 5: The Post War Piston Era, Fairchild C-119 Flying Boxcar

Canadian Warplanes 5: The Post War Piston Era, Fairey Firefly

Canadian Warplanes 5: The Post War Piston Era, General Motors (Grumman) TBM-3E Avenger







Messerschmitt Bf 109G-6/U2, (Wk. Nr. 412951), coded "*White 16*", with RAF markings applied and designated RAF TP814. *Wilde Sau* (Wild Boar) was a Luftwaffe term used to describe the tactics by which British night bombers were mainly engaged by single-seat fighter aircraft. TP814 was written off in a takeoff accident at RAF Wittering near Stamford, Lincolnshire, on 23 November 1944. (RAF Photos)



(Renato Spilimbergo Carvalho Photo)

Messerschmitt Bf 109G-2, (Wk. Nr. 14256), coded "*Yellow 14*", a new build airframe with original wings of an unknown airframe. It is on display in the Museu Asas de um Sonho, (Wings of a Dream Museum), São

Canadian Warplanes 5: The Post War Piston Era, Hawker Sea Fury

Canadian Warplanes 5: The Post War Piston Era, Lockheed CC-130 Hercules

Canadian Warplanes 5: The Post War Piston Era, Lockheed CP-122 Neptune

Canadian Warplanes 5: The Post War Piston Era, NRC Tailless Glider

Canadian Warplanes 5: The Post War Piston Era, Supermarine Seafire

Canadian Warplanes 5: The Post-War Piston Era, Grumman CSR-110 Albatross

Canadian Warplanes 6, Jets

Canadian Warplanes 6, Jets, Airbus CC-150 Polaris

Canadian Warplanes 6, Jets, Avro C102 Jetliner

Canadian Warplanes 6, Jets, Avro CF-100 Canuck

Canadian Warplanes 6, Jets, Avro CF-105 Arrow

Canadian Warplanes 6, Jets, Boeing CC-137 Husky

Canadian Warplanes 6, Jets, Boeing CC-177 Globemaster III

Canadian Warplanes 6, Jets, Bombardier CC-144 Challenger

Canadian Warplanes 6, Jets, British Aerospace (HS) CT-155 Hawk

Canadian Warplanes 6, Jets, Canadair CF-104 Starfighter

Canadian Warplanes 6, Jets, Canadair CF-116

Carlos, Brazil.

Bf 109G, (Wk. Nr. unknown), is under assembly at the Museu Asas De Um Sonho, Brazil. This aircraft is constructed with a newly-built fuselage and has been fitted with original wings from an unknown aircraft.

Bf 109G-2, (Wk. Nr. unknown) coded "*Yellow 2*", 9/JG5 is damaged but up for sale in Russia.

Bf 109G-2/R1, (Wk. Nr. 13470) coded CI+KS, 8/JG 5, coded "*White 4*", is in the Norsk Luftfarts Museum in Bodö, Norway. Being restored with parts from other aircraft.

Bf 109G-2, (Wk. Nr. 13500), II/JG unknown, coded "*Red 4*", being restored in the USA, location TBD.

Bf 109G-2, (Wk. Nr. 13605) coded "*Yellow 12*" is currently under restoration in the south of Germany with parts recovered from Russia in 2003. It had been flown by 208 victory ace Oberleutnant Heinrich Ehler, Captain and later Kommodore of JG 5, who was shot down on 21 June 1943 east of Babjesero. The pilot bailed out during a dogfight at the Murnau-railway track, although he may have been downed by Russian anti-aircraft guns. Markings for 98 aerial victories are still visible on the tail. The aircraft apparently overturned during the crash. Ehler died on 4 April 1945 after he rammed an enemy bomber while serving with JG 7. His aircraft was found in Russia and recovered by Jim Pearce, who is restoring an Fw 189. The aircraft is in Germany, where it will be restored by Flugwerk.

Bf 109G-2, (Wk. Nr. 13927) coded "*Yellow 6*", being restored in the USA, TBC.

Bf 109G-1/R2, (Wk. Nr. 14141 coded "*Black 6*", 2/JG5, DG+UF, is in the Flyhistorisk Museum, Sola, Norway. Feldwebel Gärtner took 14141 up for a check flight from Sola airfield on 11 October 1943. He experienced an engine fire and force landed at sea, where he was rescued. The aircraft sank, and remained in the water until 15 November 1988. Today the plane is back at Sola, where it will be restored for the Flyvehistorisk Museum.

Bf 109G-2, (Wk. Nr. 14658) coded "*Yellow 2*", 6/JG5, KG+WF, has been restored as a Bf 109F and is in the Museum of the Air Forces of the Northern Fleet, Severomorsk, Russia.

Bf 109G-2/Trop, (Wk. Nr. unknown) coded "*White 3*", I/JG27, painted as (Wk. Nr. 14753), not its original Werk Nummer, as that number was originally allocated to a Bf 109G-2 delivered to Finland. It has a new-built fuselage and tail, and is preserved in the Luftfahrtmuseum Hannover-Laatzen, Germany. (Wk. Nr. 14753) was flown in Africa and later in southern Italy, near Naples. During a raid against an allied bomber formation, it was damaged and had to make a crash-landing in the sea near Sardinia. The aircraft was recovered in 1988 at Puerto Carello, restored in the museum work-shop and in 1992 placed on display in the colours of JG 27.



(Marko M Photo)

Messerschmitt Bf 109G-2, (Wk. Nr. 14792), coded GJ + QJ, ex-Yugoslavian AF 9663 "63". This aircraft is preserved in the Yugoslavian Aviation Museum, Belgrade, Serbia.

Bf 109G-2/R3, (Wk. Nr. 14792) coded 9663, GJ+QJ, is in the Muzej Yugoslovenskog Vazduhplovsta (Yugoslavian Aviation Museum), Belgrade, Yugoslavia. The aircraft is equipped with a G-4 cowling and G-6 wings. 14792 was originally delivered to Bulgaria, but after the war it flew for the Yugoslavian Air Force.

Bf 109G-2, (Wk. Nr. 14798) coded "*Black 10*", 8./JG5, GJ+QP, VH-EIN, was privately owned by David Price in Australia, then Christopher Kelly, Seaforth. This aircraft was recovered from Russia.

Bf 109G-2 coded Black 1, DL+HA is with a private owner in the USA, some parts missing.

Bf 109G-5, (Wk. Nr. 15343) coded "*Black 11*", 5/JG53, is with the Aviation Museum at Seppe, Breda, in the Netherlands. This aircraft was shot down on 4 Dec 1943, crashing near Moerkappele in the Netherlands.

Freedom Fighter

Canadian Warplanes 6, Jets, Canadair CL-13 Sabre

Canadian Warplanes 6, Jets, Canadair CL-52 Stratojet (Boeing B-47B)

Canadian Warplanes 6, Jets, Canadair CT-114 Tutor

Canadian Warplanes 6, Jets, Canadair CT-133A Silver Star

Canadian Warplanes 6, Jets, Dassault CC-117 Falcon 20C

Canadian Warplanes 6, Jets, de Havilland DH.100 Vampire

Canadian Warplanes 6, Jets, de Havilland DH.106 Comet

Canadian Warplanes 6, Jets, Gloster Meteor

Canadian Warplanes 6, Jets, McDonnell CF-101 Voodoo

Canadian Warplanes 6, Jets, McDonnell Douglas CF-188 Hornet

Canadian Warplanes 6, Jets, McDonnell F2H-3 Banshee

Canadian Warplanes 7: Helicopters

Canadian Warplanes 7: Helicopters, AgustaWestland CH-149 Cormorant

Canadian Warplanes 7: Helicopters, Bell CH-118 Iroquois

Canadian Warplanes 7: Helicopters, Bell CH-135 Twin Huey



(Petr Kadlec Photo)

Messerschmitt Bf 109G-4, (Wk. Nr. 19310), BH + XN, ex 4./JG 52, coded "*White 3*", "Nesthäkchen". This aircraft is in the Technik Museum, Speyer, Germany. (Wk. Nr. 19310) is the only known surviving Bf 109G-4. It was built late in February or early March 1943 at Wiener Neustadt. BH + XN is the original marking in which it was delivered to 4./JG 52, where it was registered as White 2, painted with a red heart and given the nickname "*Nesthäkchen*". On 20 March 1943, Oberleutnant von Coester was forced to ditch on the Black Sea due to a damaged engine on the Black Sea. He died in the crash, and the aircraft sank. 19310 was recovered in 1977 and stored outdoors until the 1990s, when it was purchased by a Canadian. The aircraft was moved to Milan, Italy, where restoration was completed using parts from other aircraft. On 9 October 1999, "*Nesthäkchen*" was put on display. The Traditionsgemeinschaft JG 52 borrowed the aircraft for one year and placed it on display at Speyer. The Museum and the Traditionsgemeinschaft raised the funds to purchase 19310, thus keeping it in Germany, which took place in late 2003.

Bf 109G-5/G-6, (Wk. Nr. 15458), JG5, is with Charleston Aviation, Essex, England.

Bf 109G-6, (Wk. Nr. 15678) coded "*Brown 7*", 9/JG54, is in parts (fuselage only) at the Atlantic Wall Museum and the DARE recovery team in the Netherlands.

Bf 109G-6, (Wk. Nr. 26129) coded "*Black 3*", 11/JG54, RV+IS, is with the Association Aeronautique Provencal Victor Tatin, France. Parts have been retrieved from Russia and the aircraft is being restored.

Bf 109G-6 cockpit section rebuilt with original parts by Norsk Luftfarts Museum in Bodö, Norway, on loan to the Grenselandsmuseet, Kirkenes, Norway.



(Alan Wilson Photo)

Messerschmitt Bf 109G-6, Wk. Nr. 411768), ex-FN+RX, ex-RW+ZI, ex-II./JG 5, coded "*Black 1*", rebuilt from a crash site. This aircraft is displayed in the Vadim Zadorozhny Technical Museum, Arkangelskoye, Moscow, Russia.

Canadian Warplanes 7: Helicopters, Bell CH-136 Kiowa

Canadian Warplanes 7: Helicopters, Bell CH-139 Jet Ranger

Canadian Warplanes 7: Helicopters, Bell CH-146 Griffon

Canadian Warplanes 7: Helicopters, Bell H-13B Sioux and Bell HTL-6 Sioux

Canadian Warplanes 7: Helicopters, Boeing Vertol CH-113 Voyageur and CH-113A Labrador

Canadian Warplanes 7: Helicopters, Boeing Vertol CH-147 Chinook

Canadian Warplanes 7: Helicopters, Canadair CL-84 Dynavert

Canadian Warplanes 7: Helicopters, Hiller CH-112 Nomad

Canadian Warplanes 7: Helicopters, Piasecki HUP-3 Retriever

Canadian Warplanes 7: Helicopters, Sikorsky CH-124 Sea King

Canadian Warplanes 7: Helicopters, Sikorsky CH-126 Choctaw

Canadian Warplanes 7: Helicopters, Sikorsky CH-148 Cyclone

Canadian Warplanes 7: Helicopters, Sikorsky H-19 and HO4S-3 Sea Horse

Canadian Warplanes 7: Helicopters, Sikorsky H-5 Dragonfly

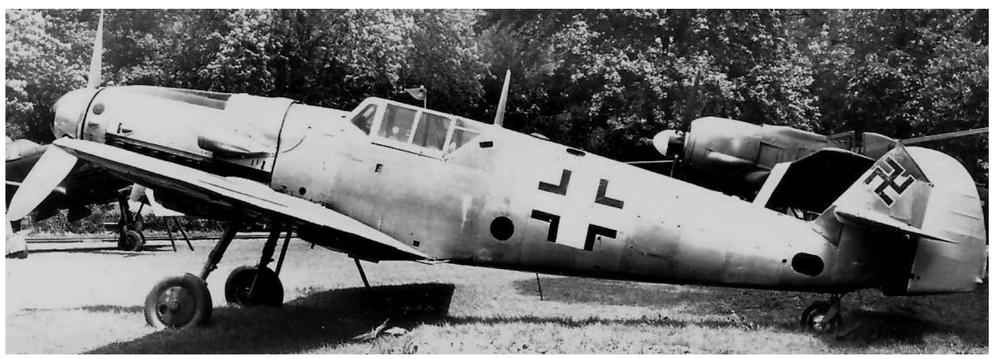
Canadian Warplanes 7: Helicopters, Vertol Canada



(Kogo Photo)

Messerschmitt Bf 109G-10, (Wk. Nr. 151591), coded "*Red 2*+~", 1st Staffel, Nachtjagergeschwader 11, Reg. No. D-FDME, reconstructed with original Bf 109 parts and wings from a Spanish-built HA-112-M1, with the Messerschmitt Foundation in Germany.

Bf 109G-10, (Wk. Nr. 151591) coded "*Black 2*", D-FDME is with the EADS/Messerschmitt Foundation in Germany. This aircraft was modified to Bf 109G-10 configuration in 1991 by owner Hans Dittes using a Spanish HA 1112 Buchón and possibly parts of an original Bf 109 G-10 (Black 2). The restoration used an engine, cowling and some other parts, possibly smuggled from the Czech Republic. The cowling may have been produced in Regensburg or Wiener Neustadt, and the brand new DB 605 D-1 engine was apparently discovered in an old factory. The aircraft was restored in the markings of former Bf 109 pilot Friedrich Karl Müller, also known as "*Nasenmüller*". The aircraft was registered as "*Black 2*", I./NJG 11 (Serial No. 151591) and coded D-FEHD, and made its first flight in 1992 at Mannheim. That same year, "*Black 2*" was transferred to Duxford, from where took part in a number of air shows. Black 2 returned to Germany in 1996, where it is visited many air shows in the world. In 1996, it returned to Germany, now registered at D-FDME. The aircraft was damaged on 24 June 1998, and did not fly again until 18 November 2000. It was damaged again on 17 April 2003, but will be repaired.



(Edgar Deigan Photo)

Possibly Messerschmitt Bf 109 G-6, (Wk. Nr. 160163), coded 2+1, USA FE-496, post war with the swastika painted in reverse. If this is 160163, it is now on display in the National Air and Space Museum, Washington, D.C.

CH-125 and CH-127 Workhorse

Canadian Warplanes 8: Boeing CIM 10B Bomarc surface-to-air missile

Castles and Fortresses

Congreve Rockets - Canadian Connections

Dream Sayer: New Visions (pending)

Dream Seeker: Old Wisdoms Revisited

Dream Seer: Old Wisdoms

Estabrooks, Frederick W. Canadian Provost Corps

Estabrooks, Walter R. Whiz Bangs and Woolly Bears

German Aggregat A-4 Vergeltungswaffe-2 (V-2) Rockets, preserved

German Warplanes flown by the Luftstreitkräfte 1914-1918, preserved

German Warplanes flown by the Luftwaffe 1939-1945, Arado to Dornier

German Warplanes flown by the Luftwaffe 1939-1945, Fieseler to Focke Achgelis

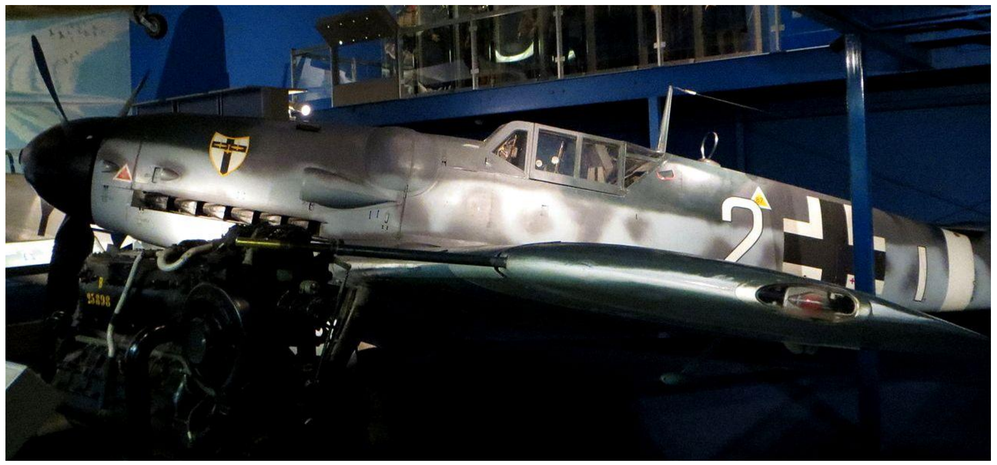
German Warplanes flown by the Luftwaffe 1939-1945, Focke-Wulf

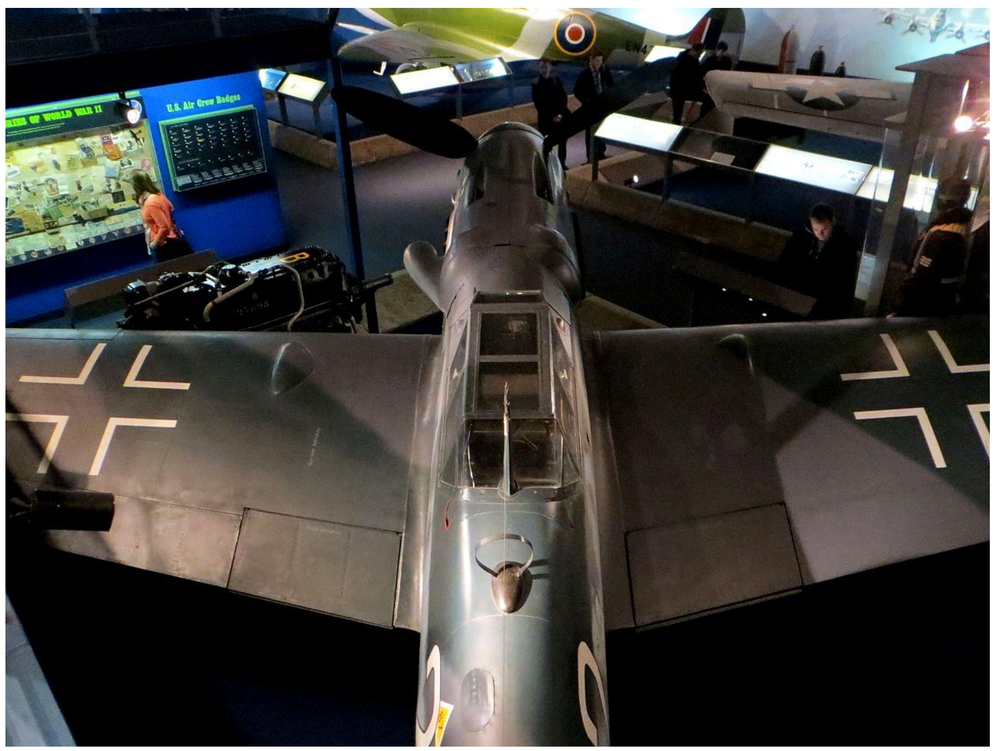
German Warplanes flown by the Luftwaffe 1939-1945, Gotha to Junkers

German Warplanes flown by the Luftwaffe 1939-1945, Klemm to Siebel



(350z33 Photo)





(Concord Photos)

German Warplanes flown by the Luftwaffe 1939-1945, Messerschmitt

Ironsides, Canadian Armoured Fighting Vehicle Museums and Monuments

Italian Warplanes of the Second World War (Regia Aeronautica), Aeronautica to Douglas

Italian Warplanes of the Second World War (Regia Aeronautica), Fiat to Macchi

Italian Warplanes of the Second World War (Regia Aeronautica), Messerschmitt to Savoia-Marchetti

Japanese Warplanes of the Second World War, Aichi to Kawanishi

Japanese Warplanes of the Second World War, Mitsubishi

Japanese Warplanes of the Second World War, Nakajima to Yokosuka

Japanese Weapons and Artifacts of the Second World War preserved in Canada

Kite Balloons over Canadians during the First World War

Labyrinth and Rock Wall, Fredericton

Mobile Support Equipment, RCAF

New Brunswick - the picture province

New Brunswick Military History Museums

New Brunswick Military Units, The 8th Canadian Hussars (Princess Louise's)

Messerschmitt Bf 109 G-6, (Wk. Nr. 160163), coded 2+1, USA FE-496, on display in the National Air and Space Museum, Washington, D.C.

Bf 109G-6/R3, (Wk. Nr. 160756) originally coded "*Yellow 4*", 3/JG4, KT+LL, is in the NASM in the USA, painted as White 2, III./JG27 (Wk. Nr. 160163). During a transfer flight, leading from Maniago to Gedi in Italy, the pilot, Unteroffizier Rene Darbois, left his formation and landed at Santa Maria, where he handed over his aircraft to the Allied forces. Considerable restoration work was conducted on this aircraft between 1972 and 1974, but its true identification (documents and the type-plate) was not discovered until 1997. The NASM's Bf 109G-6 is one of 21,000 of this model which were completed by the end of 1944. Known as "Gustav," the museum's Bf 109G fighter was shipped to the United States with a number of other Luftwaffe aircraft near the end of the war for evaluation. It was stripped of all its unit markings and camouflage; even its serial number was eradicated. The FE-496 number assigned to it by the Air Technical Intelligence Command while operating at Wright and Freeman Field was its only identity. The Messerschmitt was transferred from the Air Force to the NASM in 1948 along with a group of other the Second World War aircraft which were stored at O'Hare Field, Illinois. Later, the collection was moved to the museum's storage facility at Silver Hill, Maryland, near Washington, D.C. As of April 1974 the aircraft had been totally restored inside and out, carrying the selected camouflage and markings of ship number 2 of the 7th Squadron. 3rd Group, 27th Wing that operated in the Eastern Mediterranean in late 1943. As an escort fighter, it carries the two-tone grey camouflage pattern design. This Bf 109G-6 is one of the best preserved and most completely and accurately restored Messerschmitt fighters in the world today.



(Diego bf109 Photo)

Messerschmitt Bf 109G-6, (Wk. Nr. 163306), coded RQ + DR, coded "*Red 3*", ex JGr. West, crashed into a lake near of Gebbert (today Jaworz) airbase during a transfer flight on 28 May 1944, causing the death of its pilot Feldwebel Ernst Pleines. The aircraft belonged to Jagdgruppe West. 163306 was recovered from Lake Trzebun near Danzig in June 1999 by the Polish aviation foundation "Polish Eagles." It is now located at Fundacja Polskie Orly, sometimes displayed in the Muzeum Lotnictwa, Polskiego, Krakow, Poland.



Messerschmitt Bf 109G-6/U4, (Wk. Nr. 163824), NF+FY. No Air Ministry number was allocated to this aircraft. This Bf 109 was built as a G-6 with standard canopy in autumn 1943 by Messerschmitt in Regensburg, in March 1944 it was converted into a G-6/AS with ERLA-canopy and, after battle damage, rebuilt as a G-6/U4 in late 1944. It is now on display in the Australian War Memorial, Canberra, Australia. (Australian War Memorial Photo, P05491 001)

New Brunswick Military Units, The Carleton and York Regiment

New Brunswick Military Units, The New Brunswick Rangers

New Brunswick Military Units, The North Shore (New Brunswick) Regiment

New Brunswick Military Units, The Royal New Brunswick Regiment

New Brunswick Military Units, The Royal Rifles of Canada (New Brunswick elements)

Nursing Sisters, Canada

Out of Darkness - Light, A History of Canadian Military Intelligence, Volume 1, Pre-Confederation to 1982

Out of Darkness - Light, A History of Canadian Military Intelligence, Volume 2, 1983 to 1997

Out of Darkness - Light, A History of Canadian Military Intelligence, Volume 3, 1998 to 2005

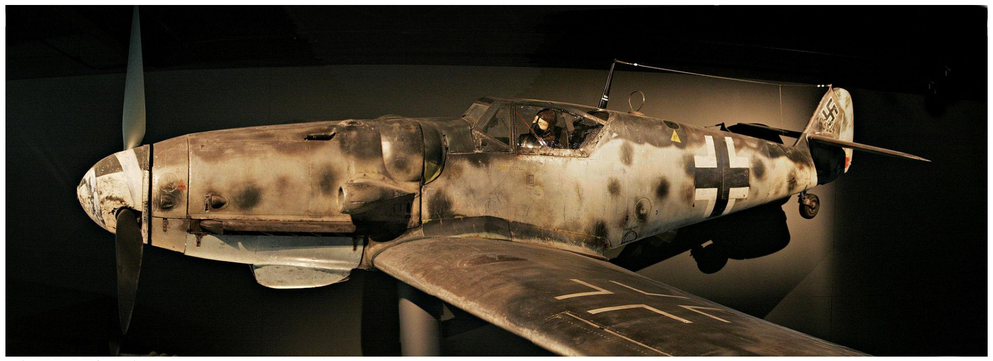
Out of Darkness - Light, A History of Canadian Military Intelligence, Volume 4, 2006-present (pending)

RAF, No. 125 (Newfoundland) Squadron

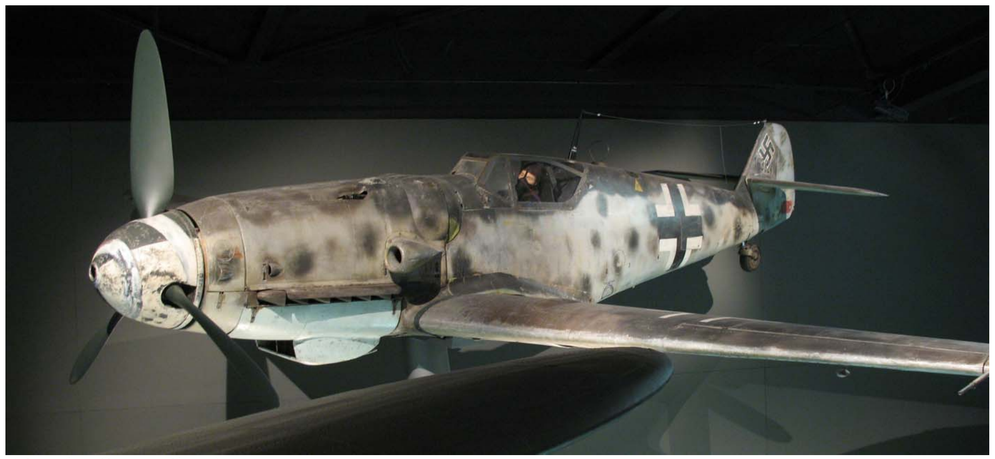
RCAF War Prize Flights, German and Japanese Warbird Survivors

Royal Canadian Armoured Corps, "Ironside"

Royal Canadian Electrical and Mechanical



(AWM Photo)



(Brendan Cowan Photo)

Messerschmitt Bf 109G-6/U4, (Wk. Nr. 163824), NF+FY. This aircraft was captured by the allied forces towards the end of the Second World War and in 1946 it was located at an RAF Maintenance Unit, in Brize Norton, Oxfordshire, United Kingdom. This aircraft (and a Messerschmitt 163 *Komet*) were sent to Australia not long after the war as a gift from Britain in recognition of Australia's contribution to the air war in Europe during the Second World War. A small painted inscription below the canopy indicates that it was refurbished in December 1944 (possibly at Munster) with the starboard wing and the fuselage stern frame being replaced. Non standard fuselage cowls possibly indicate a change of engine type. It is believed to be the most complete example of the dozen or so still in existence around the world. It is probably the only surviving example still wearing the original paintwork which was applied by the Luftwaffe in 1944. It is currently on display in the Australian War Museum, Canberra, Australia.

Bf 109G-6/U4, (Wk. Nr. 163824) coded NF+FY, G-SMIT, was produced at Regensburg in 1944, within the last batch of the G-6 series. It was tested at Puchhof airfield and was damaged in the same year. It is unknown what unit used this Messerschmitt. During December 1944, the plane was refurbished at “Ludwig Hansen & Co.” repair facilities, according to an inscription found on the aircraft “M.C.Y. 31.12.1944”, receiving a new starboard wing, a new stern section and a changed engine cowl. After the war the British captured 163824 at Eggebek airfield. The aircraft was transferred to England and in 1946 it was crated and shipped to Australia, together with a Messerschmitt Me 163, as a gift to the Australian Government. The two aircraft were stored until 1954, when they were transferred to the Australian War Memorial. (Wk. Nr. 163824) was sold several times, before being returned to the Australian War Memorial in 1987, with the provision that the Memorial “ensure the restoration and preservation of the aircraft..and that the aircraft will be maintained for the general public.” Restoration work began in 2002. Except for missing armament the plane is complete in all respects. 163824 is the only Bf 109 wearing its original camouflage and markings, a 1944 day-fighter scheme, with variations resulting from service repairs and replacements.

Messerschmitt Bf 109G-2, (Wk. Nr. 14798), GJ+QP, ex 8./JG5, coded "*Black 10*", is being restored by Wayne Dawson, New South Wales, Australia.

Bf 109G-6, (Wk. Nr. 14743) coded MT-208, RJ+SM, was raised from the sea by the Finnish Aviation Museum in 1999, Helsinki-Vantaa Airport, Finland.

Bf 109G-6/U2, (Wk. Nr. 165227) coded MT-452, BV+UE. During the years 1943 and 1944, Messerschmitt delivered160 Bf 109G-6 to the Finish Air Force, including 165227, which served until 1954, coded as MT-542. In 1970, the plane was restored and is on display coded Yellow 4, in the Suomen Ilmailumuseo (Finnish Air Force Museum), Sanatahamina, Utti Air Force Base, Helsinki, Finland.

Engineers (RCEME), "Bluebell"

Royal Canadian Engineers (RCE)

Royal Canadian Navy (RCN), Warships

Shelldrake, Canadian Artillery Museums and Gun Monuments

Siegecraft - No Fortress Impregnable

Sieges (Part 1)

Sieges (Part 2)

Sieges (Part 3)

Sieges (Part 4)

Sieges (Part 5)

Sieges (Part 6)

Sieges (Part 7) Appendixes and Footnotes

Skaarup, Aage C. Warrant Officer, RCAF & CF

Skaarup, Harold J. G753, Corporal, 5th Armoured Regiment, 8th Princess Louise's New Brunswick Hussars

Skaarup, Sergeant (Unteroffizier) Frederick C. Westfälische Feldartillerie-Regiment Nr. 22 and Reserve Feldartillerie-Regiment Nr. 45

Small Arms in the Fredericton Region Museum, Handguns

Small Arms in the Fredericton Region Museum, Machine Guns

Small Arms in the Fredericton Region Museum, Rifles and Shotguns

Small Arms in the New Brunswick Military History





(MKFI Photos)

Messerschmitt Bf 109G-6/Y, (Wk. Nr. 167271), ex VO + GI, ex-Finnish AF, MT-507, coded "*Yellow 0*", on display in the Keski-Suomen Ilmailmuseo (Central Finland Aviation Museum), Tikkakoski, Finland.

Bf 109G-6/Y, (Wk. Nr. 167271) coded MT-507, VO+GI, was delivered to the Finish Air Force on 24 August 1944 and put into service as MT-507. Finland was forced into an armistice with the USSR on 4 September 1944, and MT-507 went into storage after just 10 hours of flight. It was returned to service in June 1949, and remained in service until 13 March 1954, making it the last Messerschmitt Bf 109 on active service. It was repainted a number of times between 1954 and 1970, before being restored in 1970, coded Yellow 0. Since 1978, it has been in the collection of the Keski-Suomen Ilmailmuseo (Central Finland Aviation Museum), Tikkakoski, Finland in Finish Air Force markings.

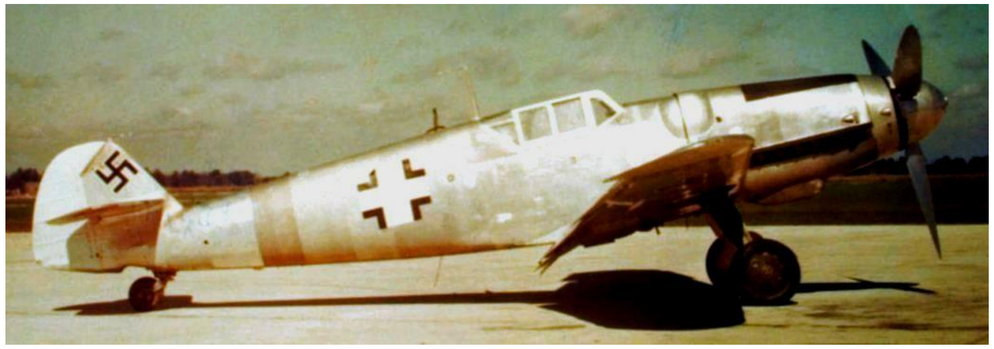
Bf 109G-6, (Wk. Nr. 410077) coded <+tech off Stab IV/JG54, RK+FY, VH-BFG, was built at Erla being delivered to the Luftwaffe where it was painted with the markings of a technical officer of a Geschwaderstaff. It landed on Lake Swiblo at Pskov, in the USSR after being damaged by anti-aircraft fire. It was impossible to recover the aircraft because the Red Army was approaching, so German troops destroyed it by gunfire, until it sank into the lake. It is possible the aircraft belonged to Geschwaderstaff JG 54 or the staff of its 4th Squadron. The aircraft was recovered in 1990, and sent to Tuchino Air Force Base, Moscow, then on to Canada, and is now owned by D. Prewett in West Heidelberg, Australia.

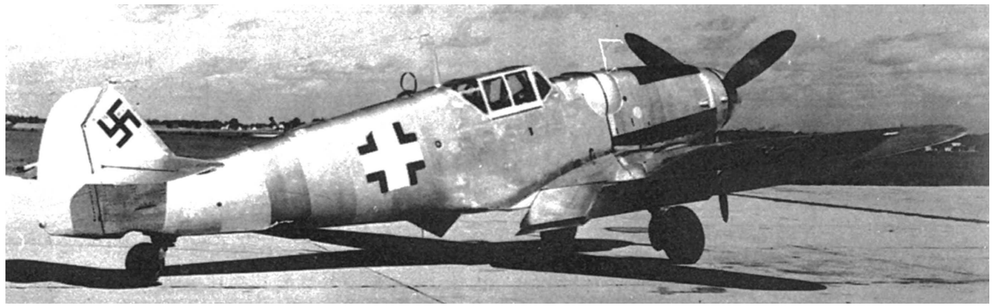
Bf 109G-6, (Wk. Nr. 411968) coded "*Black 1*", 11/JG5, RX+FM, recovered in Russia, and now being restored in Moscow.



Messerschmitt Bf 109G-10, (Wk. Nr. 770269), coded 5F+12, 2. NAGr 14, captured at Fürth, May 1945, with a North American P-51D Mustang in the background. (USAAF Photo)

Museum, 5 CDSB Gagetown, Handguns
Small Arms in the New Brunswick Military History Museum, Rifles, Machine Guns, Mortars and Rocket Launchers
Steam Locomotives and Trains of Canada
Ticonderoga Soldier - Elijah Estabrooks, 1758-1760, A Massachusetts Provincial Soldier in the French and Indian War
Visitors: Questions and Answers
Warplane Survivors USA: Alabama
Warplane Survivors USA: Alaska
Warplane Survivors USA: Arizona Warplanes
Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum
Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Bell Helicopters and Aircraft
Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Boeing Aircraft
Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Convair Aircraft
Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Douglas Aircraft
Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Fairchild Aircraft





Possibly Messerschmitt Bf 109G-14, (Wk. Nr. 610824), captured at Neubiberg, near Munich, Germany in May 1945. It was shipped to the USA on HMS *Reaper* and tested as USA FE-124, later T2-124, at Freeman Field, Indiana. If this is 610824, it is currently preserved in the National Museum of the USAF, Dayton, Ohio. (USAAF Photos)





Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Grumman Aircraft

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Hiller, Hughes, Kaman and Piasecki Helicopters

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Lockheed Aircraft

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, McDonnell Aircraft

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Mikoyan-Gurevich Aircraft

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, North American Aircraft

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Northrop Aircraft

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Republic Aircraft

Warplane Survivors USA: Arizona, Tucson, Pima Air & Space Museum, Sikorsky Helicopters

Warplane Survivors USA: Arkansas

Warplane Survivors USA: California Warplanes

Warplane Survivors USA: California, Alameda, USS Hornet Museum

Warplane Survivors USA: California, Atwater,





(NMUSAF Photos)



(Goshimini Photo)

Castle Air Museum

Warplane Survivors USA: California, China Lake, US Naval Museum of Armament & Technology

Warplane Survivors USA: California, Chino, Planes of Fame Air Museum

Warplane Survivors USA: California, Chino, Yanks Air Museum

Warplane Survivors USA: California, Fairfield, Jimmy Doolittle Air & Space Museum

Warplane Survivors USA: California, Lancaster, Milestones of Flight Air Museum

Warplane Survivors USA: California, McClellan, Aerospace Museum of California

Warplane Survivors USA: California, Oakland Aviation Museum

Warplane Survivors USA: California, Palm Springs Air Museum

Warplane Survivors USA: California, Palmdale, Joe Davies Heritage Airpark

Warplane Survivors USA: California, Paso Robles, Estrella Warbird Museum

Warplane Survivors USA: California, Riverside, March Field Air Museum

Warplane Survivors USA: California, Rosamond, Edwards AFB, Air Force Flight Test Museum



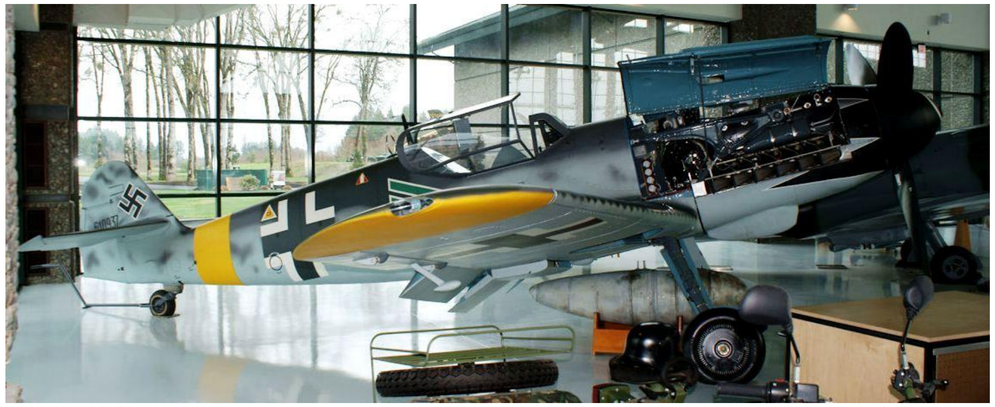
(Martin McGuire Photo)

Messerschmitt Bf 109G-10/U4 Gustav (Serial No. 61-0824), C/N 610824, coded "*Blue 4*". This aircraft was captured at Neubiberg, near Munich, Germany in May 1945. It was shipped to the USA on HMS *Reaper* and tested as USA FE-124, later T2-124, at Freeman Field, Indiana. This aircraft is currently preserved in the National Museum of the USAF, Dayton, Ohio. It is painted as (Wk. Nr. 610824), "*Blue 4*" of JG 300, "Wild Sau."

Bf 109G-10/U-4, (Wk. Nr. 610824), 11/JG52, coded "*Black 2*", surrendered at Neubiberg, near Munich in the group's en masse retreat to escape Soviet forces. This machine was one of three Bf 109s taken to the US by Capt Fred McIntosh, in charge of collecting piston-engined aircraft for "Watson's Whizzers." After test flying, it was found not to be airworthy and made its journey to Cherbourg by truck, it was then loaded on the aircraft carrier HMS *Reaper* along with many other captured Luftwaffe aircraft and left port on 19 July 1945. 12 days later it arrived at pier 14 in New York Harbor, and it was then trucked to Newark, New Jersey and finally arrived at Freeman Field near Seymour, Indiana on 17 May 1946. The aircraft was given a rather spurious paint scheme and coded USA FE-124, this was changed later to T2-124, when the Air Technical Service Command underwent re-organization and the Technical Data Laboratory Branch became part of T-2 Intelligence. 610824 was not used for research, but instead became a display aircraft in the early post war era touring various airbases. In 1947, T2-124 and T2-118 were donated to the Georgia Institute of Technology in Atlanta. Sometime around 1955, Bud Weaver, an FAA inspector in Atlanta traded a working aero engine for the two aircraft. They were then stored out in the open at various rental properties owned by Mr. Weaver and soon became derelict due to vandals and exposure to the elements. It was at this time that 610824 lost its original wings. Someone had the local Trash Company haul it off to the dump. Mr. Weaver arrived in time to retrieve the fuselage, but it was too late to save the wings. If anything good could have happened from all this, then at least the weather had worn off the spurious paint job to reveal the original markings on what was left of the airframe. In the mid-1960s T2-124 and T2-118 parted company as John W. Caler of Sun Valley, California Valley purchased the remains of the Me-109. His intentions were to restore the aircraft (in his own garage!) and he was able to obtain a set of wings from a Czech Avia. He reportedly tried to re-skin the fuselage and because of a lack of proper tools and expertise, the results were not a professional looking job. This is supposed to be a clue to 610824's identity. This project was eventually abandoned and the airframe sold to an unknown private collector, date unknown at this time. Reg. No. N109MS.

Somewhere between 1979 and 1984 it was sold to Doug Arnold's Warplanes of Great Britain Collection and placed in storage at his Biggin Hill facility to eventually become a stable mate with another Bf 109G-10, (Wk. Nr. 610937). Some restoration work may have been carried out but cannot be confirmed. In 1989 it was sold to Evergreen Ventures and restored to static display condition by Vintage Aircraft Restorations Ltd., of Fort Collins, Colorado. Restoration work may have been completed in 1995-1997. Since 1 April 1999, 610824 has been on display at the National Museum of the USAF at Wright-Patterson AFB in Dayton, Ohio, coded "*Blue 4*" of JG 300, "*Wild Sau*". An interesting side note here: as Freeman Field was a subsidiary of what was then known as Wright Field, it would seem that 610824 has traveled full circle since its arrival in the USA in 1946.

Warplane Survivors
USA: California, San Diego Air & Space Museum
Warplane Survivors
USA: California, San Diego, Flying Leatherneck Aviation Museum
Warplane Survivors
USA: California, San Diego, USS Midway
Warplane Survivors
USA: California, Santa Rosa, Pacific Coast Air Museum
Warplane Survivors
USA: California, Torrance, Western Museum of Flight
Warplane Survivors
USA: Colorado
Warplane Survivors
USA: Connecticut
Warplane Survivors
USA: Delaware
Warplane Survivors
USA: Florida Warplanes
Warplane Survivors
USA: Florida, NAS Pensacola, National Museum of Naval Aviation
Warplane Survivors
USA: Florida, Polk City, Fantasy of Flight, Kermit Weeks Collection
Warplane Survivors
USA: Florida, Titusville, Valiant Air Command Warbird Museum
Warplane Survivors
USA: Georgia
Warplane Survivors
USA: Georgia, Warner Robins, Robins AFB, Museum of Aviation
Warplane Survivors
USA: Hawaii



(Valder137 Photo)



(Clemens Vasters Photo)

Messerschmitt Bf 109G-10/U4, (Wk. Nr. 610937), airworthy. This aircraft is on display in the Evergreen Aviation & Space Museum, McMinnville, Oregon.

Bf 109G-10/U-4, (Wk. Nr. 610937), coded "*White 44*", former Bulgarian and Yugoslavian Air Force 9644, Reg. No. N109EV, is with the Captain Michael Smith Evergreen Aviation Center, McMinnville, Oregon. Built in the summer of 1944 as a G-14, (Wk. Nr. 127914), the aircraft was later upgraded as a G-10/U4 Jabo Rei (long range fighter-bomber) by WNF. It was abandoned at Zeltweg Airfield in Austria at the end of the war. Somewhere between May and August 1945, (Wk. Nr. 610937) and many other aircraft were taken as trophies by units from the 6th Polk (regiment) of the Bulgarian Air Force and ferried to Bulgaria. The trip must have been a harrowing one to say the least. The airfield was situated between the British and Soviet zones of occupation and the aircraft had to fly through the British zone. The English reacted by sending a protest to the Soviet Command to “stop flying German planes in their zone”. Two Supermarine Spitfires were dispatched to patrol the area and anti-aircraft units occasionally opened fire on these “trophies” with at least three of them reported to have been shot down. The next stop was Pech Airfield in Hungary, where the Hungarians rushed the field thinking that they were welcoming their pilots returning home. They had a rather unpleasant surprise seeing that the aircraft were piloted by the Bulgarians.

After a stop in Belgrade, they finally reached Sophia. Not much is known about the service history of these Bulgarian Bf 109s. Many were transferred from the Karlovo Airfield to the Burshen Airfield near Silven and were actively flown by the 2nd and 3rd Orlyak (group) of the 6th Polk until they converted to the Soviet built Yak-9. Some of these Bf 109s served in the training role as late as 1950, with the last of them being cut into scrap metal in 1951. In 1947, the Paris Peace Treaty limited the size of Bulgaria‘s Air Force and some of its excess aircraft were sent to Yugoslavia in military equipment trade negotiations between the two countries. 610937 became part of a shipment of 59 Bf 109s of assorted variants to be traded for a number of fuselages and tail units of Ilyushin Il-2 Sturmoviks. After being transported to Zagreb by rail, the aircraft were refurbished, repainted and 610937 was coded “*White 44*”, Yugoslav Air Force (Serial No. 9644). "*White 44*" was flown by either the 83rd or 172nd fighter wing based at Cerklje Airfield and may have been flown on patrol sorties along the Italian frontier during the confrontation between Yugoslavia and Italy over the free zone of Trieste. White 44’s last recorded flight was 17 October 1950. Total flight time in service: 35 hrs. 15 mins.

Warplane Survivors USA: Idaho
Warplane Survivors USA: Illinois
Warplane Survivors USA: Indiana
Warplane Survivors USA: Iowa
Warplane Survivors USA: Kansas
Warplane Survivors USA: Kentucky
Warplane Survivors USA: Louisiana
Warplane Survivors USA: Maine
Warplane Survivors USA: Maryland
Warplane Survivors USA: Massachusetts
Warplane Survivors USA: Michigan
Warplane Survivors USA: Minnesota
Warplane Survivors USA: Mississippi
Warplane Survivors USA: Missouri
Warplane Survivors USA: Montana
Warplane Survivors USA: Nebraska
Warplane Survivors USA: Nebraska, Ashland, Strategic Air and Space Museum
Warplane Survivors USA: Nevada
Warplane Survivors USA: New England Warplanes
Warplane Survivors USA: New Hampshire
Warplane Survivors USA: New Jersey

The aircraft was placed in storage until 1953, when it was declared scrapped and donated to a technical school known as the Machine Facility in Belgrade. It was used as an instructional airframe until somewhere between 1977 and 1979 when it was transferred to the Yugoslav Aviation Museum in Belgrade. Apparently the museum didn't have the funds to restore the airframe and in 1984, it was sold to Doug Arnold's Warplanes of Great Britain Collection. In 1989, it was sold along with 610824, to Evergreen Ventures and in 1991 it was sent to Vintage Aircraft Restorations Ltd., at Fort Collins, Colorado where after 5 years it was restored to flight-worthy condition. It was painted to represent an aircraft flown by Germany's leading ace, Eric Hartman with 352 aerial victories, and is on display in preserved condition (fluids drained) at the Captain Michael King Smith Evergreen Aviation Educational Institute in McMinnville, Oregon.[30]



Messerschmitt Bf 109E pair in flight. (Luftwaffe Photo)



Messerschmitt Bf 109E hulk undergoing restoration at the Planes of Fame Museum, Chino, California. (Dustin May Photo)

Warplane Survivors USA: New Mexico

Warplane Survivors USA: New York

Warplane Survivors USA: New York, USS Intrepid Sea, Air & Space Museum

Warplane Survivors USA: North Carolina

Warplane Survivors USA: North Dakota

Warplane Survivors USA: Ohio

Warplane Survivors USA: Ohio, Dayton, National Museum of the USAF

Warplane Survivors USA: Oklahoma

Warplane Survivors USA: Oregon

Warplane Survivors USA: Oregon, McMinnville, Evergreen Aviation & Space Museum

Warplane Survivors USA: Pennsylvania

Warplane Survivors USA: Puerto Rico

Warplane Survivors USA: Rhode Island

Warplane Survivors USA: South Carolina

Warplane Survivors USA: South Dakota

Warplane Survivors USA: Tennessee

Warplane Survivors USA: Texas

Warplane Survivors USA: Texas, Abilene, Dyess AFB, Texas Museum of Military History



Messerschmitt Bf 109G-10/U-4, (Wk. Nr. 611943), 11/JG52, coded "*Yellow 13*", USA FE-122, later TE-122, now in the Planes of Fame Museum. (USAAF Photo)





Messerschmitt Bf 109G-10/U-4, (Wk. Nr. 611943) 11/JG52, coded "*Yellow 13*", USA FE-122, later TE-122, now in the Planes of Fame Museum, Valle, near the Grand Canyon, Arizona. This aircraft was found in the area of Munich by US troops, and later transported to Cherbourg, France, where it was loaded on HMS *Reaper* and transferred to the USA. Yellow 13 was test flown with the registration numbers USA FE-122 and later T2-122, then loaned to a high school before being purchased privately. It was sold to Ed Maloney in 1959, who added the aircraft to his “Planes of Fame” Museum collection. It has had a number of colour schemes over the years. (Author Photos)

Warplane Survivors USA: Texas, Abilene, Dyess AFB, Texas, San Antonio, USAF History & Traditions Museum

Warplane Survivors USA: Texas, Addison, Cavanaugh Flight Museum

Warplane Survivors USA: Texas, Austin, Camp Mabry, Texas Military Forces Museum

Warplane Survivors USA: Texas, Corpus Christi, USS Lexington

Warplane Survivors USA: Texas, Dallas, Frontiers of Flight Museum

Warplane Survivors USA: Texas, Fort Hood

Warplane Survivors USA: Texas, Galveston, Lone Star Flight Museum

Warplane Survivors USA: Texas, Midland, American Airpower Heritage Flying Museum

Warplane Survivors USA: Texas, San Marcos, Centex Wing, Commemorative Air Force

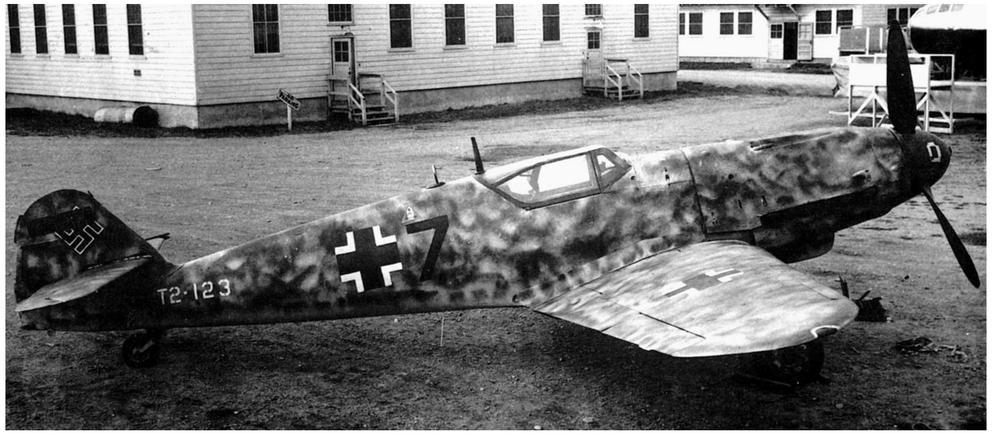
Warplane Survivors USA: Utah

Warplane Survivors USA: Vermont

Warplane Survivors USA: Virginia

Warplane Survivors USA: Virginia, Chantilly, Steven F. Udvar-Hazy Center

Warplane Survivors USA: Virginia, Virginia Beach, Military Aviation Museum



Messerschmitt Bf 109G-10, (Wk. Nr. unknown), captured at Neubiberg and restored at Freeman Field and shown here on static display at Petterson AFB, Ohio, coded "*Black 7*", USA FE-123, later T2-123. Last seen in the 1950s, fate unknown. (USAAF Photo)



Messerschmitt Bf 109 G-6, coded "*Black 12*+-". This "Kanonenvogel" is equipped with the Rüstsatz VI underwing gondola cannon kit. (Bundesarchiv Bild 101I-487-3066-04)



Messerschmitt Bf 109 G-6 Kanonenvogel equipped with the Rüstsatz VI underwing gondola cannon kit, USAAF. (USAAF Photo)

Warplane Survivors USA: Washington

Warplane Survivors USA: Washington, District of Columbia

Warplane Survivors USA: Washington, Everett, Paul Allen's Flying Heritage & Combat Armor Museum

Warplane Survivors USA: Washington, Seattle, Museum of Flight

Warplane Survivors USA: West Virginia

Warplane Survivors USA: Wisconsin

Warplane Survivors USA: Wyoming

Warplanes of the Second World War preserved in Albania, Monaco and Montenegro

Warplanes of the Second World War preserved in Argentina

Warplanes of the Second World War preserved in Australia

Warplanes of the Second World War preserved in Austria

Warplanes of the Second World War preserved in Belarus, Bohemia and Moravia, Macedonia, and Ljubljana

Warplanes of the Second World War preserved in Belgium

Warplanes of the Second World War preserved in Bolivia

Warplanes of the Second World War preserved in Brazil



Messerschmitt Bf 109G6, (Wk. Nr. 166133) in USAAF markings. (USAAF Photo)



Warplanes of the Second World War preserved in Bulgaria

Warplanes of the Second World War preserved in Cambodia, Laos and Vietnam

Warplanes of the Second World War preserved in Canada

Warplanes of the Second World War preserved in Canada (German Luftwaffe)

Warplanes of the Second World War preserved in Chile

Warplanes of the Second World War preserved in China

Warplanes of the Second World War preserved in Colombia

Warplanes of the Second World War preserved in Croatia

Warplanes of the Second World War preserved in Cuba

Warplanes of the Second World War preserved in Denmark

Warplanes of the Second World War preserved in Finland

Warplanes of the Second World War preserved in France

Warplanes of the Second World War Preserved in Germany

Warplanes of the Second World War preserved in Greece

Warplanes of the Second World War



In July 1944, as part of the War Manpower Commission's "Shot Out of the Sky" program, the wreckage of a German Messerschmitt Bf 109 fighter plane was displayed on the Common's Parade Grounds in Boston, Massachusetts, in an effort to encourage war bond sales. (Trustees of the Boston Public Library, Leslie Jones Collection Photos)



(Rottweiler Photo)

Messerschmitt Bf 109G-14, (Wk. Nr. 784993), ex IV./JG53, coded "*White 13*", in the Aviaticum, Wiener Neustadt, Germany, a new build Bf 109G-6 which has the original wings and the markings of (Wk. Nr. 784993). This JG 53 fighter was shot down on 1 Jan 1945 during Operation Bodenplatte, while being flown by Uffz Herbert Maxis. White 13 is now preserved in the Museum of Aviation in Kosice, Slovakia.

Bf 109G-14/AS (Serial No. CE464836CE), coded "*Yellow 4*", is a replica being assembled by a private owner in Leipzig, Germany using many original parts including a DB 605 engine.

preserved in Guatemala

Warplanes of the Second World War preserved in Honduras

Warplanes of the Second World War preserved in Hungary

Warplanes of the Second World War preserved in India

Warplanes of the Second World War preserved in Indonesia

Warplanes of the Second World War preserved in Iraq

Warplanes of the Second World War preserved in Israel

Warplanes of the Second World War preserved in Italy

Warplanes of the Second World War preserved in Japan

Warplanes of the Second World War preserved in Malta

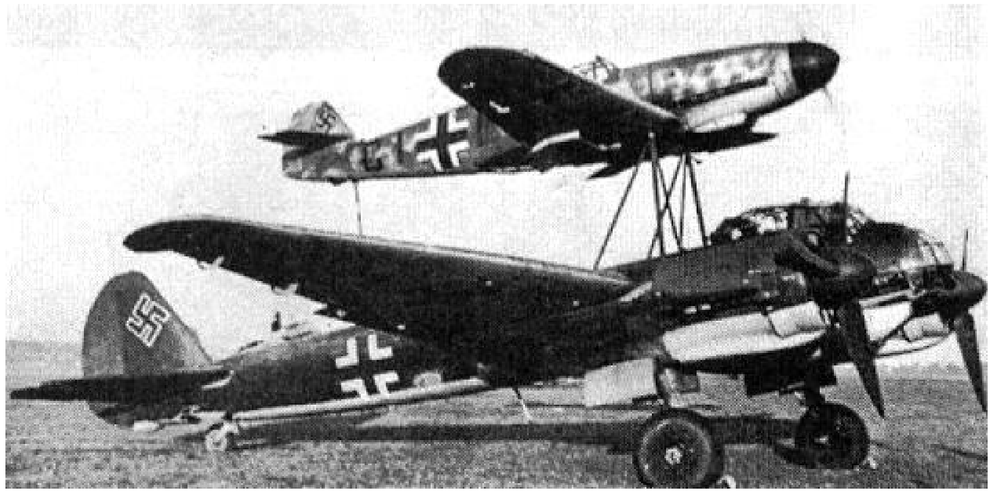
Warplanes of the Second World War preserved in Manchukuo (Manchuria), and Mengjiang (Inner Mongolia)

Warplanes of the Second World War preserved in Mexico

Warplanes of the Second World War preserved in Myanmar (Burma)

Warplanes of the Second World War preserved in New Zealand

Warplanes of the Second World War







preserved in Norway

Warplanes of the Second World War preserved in Poland

Warplanes of the Second World War preserved in Portugal

Warplanes of the Second World War preserved in Romania

Warplanes of the Second World War preserved in Russia

Warplanes of the Second World War preserved in San Marino

Warplanes of the Second World War preserved in Saudi Arabia

Warplanes of the Second World War preserved in Serbia

Warplanes of the Second World War preserved in Slovakia

Warplanes of the Second World War preserved in South Africa

Warplanes of the Second World War preserved in Spain

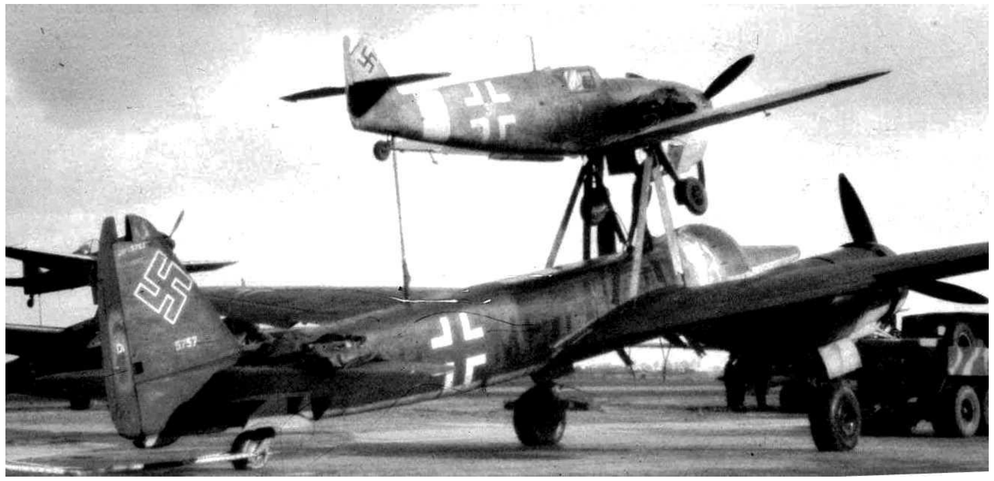
Warplanes of the Second World War preserved in Sweden

Warplanes of the Second World War preserved in Switzerland

Warplanes of the Second World War preserved in Thailand

Warplanes of the Second World War preserved in the Czech Republic

Warplanes of the Second World War







preserved in the Dominican Republic

Warplanes of the Second World War preserved in the Netherlands

Warplanes of the Second World War preserved in the Philippines

Warplanes of the Second World War preserved in the Republic of Korea

Warplanes of the Second World War preserved in the Ukraine

Warplanes of the Second World War preserved in the United Kingdom

Warplanes of the Second World War preserved in the United Kingdom, Avro Lancaster

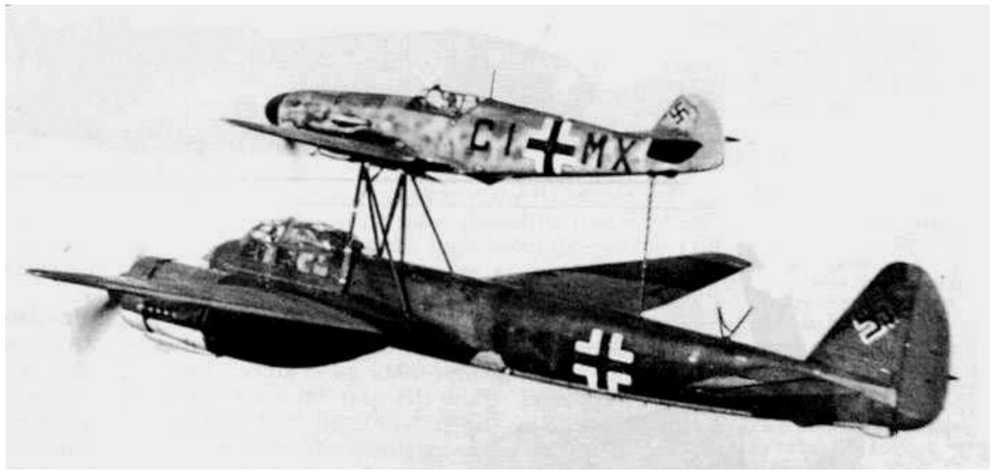
Warplanes of the Second World War preserved in the United Kingdom, Airspeed Horsa, GAL Hamilcar, GAL Hotspur, Slingsby and WACO Hadrian gliders

Warplanes of the Second World War preserved in the United Kingdom, Avro Anson

Warplanes of the Second World War preserved in the United Kingdom, Boeing B-17 Flying Fortress and Boeing B-29 Super Fortress

Warplanes of the Second World War preserved in the United





Like the Fw 190, the Bf 109 was mounted on top of a Junkers Ju 88H-1 bomber as part of a Mistel combination. The composite comprised a small piloted control aircraft mounted above a large explosives-carrying drone, the Mistel, and as a whole was referred to as the *Huckepack* ("Piggyback"), also known as the *Beethoven-Gerät* ("Beethoven Device") and *Vati und Sohn* ("Daddy and Son"). The most successful of these used a modified Junkers Ju 88 bomber as the *Mistel*, with the entire nose-located crew compartment replaced by a specially designed nose filled with a large load of explosives, formed into a shaped charge. The upper component was a fighter like the Bf 109, joined to the Mistel by struts. The combination would be flown to its target by a pilot in the fighter; then the unmanned bomber was released to hit its target and explode, leaving the fighter free to return to base. The first such composite aircraft flew in July 1943 and was promising enough to begin a programme by Luftwaffe test unit KG 200, code-named "Beethoven", eventually entering operational service. Other *Mistel* composites included the Ta 154/Fw 190, Ar 234/Fi 103, Do 217K/DFS 288 and Si 204/Lippisch D-1. (Luftwaffe Photos)

Kingdom, Boulton Paul Defiant

Warplanes of the Second World War preserved in the United Kingdom, Bristol Beaufort and Bristol Beaufighter

Warplanes of the Second World War preserved in the United Kingdom, Bristol Bulldog and Gloster Gladiator

Warplanes of the Second World War preserved in the United Kingdom, Consolidated PBY-5 Catalina and Consolidated B-24 Liberator

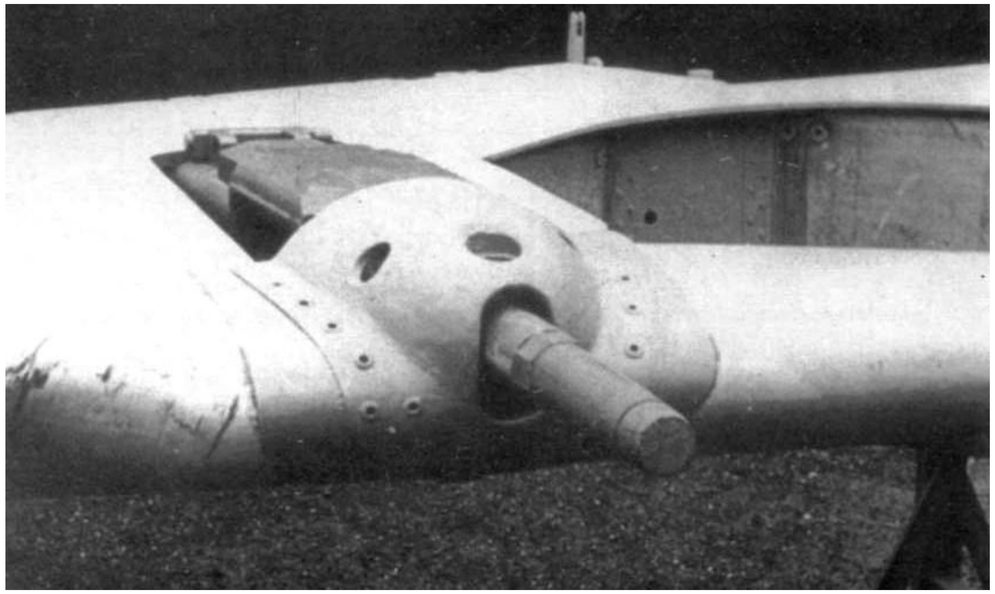
Warplanes of the Second World War preserved in the United Kingdom, Curtiss P-40 Kittyhawk

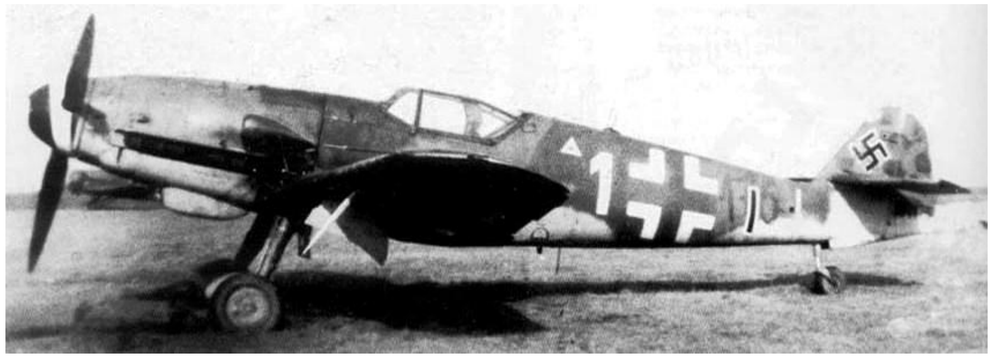
Warplanes of the Second World War preserved in the United Kingdom, de Havilland biplanes

Warplanes of the Second World War preserved in the United Kingdom, de Havilland DH.98 Mosquito

Warplanes of the Second World War preserved in the United Kingdom, Douglas Skyraider

Warplanes of the Second World War preserved in the United Kingdom, Fairey Albacore, Fairey Fulmar, Fairey Barracuda and Fairey Battle







Warplanes of the Second World War preserved in the United Kingdom, Fairey Firefly

Warplanes of the Second World War preserved in the United Kingdom, Fairey Swordfish

Warplanes of the Second World War preserved in the United Kingdom, German War Prizes

Warplanes of the Second World War preserved in the United Kingdom, Gloster F.9/40, F.1, F.2 and F.3 Meteor

Warplanes of the Second World War preserved in the United Kingdom, Goodyear Corsair and Vought Corsair

Warplanes of the Second World War preserved in the United Kingdom, Grumman Martlet, Grumman Hellcat, Grumman Bearcat and Grumman Avenger

Warplanes of the Second World War preserved in the United Kingdom, Handley Page Hampden and Handley Page Halifax

Warplanes of the Second World War preserved in the United Kingdom, Hawker Demon, Hawker Fury, Hawker Hart, Hawker Hind, Hawker Nimrod and Hawker Tomtit

Warplanes of the Second World War preserved in the United







Other Messerschmitt Bf 109 variants included the Bf 109K-4 which was developed from the G-10, powered by one Daimler-Benz 605 liquid cooled inverted V12 with 1,550-hp. It had a wing span of 32'6½", a length of 29'4" and a height of 8'6". It had a maximum loaded weight of 7,438 lbs. It had a maximum speed of 452-mph at 19,685', a maximum rate of climb of 4,823 feet per minute; a range of 365 miles; and a service ceiling of 41,000'. It was armed with one 30-mm Mk 108 or Mk 103 mounted between the cylinder heads and firing through the propeller hub, and two 15mm MG 151 mounted above the engine. (Luftwaffe Photos)

Kingdom, Hawker Hurricane

Warplanes of the Second World War preserved in the United Kingdom, Hawker Typhoon, Hawker Tempest, Hawker Fury and Hawker Sea Fury

Warplanes of the Second World War preserved in the United Kingdom, Italian War Prizes

Warplanes of the Second World War preserved in the United Kingdom, Japanese War Prizes

Warplanes of the Second World War preserved in the United Kingdom, Miles Hawk Major, Miles Magister, Miles Martinet, Miles Messenger

Warplanes of the Second World War preserved in the United Kingdom, North American B-25 Mitchell

Warplanes of the Second World War preserved in the United Kingdom, North American Harvard and Texan trainers

Warplanes of the Second World War preserved in the United Kingdom, North American P-51 Mustang

Warplanes of the Second World War preserved in the United



(Bergfalke2 Photo)



Messerschmitt Me 209V1. One Messerschmitt Me 209V1, (Wk. Nr. 1185) coded D-INJR, is with the Muzeum Lotnictwa I Astronautyki, Krakow, Poland. Only the fuselage and major parts, no wings. This aircraft was a high-speed prototype developed to set speed records. (Luftwaffe Photo)



Messerschmitt Bf 109F, Hungarian Air Force. (Hungarian Air Force Photo)

Kingdom, Republic P-47 Thunderbolt

Warplanes of the Second World War preserved in the United Kingdom, Short Sunderland

Warplanes of the Second World War preserved in the United Kingdom, Supermarine Seafire

Warplanes of the Second World War preserved in the United Kingdom, Supermarine Spitfire Mk. Ia to Mk. IXe

Warplanes of the Second World War preserved in the United Kingdom, Supermarine Spitfire Mk. XI to Mk. 46

Warplanes of the Second World War preserved in the United Kingdom, Supermarine Spitfire Tr. 9

Warplanes of the Second World War preserved in the United Kingdom, Supermarine Stranraer, Supermarine Walrus and Seagull

Warplanes of the Second World War preserved in the United Kingdom, Taylorcraft Auster

Warplanes of the Second World War preserved in the United Kingdom, Vickers Wellington

Warplanes of the Second World War preserved in the United







Messerschmitt Bf 109E, Royal Romanian Air Force. (Romanian Air Force Photos)

The Bf 109 was licence-produced by IAR at Brasov in Romania, and by Avia in Czechoslovakia after the war as the Avia CS-199. Three of these aircraft still exist:

Kingdom, Westland Lysander

Warplanes of the Second World War preserved in the United States of America, Douglas SBD Dauntless and A-24 Banshee

Warplanes of the Second World War preserved in the United States of America, Bell P-39 Airacobra and Bell P-63 Kingcobra

Warplanes of the Second World War preserved in the United States of America, Boeing B-17 Flying Fortress

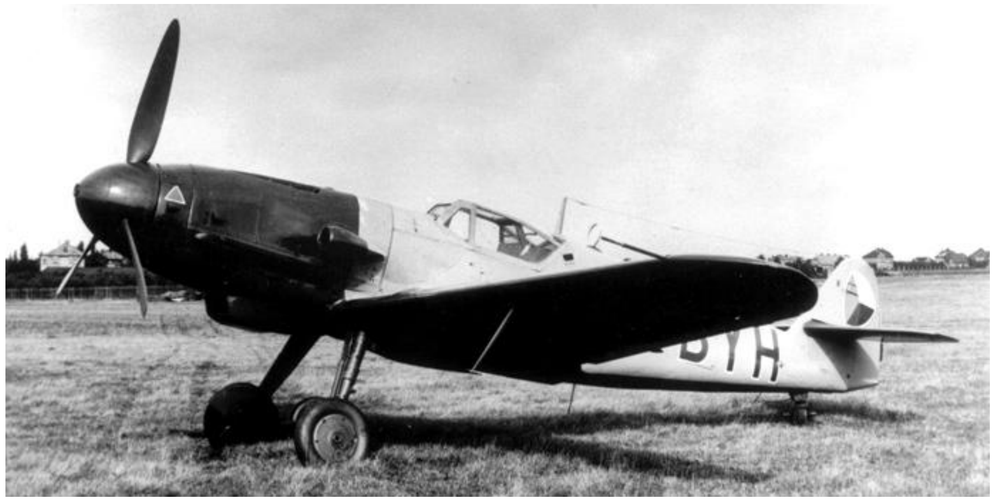
Warplanes of the Second World War preserved in the United States of America, Consolidated B-24 Liberator

Warplanes of the Second World War preserved in the United States of America, Consolidated PBY Catalina

Warplanes of the Second World War preserved in the United States of America, Curtiss P-40 Warhawk, Tomahawk and Kittyhawk

Warplanes of the Second World War preserved in the United States of America, Douglas A-26 Invader

Warplanes of the Second World War preserved in the United States of America, Focke-Wulf Fw 190



Avia CS-199, Czech Air Force, post war. (Czech Air Force Photo)



(AlfvanBeem Photo)

Avia CS-199, (Wk. Nr. 199565) coded UC-26, with the Vojenske Muzeum, Kbely Air Base, Prague, Czech Republic.



(AlfvanBeem Photo)

Avia S-199, (Wk. Nr. 199178) "UC-25È, Vojenske Muzeum, Kbely Air Base, Prague, Czech Republic.

Warplanes of the Second World War preserved in the United States of America, Grumman TBF Avenger and TBM Avenger

Warplanes of the Second World War preserved in the United States of America, Lockheed P-38 Lightning

Warplanes of the Second World War preserved in the United States of America, Messerschmitt Bf 109

Warplanes of the Second World War preserved in the United States of America, Mitsubishi A6M Zero

Warplanes of the Second World War preserved in the United States of America, North American B-25 Mitchell

Warplanes of the Second World War preserved in the United States of America, North American P-51B and P-51C Mustangs

Warplanes of the Second World War preserved in the United States of America, North American P-51D Mustang

Warplanes of the Second World War preserved in the United States of America, North American P-51H, P-51K, F-6K, and Cavalier Mustangs

Warplanes of the Second World War preserved in the United



(Bukvoed Photo)

Avia S-199, (Wk. Nr. 782358), D 112, coded 1207 is in the Israeli Air Force Museum, Hazerim Air Force Base, Israel. Israel purchased 25 Avia S-199s (23 delivered) when, due to being embargoed, it was unable to acquire aircraft from other sources. The Israel Air Force retired its aircraft in early 1949. The Czech-built "Mezec" was flown by Israel against the Egyptian Air Force in 1948.

Spain undertook licence-assembly of the Bf 109 during and after the war using Hispano-Suiza 12-Z-89 and 12-Z-17 engines in German-supplied airframes and later Rolls-Royce Merlin engines. These aircraft (nicknamed "Buchón") were designated Hispano Aviación HAS 1109-J1L, HA-K1L (two-seater) and HA 1112-K1L and remained in service until the 1960s. There are at least 38 Buchóns preserved around the world.



(Dirk1981 Photo)

Messerschmitt Bf 109G-2. This aircraft is a Spanish-built Hispano Aviación HA-1109-K1L C.4J rebuilt as a Bf 109G-2 with DB605 engine., on display in the Militärhistorisches Museum der Bundeswehr - Flugplatz Berlin-Gatow (Bundeswehr Museum of Military History - Berlin-Gatow Airfield), Germany.

Hispano Aviación HA-1109-K1L C/N 54, C.4J-unknown, has been rebuilt with a DB605 engine as a Bf 109G-2, and is owned by the Messerschmitt-Foundation in Manching. This aircraft was produced 1948 and served as a prototype for the production of the Hispano HA-1112 and as a test plane. After it was taken out of service, Hispano gave the plane to the city of Seville, which used it as part of an adventure playground. Vandals made the machine unsafe for use as a playground, and so it was returned to Hispano in 1968. It was used in the *Battle of Britain* film, then abandoned until purchased Willy Messerschmitt on 26 April 1968. An unsuccessful attempt was made to have the aircraft restored as a Bf 109 E, then it was transported to Germany by the Luftwaffe, where it was placed on display in front of the MBB headquarters of in Augsburg. Plans were made to convert the aircraft to a G-2, and it was fitted with a non-functioning DB 605 engine and a desert camouflage paint scheme. Between 1995 and 1997, the aircraft was displayed at Flugwerft Oberschleißheim, then given an original camouflage scheme without markings. Since 1997 the plane has been on a number of exhibitions.

Hispano Aviación HA-1109-K1L C/N 56, C.4J-10, 94-28, Museo del Aire, Madrid, Spain.

Hispano Aviación HA-1109-K1L C/N unknown, C.4J--unknown, Yellow 4, is on display in the Luftwaffenmuseum Berlin-Gatow. This aircraft was produced in Spain and transferred to Germany at the same time as Serial No. 54. It was converted to Bf 109G-2 with a DB605 engine configuration and initially placed on display at the Luftwaffenmuseum in Uetersen with the markings of JG 2. It is now painted in the desert camouflage and the markings of Major Rödel of JG 27.

States of America, Republic P-47 Thunderbolt
Warplanes of the Second World War preserved in the United States of America, Supermarine Spitfire
Warplanes of the Second World War preserved in the United States of America, Vought F4U Corsair and Goodyear FG-1D Corsair
Warplanes of the Second World War preserved in the USA, Fighters, Bombers and Patrol Aircraft
Warplanes of the Second World War preserved in Turkey
Warplanes of the Second World War preserved in Uruguay
Warplanes of the Second World War preserved in Venezuela
Warplanes of the Second World War preserved in Zimbabwe
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(Clemens Vasters Photo)

Hispano Aviación HA-1109-K1L Buchón C/N unknown, C.4J, restored as a Bf 109G-2 for the Airbus Group, Musée Aerocopia, Allée André Turcat, 31700 Blagnac, France. It flew with the Spanish Air Force as C.4 K-21. It crashed on May 26, 1958 during takeoff. It was used in a children's playground until 1968, when it was refurbished for static use in the movie "Battle of Britain". It was restored to a G-2 status with a DB 605 A engine.

Hispano Aviación HA-1112-M1L Buchón C/N unknown, coded C.4K-30, flew in the movie *Battle of Britain*, Edwards Collection, Wilson Edwards, Big Spring, Texas.

Hispano Aviación HA-1112-M1L Buchón C/N 67, coded C.4K-31, Reg. No. N109ME, flew in the movie *Battle of Britain*, Red 8, then Yellow 14, RAF Museum, Duxford, England.

Hispano Aviación HA-1112-M1L Buchón C/N 133, coded C.4K-64 was presented to the National Museum of the USAF in Dayton, Ohio by the Spanish Air Force in 1966. In 1982, it was restored in Germany with a DB605 engine as a Bf 109G-5, and painted with the markings of Gerhard Barkhorn. After the National Museum of the USAF bought a genuine Bf 109G-10 in 1999, the converted Hispano HA-1112-M1L was stored until sold to the Fighter Factory Suffolk in November 2003. The Fighter Factory, currently working on an airworthy Bf 109E-7, plans make this G-5 airworthy as well.

Hispano Aviación HA-1112-M1L Buchón C/N 120, coded C.4K-77, Reg. No. N700E, Yellow 3, Planes of Fame Air Museum, Chino, California.

Hispano Aviación HA-1112-M1L Buchón C/N 129, coded C.4K-61, flew in the movie *Battle of Britain*, Edwards Collection, Wilson Edwards, Big Spring, Texas. HA 1112 M1L, C/N 129 is in the UK, where it is being converted to a Bf 109K-4.

Hispano Aviación HA-1112-M1L Buchón C/N 137, coded C.4K-116, Quantico, Virginia.



(Airwolfhound Photo)

Messerschmitt Bf 109G, Reg. No. D-FWME, "Red 7" (Hispano Aviación HA-1112-M1L Buchón), the Messerschmitt Foundation, Germany.

Hispano Aviación HA-1112-M1L Buchón C/N 139, coded C.4K-75, D-FWME, N3109, was produced in 1950 at Hispano in Spain, although did not enter service with the Spanish Air Force until eight years later. In 1965 the plane was withdrawn from service and parked at the airbase in Tablada, where it stood for three years, until it was purchased for the movie *Battle of Britain* and optically converted into a Bf 109 E-4. While being flown for another movie, the aircraft crashed on takeoff and was severely damaged in 1968. Later, this “Buchón” went to England, before it was shipped to the USA, where it was restored and repaired up to 1986. During the first test-flight, the plane again crashed and was again heavily damaged. Afterwards this it was converted into a Bf 109 for static display. In 1994/95 the plane was shipped to France and later to Augsburg, Germany, where it was put up for sale. In 1997, the aircraft was purchased and later rebuilt with a DB605 engine as converted to a Bf 109G-4 in Germany in 2004. The rebuilt aircraft was flight tested on 23 August 2004 by Walter Eichhorn, who also flies the Bf 109 G-6 and G-10 of the Messerschmitt Foundation. The aircraft was officially unveiled on 8 October 2004 at

Albstadt-Degerfeld, coded as Red 7. The aircraft suffered damage following a one-wheel landing on 16 July 2005, but may be repaired. HA 1112 M.1L, C/N 139 (converted to Bf 109G-4), now belongs to the Messerschmitt Foundation at Manching, Germany.

Hispano Aviación HA-1112-M1L Buchón C/N 144, coded C.4K-162, preserved in the UK.

Hispano Aviación HA-1112-M1L Buchón C/N 145, coded C.4K-105, flew in the movie *Battle of Britain*, Red 4, Richard Hansen, Batavia, Illinois.

Hispano Aviación HA-1112-M1L Buchón C/N unknown, coded C.4K-111, 471-15, flew in the movie *Battle of Britain*, Edwards Collection, Wilson Edwards, Big Spring, Texas.

Hispano Aviación HA-1112-M1L Buchón C/N 156, coded C.4K-87, FM+BB, D-FMBB. Early in the 1970s, Messerschmitt AG decided to restore a Bf 109 to flying condition and put it back in the air with a Daimler-Benz engine. They acquired a Spanish Hispano HA-1112 M-1L (Serial No. 195), built in 1959 and later displayed in an American Museum as Black 8, I./JG 27. During the 1976 period of the restoration, workers discovered evidence the aircraft had an original German production line Bf 109 fuselage. The aircraft was restored as a Bf 109G-6, with a licence-built DB 605 engine which came from Sweden in 1978, and in spite of a number of difficulties, this aircraft took to the air again on 4 April 1982. Up through the summer of 1983 it flew 49 times and was a highlight at many air-shows, until lost during take-off on 3 June 1983. MBB decided to repair aircraft a second time, and to that end, another Ha 1112 fuselage was bought in France (Serial No. 156). Original construction documents were discovered in Spain which gave the restoration team considerable assistance in the reconstruction of the “Gustav.” The engine had survived the crash nearly undamaged and was used for the new plane, after it was carefully inspected. The restored aircraft took to the air again in June 1986, three years after the crash, this time coded as FM+BB. Travelling the air show circuit, FM+BB now belongs to the Messerschmitt Foundation, and is based in an EADS hangar at the Manching airbase. A mechanical failure resulted in some damage to the aircraft in Berlin in 2002. Repaired and given a new engine, FM+BB has back in the air since on 2 September 2005.

Hispano Aviación HA-1112-M1L Buchón C/N unknown, coded C.4K-88, was discovered on a Spanish airfield in 1987 by a British Warplane enthusiast. The aircraft had been used for fire-fighting training. The wreck was transferred to England, where it underwent restoration as a Bf 109E-1 coded 6-88. It was previously displayed at the Tangmere Aviation Museum, and is currently with the Newbury Aeroplane Company in England.

Hispano Aviación HA-1112-M1L Buchón (Serial No. 12E-265), C/N 164, coded C.4K-114 retains its Spanish Air Force markings, and is on loan from the Canada Aviation and Space Museum, Ottawa, to the Western Canada Aviation Museum, Winnipeg, Manitoba. It was flown in the movie *Battle of Britain*. Canada Aviation and Space Museum, Ottawa, Ontario.

Hispano Aviación HA-1112-M1L C/N 166, coded C.4K-106, flew in the movie *Battle of Britain*, Yellow 8, Reg. No. N90607, Edwards Collection, Wilson Edwards, Big Spring, Texas.

Hispano Aviación HA-1112-M1L C/N 171, coded C.4K-100, C.4K-19, 71-9, flew in the movie *Battle of Britain*, Red 13, Kalamazoo Aviation History Museum, Portage, Michigan.

Hispano Aviación HA-1112-M1L C/N 172, coded C.4K-102, Reg. No. G-BWUE, flew in the movie *Battle of Britain*, Red 7, then Red 1, Spitfire Ltd, Jersey, England.

Hispano Aviación HA-1112-M1L C/N unknown, coded C.4K-112, flew in the movie *Battle of Britain*, Red 11, Reg. No. N1109G, Edwards Collection, Wilson Edwards, Big Spring, Texas.

Hispano Aviación HA-1112-M1L C/N 178, coded C.4K-121 (also recorded as C.4K-178) has been rebuilt with a DB601N engine. Owned by the 1941 Historical aircraft Group, Genesco, New York, the Buchón is stored in Texas.



(Articseahorse Photo)

Hispano Aviación HA-1112-M1L C/N 186, coded C.4K-122, Yellow 7, <<+I, has been rebuilt as a Bf 109E-4 with DB 601 engine by using an original engine hood. Registered as G-AWHL in 1968 it played a role in the movie *Battle of Britain*. In 1976 the aircraft went to Günzburg, Germany, where it was restored to airworthy status. It was registered as N109J, but never flown before being transferred to the Champlin Fighter Museum. This aircraft is now in the Museum of Flight, Seattle, Washington.

Hispano Aviación HA-1112-M1L C/N 187, coded C.4K-99, 7-77, flew in the movie *Battle of Britain*, Yellow 5, Edwards Collection, Wilson Edwards, Big Spring, Texas.

Hispano Aviación HA-1112-M1L C/N 190, coded C.4K-126, flew in the movie *Battle of Britain*, Red 9, Edwards Collection, Wilson Edwards, Big Spring, Texas.

Hispano Aviación HA-1112-M1L C/N 193, coded C.4K-130, Reg. No. N90602, flew in the movie *Battle of Britain*. Now in the Tillamook Naval Air Station Museum, Tillamook, Oregon.

Hispano Aviación HA-1112 C/N 194, coded C.4K-134 has been rebuilt using a BD605 engine into a Bf 109G-6/R6. Coded Black 12. The conversion can be determined by the look of a different shaped supercharger intake, a shallower oil cooler cover, a missing second cowling air scoop, and the unaligned MG 131 bulges, as well as modifications to make the machine flyable. Windmundhafen Air Base, Germany.

Hispano Aviación HA-1112 C/N 194, coded C.4K-134 has been rebuilt using a BD605 engine into a Bf 109G-6/R6. Coded Black 12 it flew in the movie *Battle of Britain*. It is with Wittmundhafen Air Base, Germany.

Hispano Aviación HA-1112-M1L C/N 195, coded C.4K-135, flew in the movie *Battle of Britain*, previously with the Victory Air Museum, now in St Louis, Missouri.

Hispano Aviación HA-1112 C/N 199, coded C.4K-12, Yellow 1 +<-, it flew in the movie *Battle of Britain*. EAA Aviation Museum, Oshkosh, Wisconsin.

Hispano Aviación HA-1112-M1L C/N 211 coded C.4K-148, 471-23, Museo del Aire, Madrid.

Hispano Aviación HA-1112-M1L C/N 213 coded C.4K-1 unknown, Reg. No. D-FEHD, Black 15, with the Messerschmitt Foundation.

Hispano Aviación HA-1112-M1L C/N 220, coded C.4K-152, flew in the movie *Battle of Britain*, White 5, Edwards Collection, Wilson Edwards, Big Spring, Texas.

Hispano Aviación HA-1112-M1L C/N 223, coded C.4K-154, flew in the movie *Battle of Britain*, White 5, Edwards Collection, Wilson Edwards, Big Spring, Texas.



(Hugh Llewlyn Photo)

Hispano Aviación HA-1112-M1L C/N 228 coded C.4K-170, Reg. No. N170BG, painted as Messerschmitt Bf 109G-6 (with Erle Haube canopy), “Yellow 4”. This aircraft was used by the Spanish Air Force until 1966, and was later flown in the movies *Battle of Britain* and *Patton*. In 1969 it was moved to the Technical University of Aachen, where it was rebuilt into a Bf 109G-6. The institute owned a matching DB 605 engine, which was installed into the airframe. The aircraft was painted as Yellow 4 of Staffel 6, Jagdgruppe II, Jagdgeschwader 53 'Pik As' ('Ace of Spades') in a camouflage scheme of RLM74/75/76, as it would have appeared in 1943. The left side remained unrestored and is cut open to show the interior of the aircraft. Yellow 4 has been on display in the Auto und Technik Museum, Sinsheim, Germany, since 1984.

Hispano Aviación HA-1112-M1L C/N 234, previously Reg. No. D-FMVS, has been converted to represent a two-seat Messerschmitt Bf 109G-12, (Wk. Nr. 15208), powered by a rare Daimler-Benz DB605 engine. It is coded Orange 27, Reg. No. D-FMGZ, and is airworthy. It is on display in the Air Fighter Academy, and is based at the Hangar 10 Museum, Heringsdorf, Germany.





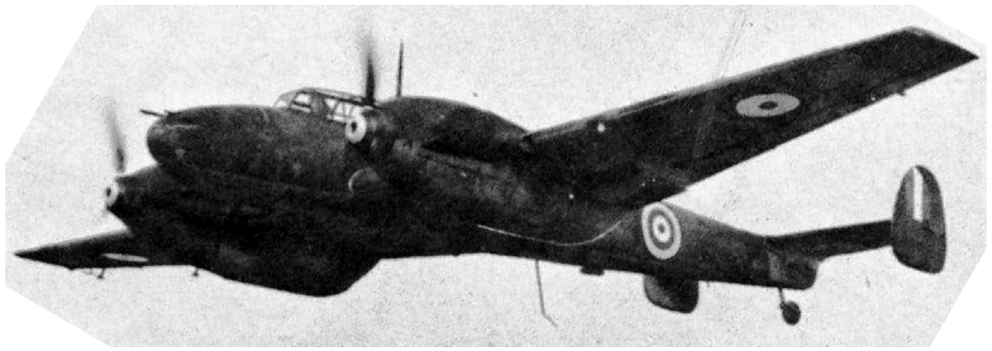
Messerschmitt Bf 110, heavy fighter/night-fighter. (Luftwaffe Photos)

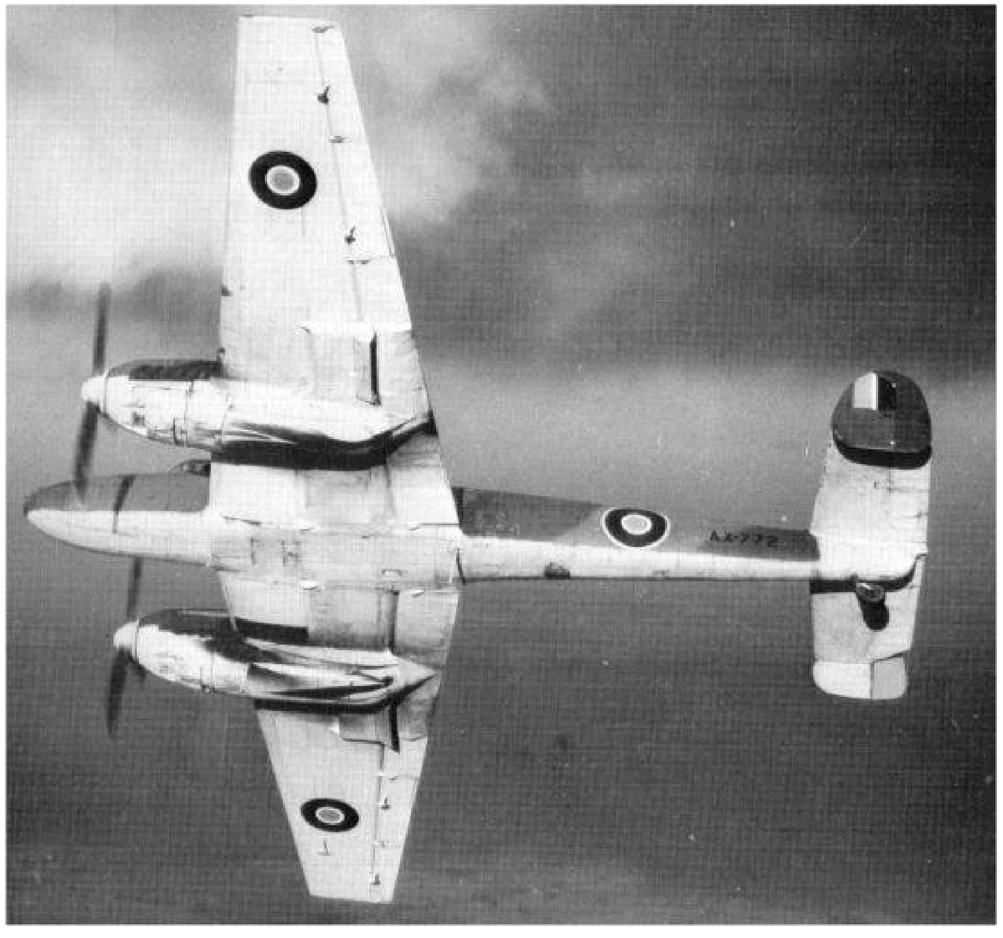


Messerschmitt Bf 110D, (Wk. Nr. 4035, RAF HK846, "*The Belle of Berlin*" in British markings on a landing ground in North Africa. This aircraft served with II/ZG76 in Iraq and was captured after crash-landing near Mosul in May 1941. It was flown as a communications aircraft and later as a unit 'hack' by RAF No. 267 Squadron until it was damaged beyond repair in a gear up landing. (RAF Photo)



Messerschmitt Bf 110 C-5, (Wk. Nr. 2177), coded 5F+CM, flew with Luftwaffe reconnaissance unit 4(F)/14. It force-landed at Goodwood Racecourse, Sussex, after being hit by gunfire, on 21 July 1940. RAF AX772. (RAF Photo)




AX-772

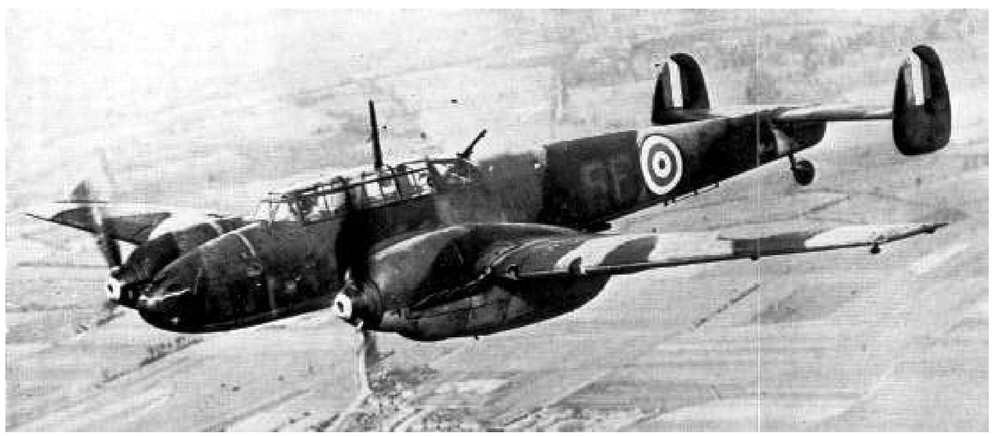



AX-772









Messerschmitt Bf 110 C-5, (Wk. Nr. 2177), coded 5F+CM, repaired at Royal Aircraft Establishment Farnborough with parts of another Bf 110 that was shot down near Wareham on 11 July 1941. It was flown for the first time on 15 February 1941. Later it was tested at RAE Duxford wearing a new colour scheme and designated RAF AX772. After the trials, the aircraft was assigned to No. 1426 Squadron. It was stored in November 1945 and subsequently scrapped in November 1947. (RAF Photos)

Messerschmitt Bf 110G-4/R8, (Wk. Nr. 180560) captured at Eggebek. Designated RAF AM15, this aircraft was struck off charge on 30 May 1946.

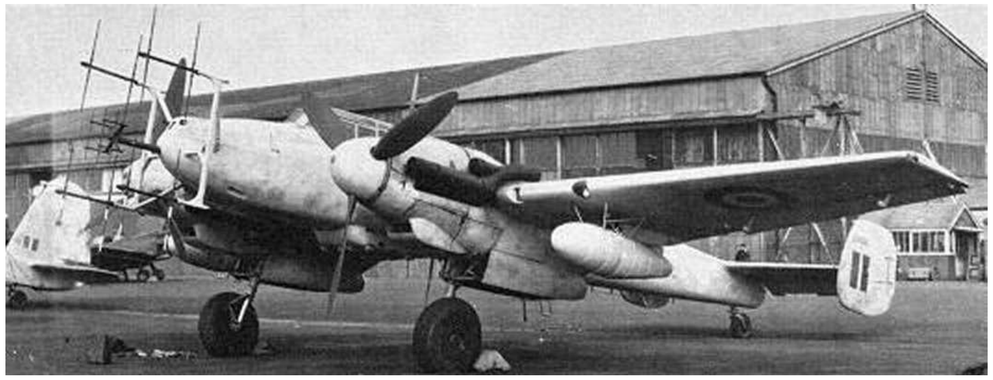
Messerschmitt Bf 110G-4/R3, (Wk. Nr. 730037), captured at Grove, Denmark. Designated RAF AM30, this aircraft was scrapped at Farnborough in 1946.

Messerschmitt Bf 110G, (Wk. Nr. 180850), captured by the RAF. It was not allocated an Air Ministry number, and was scrapped.









Messerschmitt Bf 110G-4/R6, (Wk. Nr. 730301) with FuG220 radar, captured at Grove, Denmark. Designated RAF AM34, this aircraft is preserved in the RAF Museum, Hendon. (RAF Photos)



(John Parr Photo)



(Calgaco Photo)





Messerschmitt Bf 110G-4/R6, (Wk. Nr. 730301) with FuG220 radar, captured at Grove, Denmark in May 1945. Designated RAF AM34, this aircraft is displayed in the RAF Museum, Hendon. (Kogo Photos)

Messerschmitt Bf 110G-4/R8, (Wk. Nr. 180551), captured at Kastrup, Denmark. Designated AM38, this aircraft was likely scrapped at Kastrup.

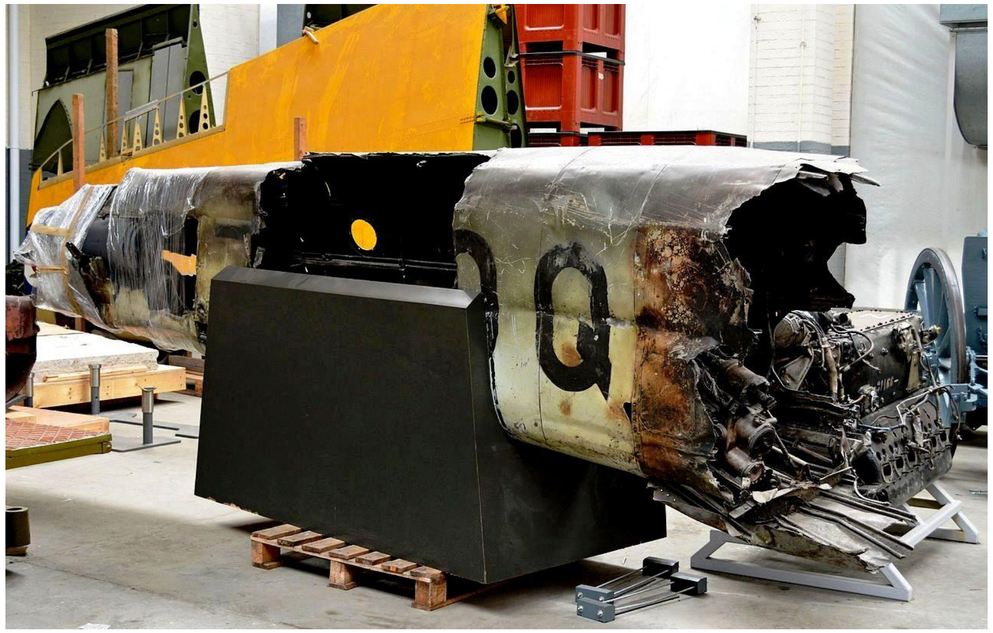
Messerschmitt Bf 110G-5/R1, (Wk. Nr. 420031), captured at Eggebek. Designated RAF AM85. This aircraft was scrapped at Brize Norton in 1947.

Messerschmitt Bf 110G, (Wk. Nr. unknown). Designated RAF AM86. This aircraft was possibly scrapped at West Raynham.

Messerschmitt Bf 110G, (Wk. Nr. unknown). Designated RAF AM88. This aircraft was scrapped at Schleswig-Jagel, Germany.



Messerschmitt Bf 110, (Wk. Nr. 3869), remains from the wreck of the Flight of Rudolf Hess To Britain 1941, H955. A British officer inspects the wreckage of Hess' Messerchmitt Bf 110 after it had been removed to an RAF depot, Scotland, 13 May 1941. (RAF Photo, left).



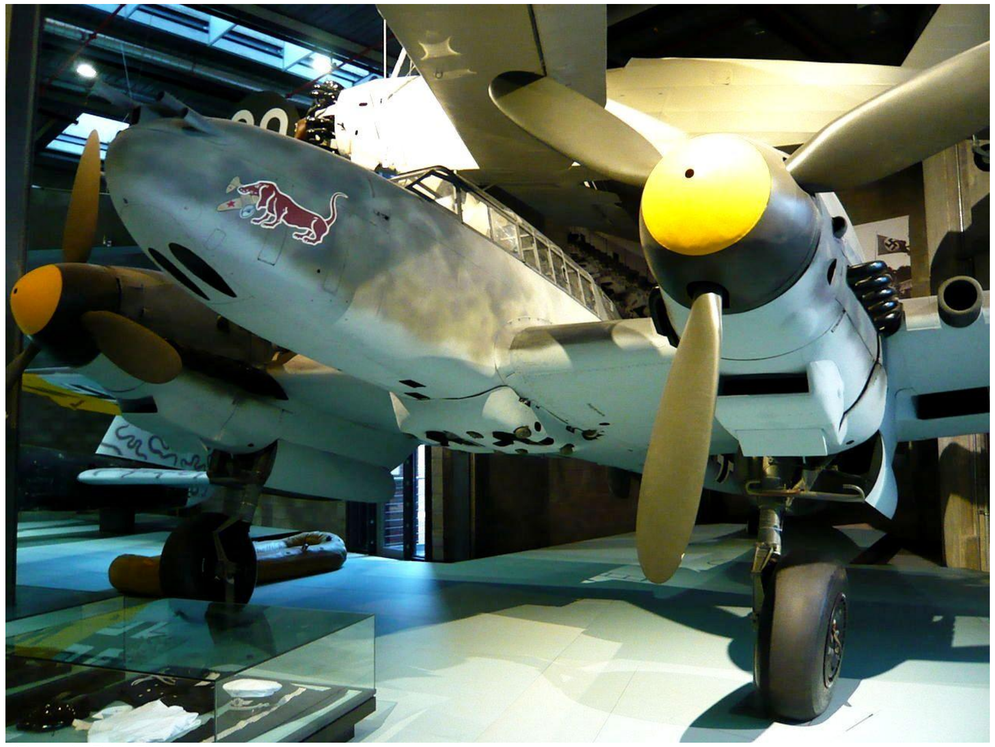
Messerschmitt Bf 110, (Wk. Nr. 3869), remains of the fusleage of the aircraft flown by Rudolf Hess in the IWM, London. (Alan Wilson Photo)



(Ra Boe Photo)



(Klaus Nahr Photo)



(Ricardo Reis Photo)



(MisterBee1966 Photo)

Messerschmitt Bf 110G-4, (Wk. Nr. 5052), on display in the Deutsches Tecknik Museum, Berlin, Germany.



Messerschmitt Bf 110 wreckage examined by American forces, Bad-Abling, Germany, May 1945. (USAAF Photo)



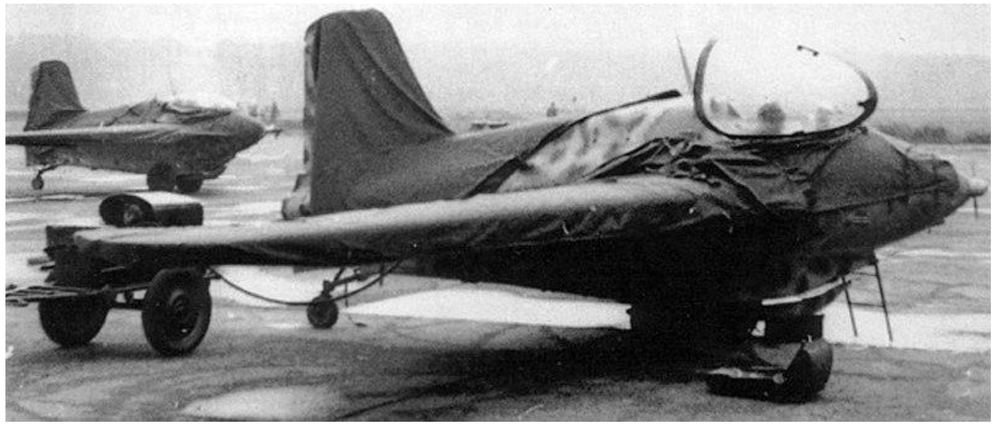
Messerschmitt Bf 110, (Wk. Nr. 730085) being used as the background for a USAAF pilot discussion. (USAAF Photo)

Messerschmitt Bf 162, bomber (prototype).

Messerschmitt Bf 163, STOL reconnaissance aircraft (prototype).













Messerschmitt Me 163 *Komet*, rocket interceptor. (Luftwaffe Photo)

Messerschmitt Me 163 *Komet*s captured at Husum, Nordfriesland Schleswig, Germany, the home base of JG 400, were allocated RAF Air Ministry numbers AM200 to AM222 and shipped to England. Other Me 163s collected at Husum were shipped to the USA and two were alloted to France. Two additional Me 163s for France were shipped from the storage depot at Kiel Holenau.





Messerschmitt Me 163B-1a *Komet*, RAF VF241. In March 1946, flight trials of the Messerschmitt Me 163B-1a VF241 were made mostly at the nearby airfield of Wisley, to avoid the busy circuit traffic at Farnborough, since the Me 163B was towed off as a glider by a Supermarine Spitfire and released at altitude to make its own way back to earth. These trials were primarily to explore the handling characteristics of the Me 163B's tailless configuration, to provide information for other tailless designs on the drawing boards of British manufacturers in the post-war period. One of these aircraft came to Canada where it was also test flown as a glider. (RAF Photos)

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191329), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM200, this aircraft was scrapped at Brize Norton, England in 1947.

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191330), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM201, this aircraft was scrapped at Brize Norton, England in 1947.

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191915), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM202, this aircraft was likely scrapped at Farnborough, England.

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 310061), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM203, this aircraft was shipped to France from Brize Norton as their fifth Me 163B.






191454



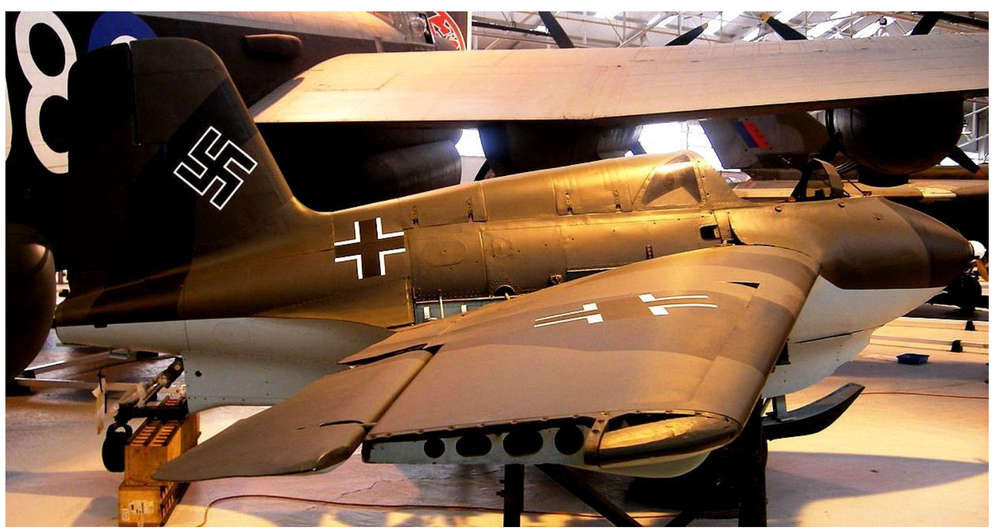

191452



Messerschmitt Me 163B (Werk Nummer 191454), coded "Yellow 11" of JG400, was also surrendered at Husum and shipped to the RAE where it was designated RAF AM 204. It was despatched from Farnborough to No. 6 Maintenance Unit (MU), Brize Norton, England, on 12 July 1945 and used as a static exhibit in Hyde Park, London, England in September 1945. It was later returned to No.6 MU, being recorded there at the Census on 21 March 1946. On 25 June 1946, this Komet was transferred to No. 47 MU, Sealand, for packing and transfer to Canada. AM204 left Solford Docks on 28 August 1946, and arrived at Montréal on 9 September. One of the records for this aircraft has been interpreted as reading (Wk. N. 191452), as painted post war, but photographic and other documentary evidence supports the view that (Wk. Nr 191454) is the correct identity. This aircraft was scrapped at Arnprior, Ontario, ca. 1957. [5] (Photos courtesy of Ed Das)

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191905), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM205, this aircraft was scrapped at Brize Norton, England in 1947.

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191902), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM206, this aircraft was scrapped at Brize Norton, England in 1947.





Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191614), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM207, it is shown here wearing two different paint schemes, on display in the RAF Museum, Cosford, England. This aircraft last flew on 22 April 1945, when it shot down an RAF Lancaster. (Dapi89 Photo 1, Rept0n1X Photo 2)

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191912), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM208, this aircraft was possibly scrapped at RAF South Cerney, England.

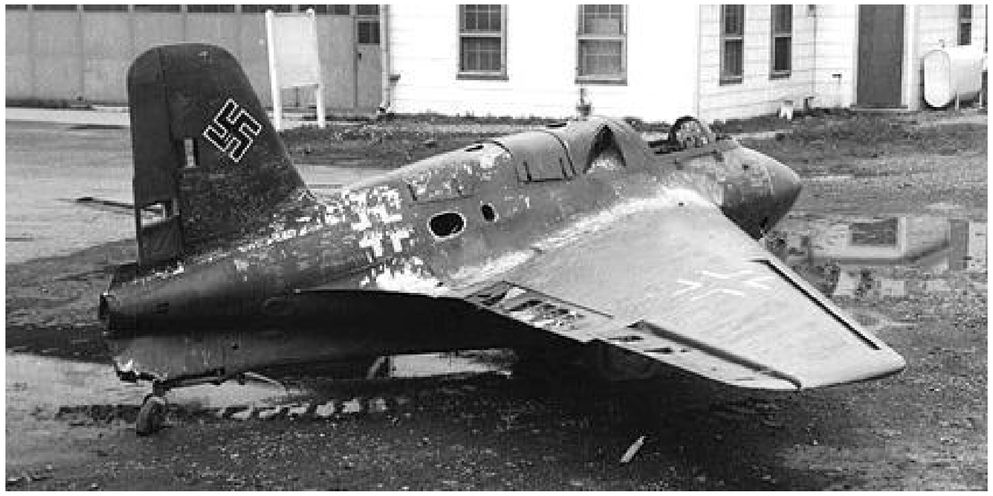
Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191315), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM209, this aircraft was scrapped at Brize Norton, England in 1947.



Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191316), (Wk. Nr. 120370),"Yellow 6", of JG 400, captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM210, this aircraft has been on display in the Science Museum, London, England since 1964 with the Walter motor removed for separate display. A second Walter motor and a take-off dolly are part of the museum's reserve collection and are not generally on display to the public. It is now displayed at the Deutsches Museum, Munich, Germany. (Softeis Photo2)









Messerschmitt Me 163B *Komet* rocket-propelled fighter (Wk Nr. 191095), RAF AM 211 on display at RCAF Station St Jean, Quebec. (RCAF Photos)


191095


191095







(NMUSAF Photos)

Messerschmitt Me 163B *Komet* rocket-propelled fighter (Wk Nr. 191095), with the National Museum of the United States Air Force, Dayton, Ohio. (NMUSAF Photo)

Messerschmitt Me 163B-1a Komet, (Wk. Nr. 191095), also belonged to JG 400. It was surrendered at Husum and shipped to the RAE where it was designated RAF AM 211. It was despatched from Farnborough to No. 6 MU, Brize Norton, on 25 July 1945. AM 211 was sent to No. 47 MU, Sealand on 26 June and crafted for shipment to Canada, leaving Salford Docks on board the *SS Manchester Commerce* on 28 August, and arriving at Montréal on 9 September 1945. Subsequently, it was used as a gate guardian at RCAF Station St Jean, Québec, until it was taken over by the Canadian War Museum (CWM) in Ottawa. This aircraft passed to the Canadian National Aeronautical Collection (CNAC), now the CASM, at Rockcliffe, near Ottawa, Ontario, in 1964. AM 211 was restored to display standard in the CNAC workshops and loaned to the NMUSAF from 1978-1985. It was a gift from the CASM jto the NMUSAF in 1999. During the aircraft's restoration in Canada it was discovered that the aircraft had been assembled by French “forced labourers” who had deliberately sabotaged it by placing stones between the rocket's fuel tanks and its supporting straps. There are also indications that the wing was assembled with contaminated glue. Patriotic French writing was found inside the fuselage.[4]

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191965), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM212, this aircraft was scrapped at Brize Norton, England in 1947.

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191954), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM213, this aircraft was scrapped at Little Rissington, England in 1947.



Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191660), "Yellow 3", captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM214, this aircraft was sold to the USA in 2005. It is owned by the Flying Heritage Collection, Paine Field, Everett, Washington. Between 1961 and 1976, this aircraft was displayed at the Imperial War Museum in London. In 1976, it was moved to the Imperial War Museum, RAF Duxford. It underwent a lengthy restoration, beginning in 1997, that was frequently halted as the restorers were diverted to more pressing projects . In May 2005, it was sold, reportedly for £800,000, to raise money for the purchase of a de Havilland/Airco DH.9 as the Duxford museum had no examples of a First World War bomber in its collection. Permission for export was granted by the British government's Department for Culture, Media and Sport as three other Komets were held in British museums. (Articseahorse Photo)





Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191659), "Yellow 15". Designated RAF AM215, this aircraft is on display in the National Museum of Flight in East Fortune, East Lothian, Scotland. Captured at Husum, Nordfriesland in Schleswig-Holstein, Germany at the end of the war, this *Komet* went to the College of Aeronautics at Cranfield in 1947. In 1976 it was refurbished and loaned to the Royal Scottish Museum. In 2007 it was donated to the museum by Cranfield University. (Ad Meskens 1, Guinog Photo 2)

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191309), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM216, this aircraft's fate is unknown, likely scrapped in England.

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191917), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM217, this aircraft was likely scrapped at Farnborough, England.

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191654), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM218, this aircraft was scrapped at Brize Norton, England in 1947.



Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191904), "Yellow 25", belonging to JG 400. This aircraft was captured by the RAF at Husum, Nordfriesland in Schleswig-Holstein, Germany in 1945. It was sent to England, arriving first at Farnborough, receiving the designation RAF AM219. It is now on display in the Militärhistorisches Museum der Bundeswehr - Flugplatz Berlin-Gatow (Bundeswehr Museum of Military History - Berlin-Gatow Airfield), Germany. (Baku13 Photo)

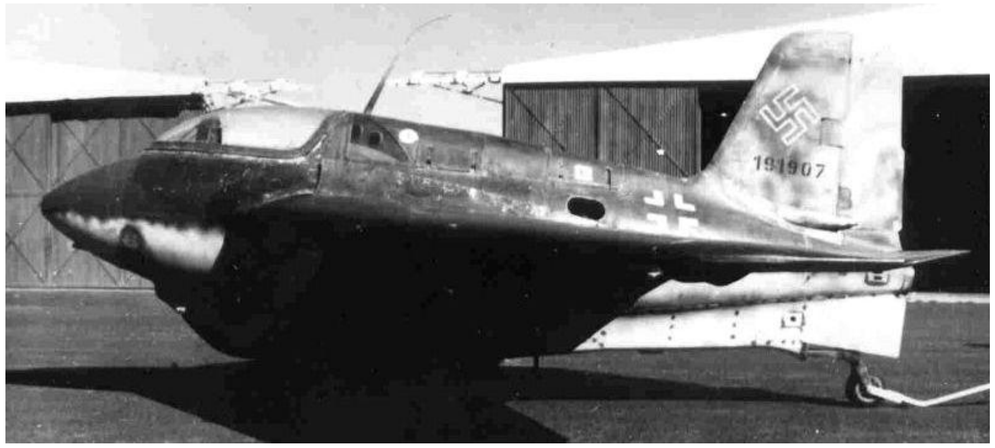






Messerschmitt Me 163B (Werk Nummer 191916) or (Wk. Nr. 191914), designated RAF AM 220, belonged to JG 400. It was surrendered at Husum and shipped to the Royal Aircraft Establishment at Farnborough and from there went to No. 6 MU, Brize Norton, on 1 August 1945. Recorded at No.6 MU in the Census of 21 March 1946 and despatched to No. 47 MU, Sealand, on 17 June 1945. It was crated at Sealand for shipment to Canada and left Salford Docks aboard the *SS Manchester Commerce* on 28 August 1946, arriving at Montréal on 9 September. It was stored in various locations until arriving at Rockcliffe where it is currently preserved in the Canada Aviation and Space Museum (CASM), Ottawa, Ontario; coded "Yellow 26". There is some doubt about the accuracy of the Werk-Nummer of this aircraft, which has also been reported both as (Wk. Nr. 191913), and (Wk. Nr. 191916).[3] (Author Photos)

Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. unknown), captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Designated RAF AM221, fate unknown.



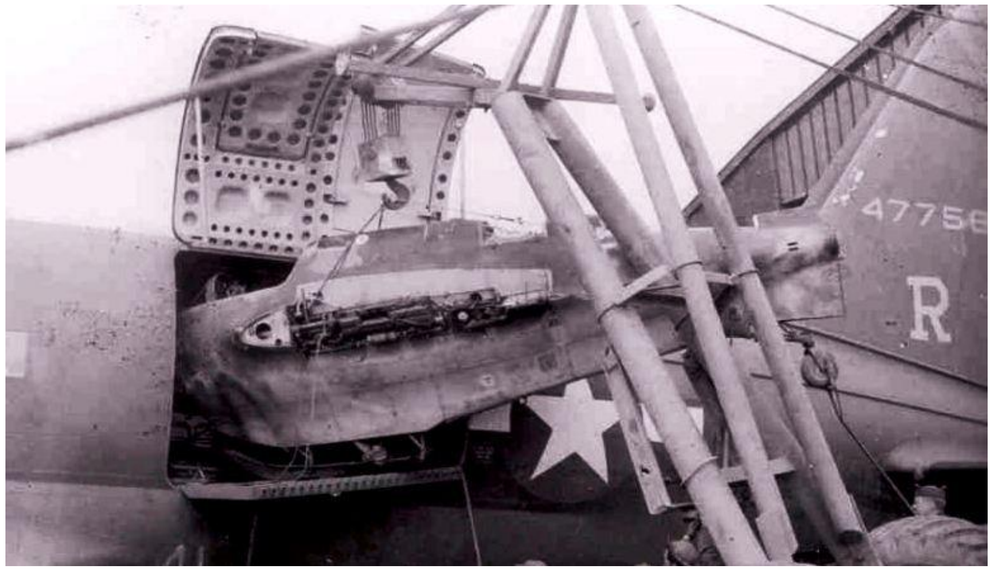


Messserschmitt Me 163B *Komet*, (Wk. Nr. 191907), served with JG 400. This aircraft was captured at Husum, Nordfriesland in Schleswig-Holstein, Germany and shipped to the RAE at Farnborough. It was designated RAF AM222 and was dispatched from Farnborough to No. 6 MU, Brize Norton, on 8 August 1945. On 21 March 1946, it was recorded in the Census of No. 6 MU, and allocated to No. 76 MU (Wroughton) on 30 April 1946 for shipment to Australia. It is shown here on display in the Australian War Memorial, Canberra, Australia. (RAF Photo 1, Nick-D Photo 2)

France received 417 aircraft through a cooperative agreement with the UK and USA. These included 88 Arado Ar 96B (including 28 cannibalised hulks); one Arado Ar 396; 154 Bücker Bü 181 (including 19 cannibalised hulks); 64 Fieseler Fi 156 *Storch*; 39 Siebel Si 204; 36 Junkers Ju 52 (including 9 floatplanes); 17 Messerschmitt Bf 108; three Junkers Ju 88G-6; seven Heinkel He 162; four Messerschmitt Me 163 *Komet*; two Messerschmitt Me 262; and two Arado Ar 234. France also received 2,772 aircraft engines (spare), 3,071 aircraft cannon and machine-guns, more than two million rounds of various ammunition and 3,000 tons of other material.



Messerschmitt Me 163 *Komet* fighters loaded on US Army trucks in Germany for transport to the shipping docks, May 1945. (US Army Photo)



Messerschmitt Me 163 *Komet* being loaded on a USAAF Douglas C-46D aircraft. (USAAF Photo)

The Messerschmitt Me 163 *Komet*, designed by Alexander Lippisch, was a German rocket-powered fighter aircraft. It is the only rocket-powered fighter aircraft ever to have been operational. Its design was revolutionary, and the Me 163 was capable of performance unrivaled at the time. Messerschmitt test pilot Rudy Opitz in 1944 reached 1,123 km/h (698 mph). Over 300 aircraft were built. Records indicate the Komet was responsible for the destruction of about nine Allied aircraft (16 air victories for 10 losses, according to other sources).

Five Me 163B-1a *Komets* were originally brought to the United States in 1945, receiving the Foreign Equipment numbers FE-495 and FE-500 to FE-503. Me 163B-1a FE-501, later T2-502 was used for spare parts for FE-500 until it was scrapped at Freeman Field in 1946, along with FE-502, later T2-502. Me 163B-1a FE-503, later T2-503, went to Bell Aircraft in 1946.



Messerschmitt Me 163B-1a, (Wk. Nr. 191301), brought to Freeman Field, Indiana post war, designated USA FE-495, later T2-495, and then later incorrectly painted FE-500. This aircraft is currently on display in the National Air and Space Museum Steven F. Udvar-Hazy Center, Washington-Dulles International Airport, Chantilly, Virginia. (USAAF Photo)



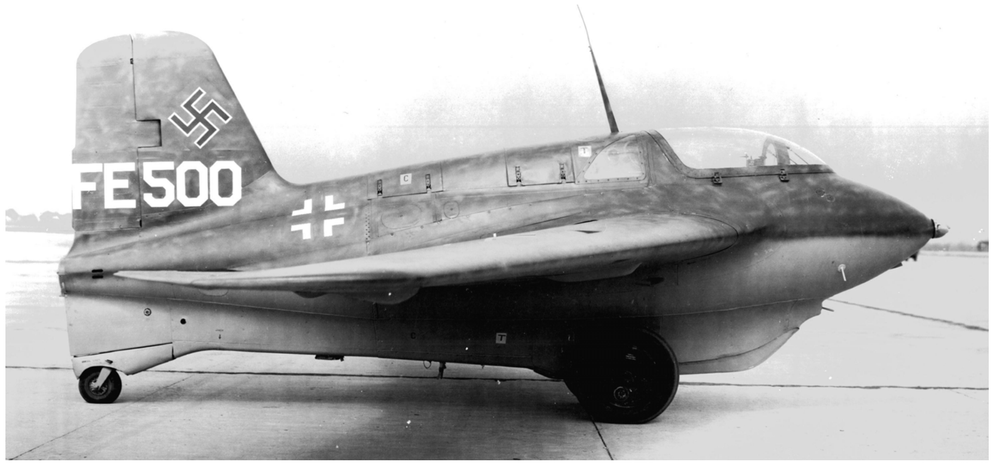






Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191301) before being designated USA FE-500, later T2-500, at Freeman Field, Indiana, post war. This aircraft has survived and is on display in the Steven F. Udvar-Hazy Centre, Chantilly, Virginia. (USAAF Photos)





Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191301), USA FE-500, later USAAF T2-500, at Freeman Field, Indiana, post war. (USAAF Photo)



Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191301), USAAF T2-500 being readied for a towed test flight at the USAAF's Muroc dry lake facility in Californian in 1946. (USAAF Photo)



Messerschmitt Me 163B-1a *Komet,* (Wk. Nr. 191301), USA FE-500, later T2-500, on display in the Steven F. Udvar-Hazy Center, Chantilly, Virginia. (Deano Photo)

Me 163B-1a *Komet,* (Wk. Nr. 191301), was airfreighted by a Douglas C-54 to Freeman Field, Indiana, in 1946, where it received the foreign equipment number FE-500, later T2-500. On 12 April 1946, it was flown aboard a cargo aircraft to the USAAF facility at Muroc dry lake in California for flight testing. Testing began on 3 May 1946 in the presence of Dr. Alexander Lippisch and involved towing the unfueled Komet behind a B-29 to an altitude of 9,000–10,500 m (30,000–34,400 ft) before it was released for a glide back to earth under the control of test pilot Major Gus Lundquist. Deterioration of the wooden wing structure led to flight testing being abandoned. The aircraft was stored at Norton Air Force Base in California before being shipped to Silver Hill in 1954, and more recently to "The Mighty Eighth" Museum in Savannah, Georgia.. This aircraft was been returned to the Smithsonian and is on display unrestored at the National Air and Space Museum's Steven F. Udvar-Hazy Center near Washington D.C.



Messerschmitt Me 163B replica, (Wk. Nr. 191626), "White 11", Planes of Fame Museum, Chino, California. (Dustin May Photo)



Messerschmitt Me 163B in USSR service. (Soviet Air Force Photo)

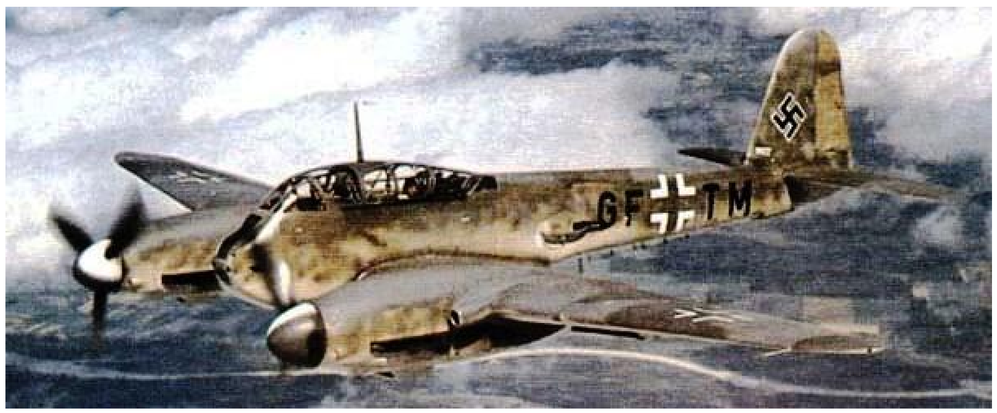




Messerschmitt Me 163S two-seat trainer version, No. 94, captured by the USSR in Soviet service. (Soviet Air Force Photos)

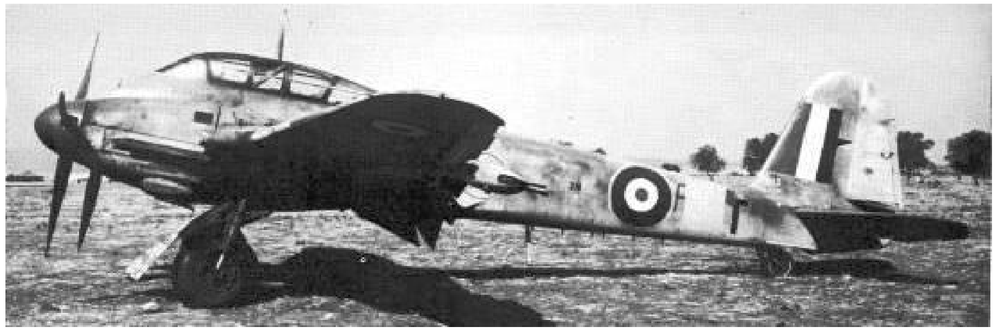
Messerschmitt Me 209, speed-record aircraft developed into fighter (prototype).

Messerschmitt Me 20-II, fighter (completely different from Me 209) (prototype).

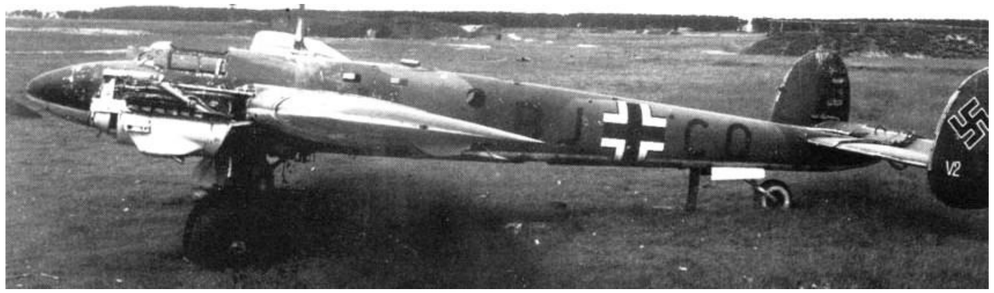


Messerschmitt Me 210 in Luftwaffe service. (Luftwaffe Photo)





Messerschmitt Me 210, (Wk. Nr. unknown), captured heavy fighter/reconnaissance fighter, in French Air Force colours, coded HT, possibly ex-RAF RN231. This aircraft may not have left Europe. It was not flown in the UK, and was probably scrapped after the war. (RAF Photo)



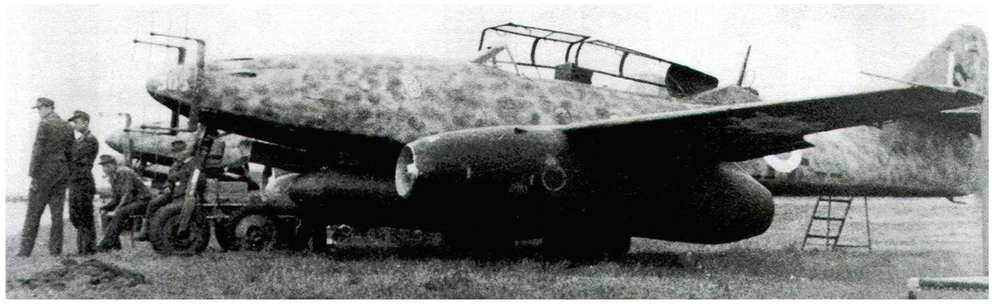


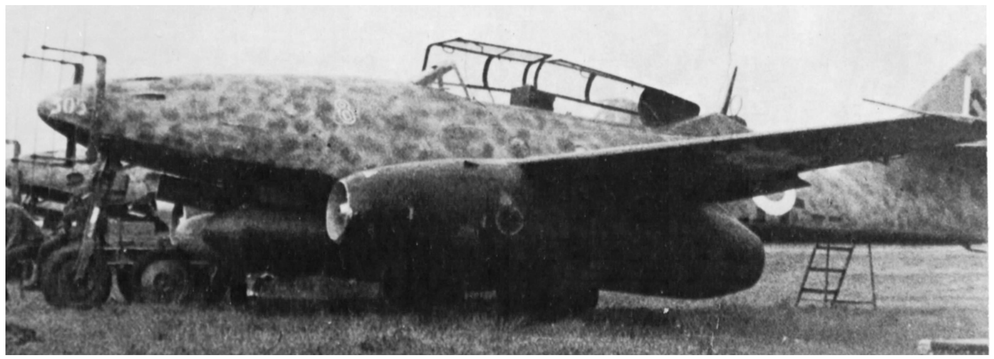




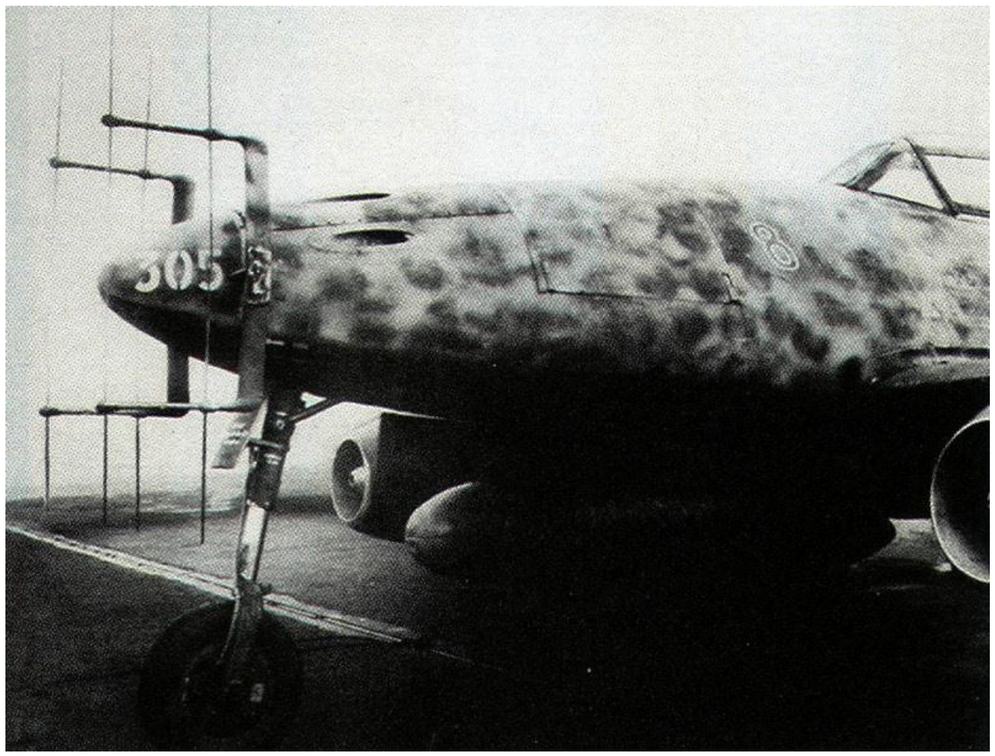
Messerschmitt Me 261, long-range reconnaissance (prototype) twin engine aircraft being examined by Americans. (USAAF Photos)

Messerschmitt Me 262s collected by the RAF









Messerschmitt Me 262B-1a/U1 (Wk. Nr. **110305**), "***Red 8***", 10./NJG11, 305, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. This aircraft was collected at Schleswig-Jagel, Germany in May 1945. "*Red 8*" flew operationally with Kurt Welters 10./NJG11 at Magdeburg. While at this location it was painted with all-black undersurfaces and mostly black engine nacelles. "*'Red 8*" was ferried to the UK on 19 May 1945 by Wg Cdr RJ 'Roly' Falk, via Twente, Gilze-Rijen and Melsbroek. It was then flown by Wg Cdr Gonsalvez from the RAE to RNAS Ford, and used for radar and tactical trials from 6 July 1945. Designated **AM50**, it was later given RAF Serial No. **VH519**. It was damaged on its first landing at RNAS Ford, but quickly repaired. "*Red 8*" is the only genuine night fighter version of the Me262 which has survived to the present day. It is currently displayed in the Ditsong National Museum of Military History, Saxonwold, Johannesburg, South Africa. (RAF Photos)



(NJR ZA Photo)



(Alan Wilson Photo)

Messerschmitt Me 262B-1a/U1 (Wk. Nr. **110305**), "***Red 8***", 10./NJG11, 305, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. This aircraft was collected at Schleswig-Jagel, Germany in May 1945. "*Red 8*" flew operationally with Kurt Welters 10./NJG11 at Magdeburg. While at this location it was painted with all-black undersurfaces and mostly black engine nacelles. "*'Red 8*" was ferried to the UK on 19 May 1945 by Wg Cdr RJ 'Roly' Falk, via Twente, Gilze-Rijen and Melsbroek. It was then flown by Wg Cdr Gonsalvez from the RAE to RNAS Ford, and used for radar and tactical trials from 6 July 1945. Designated **AM50**, it was later given RAF Serial No. **VH519**. It was damaged on its first landing at RNAS Ford, but quickly repaired. "*Red 8*" is the only genuine night fighter version of the Me262 which has survived to the present day. It is currently displayed in the Ditsong National Museum of Military History, Saxonwold, Johannesburg, South Africa.



Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. **112372**),"***Red 2***", 10./NJG11, previously JG7, collected at Schleswig-Jagel, Germany. This aircraft was built in 1945. Designated **AM51**, it was flown to Farnborough where it was allocated RAF Serial No. **VK893** and evaluated by the Royal Aircraft Establishment Aerodynamics Flight. AM51 is currently on display at RAF Hendon, England. (RAF Photo)



Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. **112372**),"***Red 2***", 10./NJG11, previously JG7, collected at Schleswig-Jagel, Germany. This aircraft was built in 1945. Designated **AM51**, it was flown to Farnborough where it was allocated RAF Serial No. **VK893** and evaluated by the Royal Aircraft Establishment Aerodynamics Flight. AM51 is currently on display at RAF Hendon, England. (Paul Mantz Photo)



Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. **112372**),"***Red 2***", 10./NJG11, previously JG7, collected at Schleswig-Jagel, Germany. This aircraft was built in 1945. Designated **AM51**, it was flown to Farnborough where it was allocated RAF Serial No. **VK893** and evaluated by the Royal Aircraft Establishment Aerodynamics Flight. AM51 is currently on display at RAF Hendon, England, painted as "Yellow 4". (UniversalNation Photo)







Messerschmitt Me 262A-2a "*Sturmvogel*" (Wk. Nr. **500210**), coded "***Red 1***", painted *"Yellow 17",* 1./JG 7, surrendered at Fassberg, near Celle, Germany, and taken over by No. 616 Squadron, RAF. Designated **AM52**, it was flown to Lübeck on 29 May 1945, then ferried to Schleswig-Jagel, and then on to Farnborough on 9 June 1945. It was allocated RAF Serial No. **VH509** on 14 June, and made at least one test flight in July at Brize Norton. AM 52 was shipped to Canada from Ellesmere Port on board the SS *Manchester Shipper* on 23 August 1946, arriving at Montréal on 1 September. (RAF Photos)



Messerschmitt Me 262A-2a "*Sturmvogel*" (Wk. Nr. 500210), coded "Red 1", painted "Yellow 17", 1./JG 7, RAF VH509, AM52. AM 52 shown here disassembled at Downsview, Ontario after 1 Sep 1945. (Leslie Corness, CANAV Books Collection Photo)



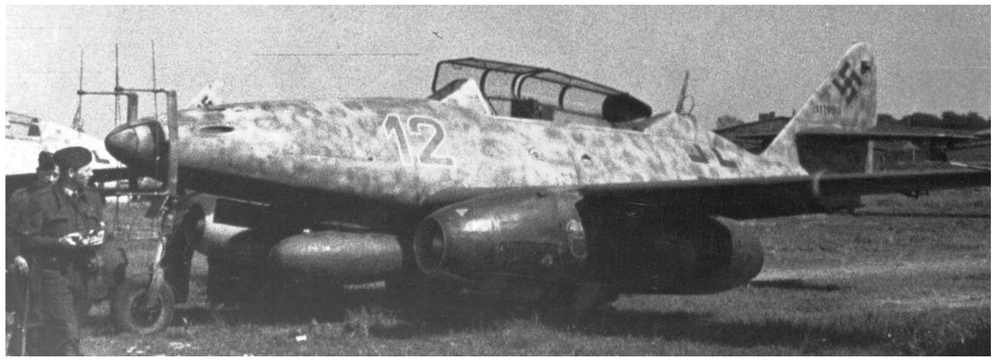
(RCAF Photo)

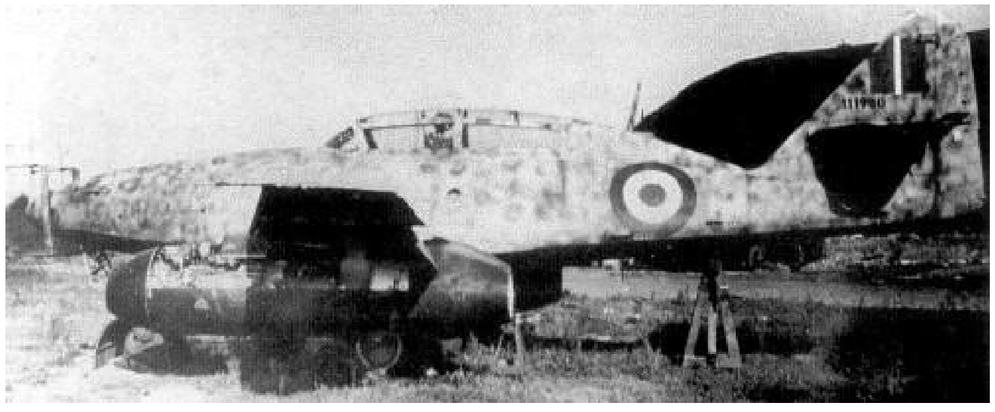
Messerschmitt Me 262A-2a "*Sturmvogel*" (Wk. Nr. 500210), RAF VH509, AM52. It is shown here on RCAF Staff day at Downsview, Ontario, in June 1948.

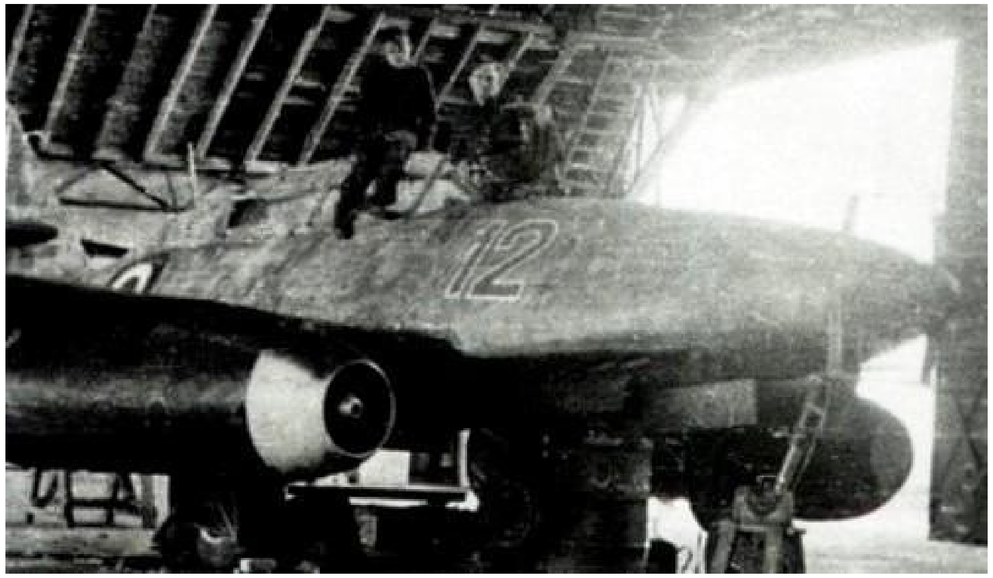


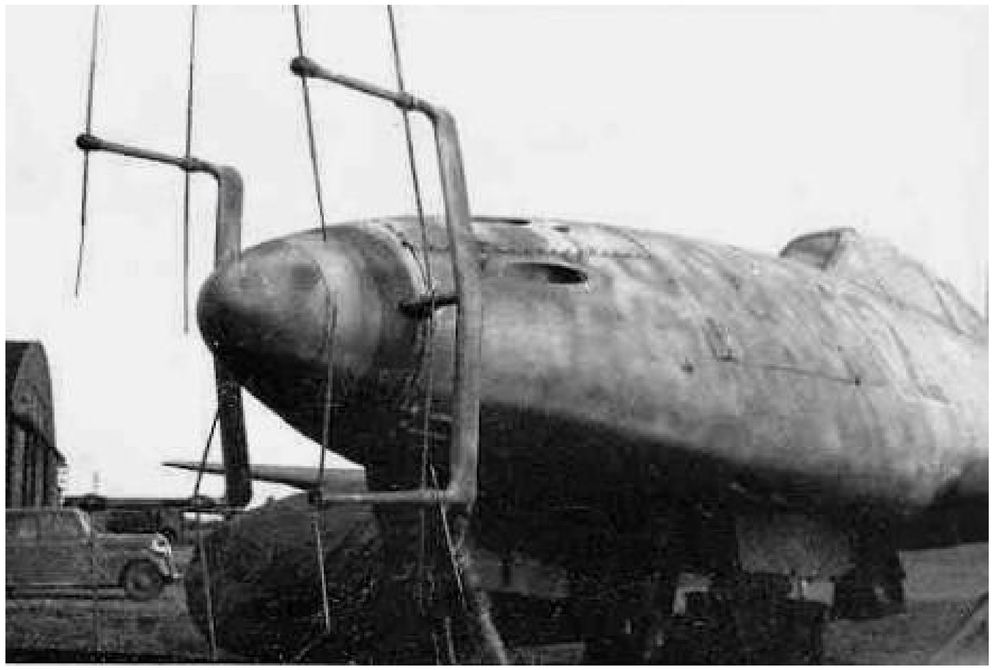
(RCAF Photo)

Another of Messerschmitt Me 262A-2a "*Sturmvogel*" (Wk. Nr. 500210), RAF VH509, AM52, a little worse for wear in 1951 on the field at Downsview, Ontario. It's unlikely that it made it off the field in this condition and there are stories that it was bulldozed by de Havilland staff and lies under the end of the runway at Downsview.











Messerschmitt Me 262B-1a/U1 (Wk. Nr. 111980) *"Red 12",* 10./NJG11, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. "*Red 12*" was flown by Lt Herbert Altner to Schleswig-Jagel, Germany, on 6 May 1945, where it was collected by the RAF. This aircraft was taken to England, and designated AM53. It was destroyed during a storm at Brize Norton in 1947. The remains were scrapped at Sealand in 1948. (RAF Photos)





Messerschmitt Me 262B-1a/U1 (Wk. Nr. 111007), coded "*Yellow 5*", captured at Fassberg. Designated AM79, this aircraft was scrapped at Fassberg. (RAF Photos)

(RAF Photo)

Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 111690), coded "*White 5*", 1./JG 7, was built by Messerschmitt at Schwabisch Hall. It had been flown by Fritz Stehle, who was responsible for the last kill of the war, after arriving there from Melsbroek on 5 August 1945. It was surrendered at Fassberg and was transferred to Farnborough via Manston on 6 and 7 August.



(RAF Photo)



(RAF Photo)

Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 111690), coded "*White 5*", 1./JG 7, repainted in RAF markings and designated AM80. It later appeared in a static display during a German Aircraft Exhibition in the UK in 1945. AM80 was packed and shipped to Canada on SS *Manchester Shipper* on 23 August 1946, arriving in Montréal on 1 September 1946.



(RCAF Photo)



(RCAF Photo)

Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 111690), coded "*White 5*", 1./JG 7, repainted in RAF markings and designated AM80, shown after its arrival in Canada, alongside an RCAF de Havilland Mosquito.



(Cameron Logan Photo)

Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 111690), coded "*White 5*", 1./JG 7, AM80. AM 80 was sold to Cameron Logan of Aylmer, Ontario, about 1947, along with 300 war-surplus RCAF aircraft. As shown in this photo, he kept it behind his home until at least 1953. Eventually it was destroyed and the remains were buried on his property.



Messerschmitt Me 262A-2a "*Sturmvogel*" (Wk. Nr. 500200), "*Black X*", coded 9K+XK, 2./KG 51, built at Regensburg in March 1945. Flown by Fahnenjunker Oberfeldwebel Fröhlich and surrendered at Fassberg. "Black X" was flown to Marston, via Melsbroek on 28 August 1945. Nine days later it was test flown to the Royal Aircraft Establishment in Farnborough, where it was designated AM81. It was allocated RAF Serial No. VP554, and subjected to tests and investigation, flown by Squadron Leader Martindale. While in British hands, the Luftwaffe camouflage was over-painted with English wording and RAF roundels. The airframe and flight systems were not modified, although the original German electronics were removed and replaced by British equipment. This meant that the FuG.25 Loop Antenna was removed. It was flown in an airshow at Farnborough on 4 November 1945. It was shipped to Australia. Restoration was completed in 1985 and the aircraft is currently on display in the Australian War Memorial, Canberra, Australia. (Universal Nation Photo)





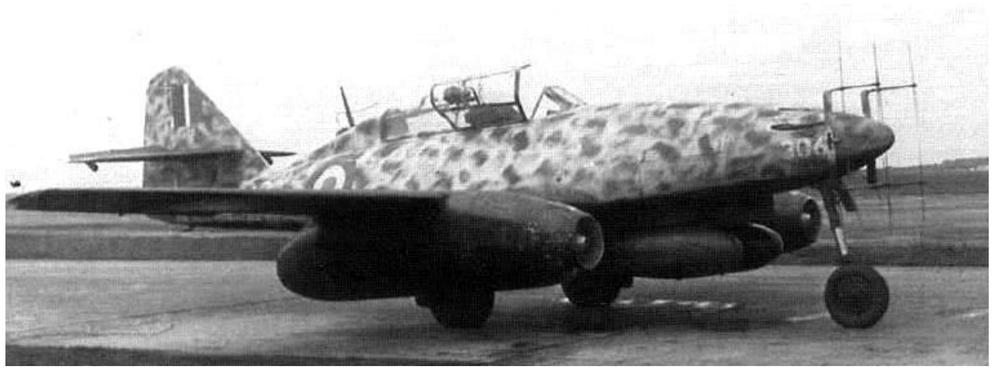


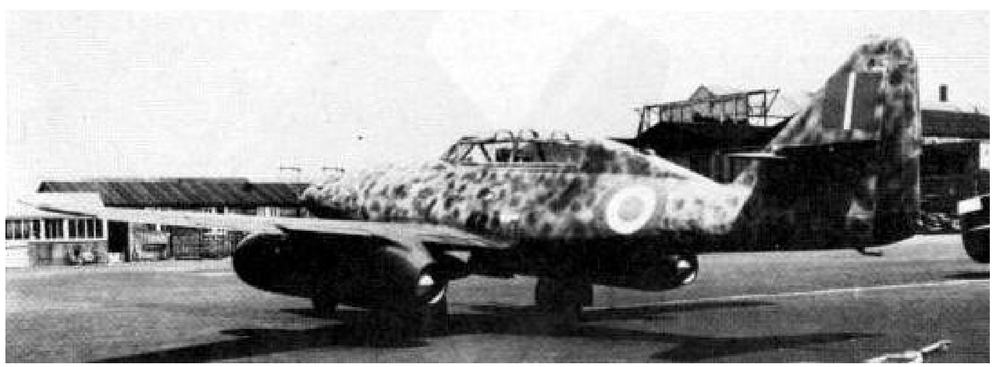


Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. **500443**), "***Yellow 5***", 7./JG7, this aircraft was flown by Unterofficier Anton Schoppler from his base at Saaz and surrendered at Schleswig-Jagel, Germany on 8 May 1945. Designated **USA 1**, this aircraft was brought to England. and was repainted "*Yellow 6*" at some point. USA 1 was shipped from Birkenhead, England to Capetown, South Africa on the SS *Perthshire* on 20 Oct 1946, arriving on 6 Nov. After acceptance by the SAAF it was stored at 15 Air Depot, Snake Valley and during 1950 it was sold to the Benoni Technical College as an instructional airframe. It was scrapped in 1953. (RAF Photos)



Messerschmitt Me 262B-1a (there are at least six possible Wk. Nrs. 110779, 110979, 111053, 111471 and 111980), 10./NJGJ11, two-seat trainer surrendered to the RAF at Schleswig-Jagel, Germany, in May 1945, designated USA 2 by the RAF. Fate unknown. Note: Wk. Nr. 110639, became Watson's Whizzers No. 555. (RAF Photo)





Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110306), "*Red 6*", 10./NJGJ11, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. Seven of these aircraft were used by 10/NJG.II in the defence of Berlin in April 1945. "*Red 6*" was surrendered to the RAF at Schleswig-Jagel, Germany. It was transferred to the USAAF and became Watson's Whizzers 999. It was shipped to the USA on HMS Reaper and then allocated FE-610, later T2-610. Later named "*Ole Fruit Cake*", and "*der Schwalbe*". FE-610 was scrapped at Freeman Field, Indiana, circa 1950. (RAF Photos)





Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110165), uncoded, possibly 10./NJG11, two-seat trainer surrendered to the RAF at Schleswig-Jagel, Germany, in May 1945, designated USA 3 by the RAF, "*What was it?*". Transferred to the USAAF, Watson's Whizzers 101. Shipped to the USA on HMS Reaper, where it was allocated Foreign

Equipment number FE-109. This aircraft went to the USN Armament Test Division at NAS Patuxent River, Maryland in Dec 1945 where it was designated USN BuNo. 121441 and test flown. It was scrapped at NAS Anacostia, Nov 1946. (RAF Photos)







Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110635), "*Red 10*", 10./NJG11, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. "*Red 10*" was one of three night fighters captured at Schleswig-Jagel, Germany. Designated USA 4, this aircraft may have been brought to England, where it was likely used as a ballistics target at Oxfordness. It was reportedly scrapped at No. 6 Maintenance Unit (MU) at Brize Norton in 1947. (RAF Photos)

Czech Avia S-92s



(AlfvanBeem Photo)



Avia S-92, Aviation Museum Kbely, Prague, Czech Republic. (Alan Wilson Photo)



(Alan Wilson Photo)



Avia CS-92, Aviation Museum Kbely, Prague, Czech Republic. The Avia CS-92 was a license built Messerschmitt Me262B-1A. This sole remaining example has been painted in Luftwaffe markings. Czech AF (Serial No. V-35 msn 51104). (Netopyr Photo)

French Me 262s

Messerschmitt Me 262A-1a, (Wk. Nr. unknown), No. 1, brought by rail to France and rebuilt, test flown, fate unknown.





Messerschmitt Me 262A-1a, (Wk. Nr. 113332), No. 2, "*Feudin 54th A.D. Sq*", "Julie", before being transferred to the French Air Force (Armée de l'Air), test flown, crashed on during a test flight, fate unknown. (USAAF Photos)





Messerschmitt Me 262A-1a, (Wk. Nr. 113332), No. 2, "*Feudin 54th A.D. Sq*", "Julie", after being transferred to the French Air Force (Armée de l'Air*)*, shortly after crashing during a test flight, fate unknown. (Armée de l'Air Photos)

Messerschmitt Me 262A-1a, (Wk. Nr. unknown), No. 3, brought by rail to France and rebuilt, test flown, fate unknown.

Messerschmitt Me 262A-1a, (Wk. Nr. unknown), No. 4, brought by rail to France and rebuilt. Ready to fly but not test flown, fate unknown.

Messerschmitt Me 262A-1a, (Wk. Nr. unknown), No. 5, brought by rail to France and used for spare parts, fate unknown.

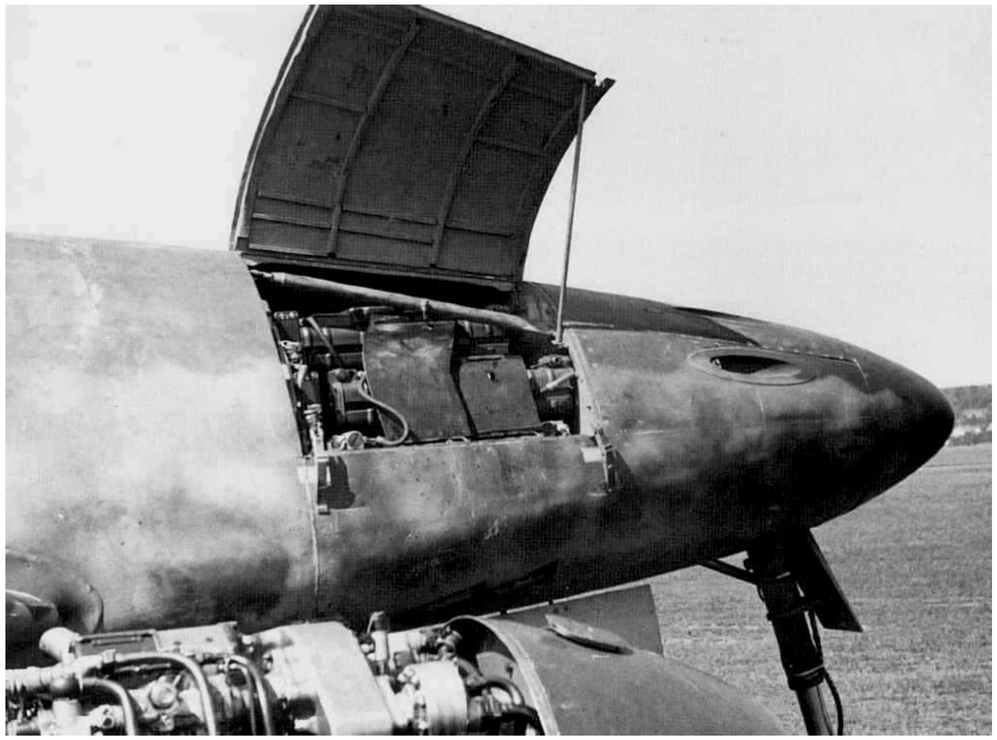
Messerschmitt Me 262A-1a, (Wk. Nr. unknown), No. 6, brought by rail to France and partially rebuilt, fate unknown.

Messerschmitt Me 262B-1a/U1, (Wk. Nr. unknown), No. 7, dual control two-seat trainer, brought by rail to France and rebuilt. Ready to fly but not test flown, fate unknown.

Me 262s preserved in Germany











Messerschmitt Me 262A-1a, (Wk. Nr. 500071) coded "*White 3*", III/JG7. This aircraft made an emergency landing due to lack of fuel at Dübendorf, Switzerland on 25 April 1945. Flown by Hans Guido Mutke while a

pilot of 9. Staffel/*JG* 7, "White 3" was confiscated by Swiss authorities on 25 April 1945 after Mutke made an emergency landing in Switzerland due to lack of fuel. Although it was taken over by the Swiss, it was not flown by them. After many years of storage at Dübendorf, the aircraft was given to the Deutsches Museum at Munich on 30 August 1957, where it is currently on display. (Swiss Air Force Photos)



Messerschmitt Me 262A-1a, (Wk. Nr. 500071) coded "White 3", III/JG7 made an emergency landing due to lack of fuel at Dübendorf, Switzerland on 25 April 1945. This aircraft, flown by Hans Guido Mutke while a pilot of 9. Staffel/*JG* 7, was confiscated by Swiss authorities on 25 April 1945 after Mutke made an emergency landing in Switzerland due to lack of fuel. Although it was taken over by the Swiss, it was not flown by them. After many years of storage at Dübendorf, the aircraft was given to the Deutsches Museum at Munich on 30 August 1957, where it is currently on display. (Softeis Photo)

Messerschmitt Me 262A-1a (multiple Wk. Nrs.), reconstructed from parts of crashed and uncompleted Me 262s, is on display in the Militärhistorisches Museum der Bundeswehr - Flugplatz Berlin-Gatow (Bundeswehr Museum of Military History - Berlin-Gatow Airfield), Germany.



Messerschmitt Me 262 *Schwalbe,* (Wk. Nr. unknown), with R4M underwing rockets on display at the Technikmuseum Speyer, Germany. (MisterBee1966 Photo)

Me 262s captured by the USAAF





Messerschmitt Me 262A-2a *Schwalbe,* (Wk. Nr. 112385), "*Yellow 8*", captured at Stendal, fate unknown. (US Army Photos)



Messerschmitt Me 262A-1a, (Wk. Nr. 110604), Lechfeld, 1945. (USAAF Photo)





Messerschmitt Me 262A-1a, (Wk. Nr. 110956), IIIEJG2, "*White 17*", Franz-Holzinger, Lechfeld 29 Apr 1945. This aircraft may have been flown by Heinz Bar. (USAAF Photos)



Messerschmitt Me 262A-1a *Schwalbe*, (Wk. Nr. 500079) captured by the USAAF, May 1945. (USAAF Photo)

Me 262s, USA




711
ME-262


711


711



Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. **111711**). This new airframe had been surrendered on 31 March 1945 by Messerschmitt test pilot Hans Fay who defected during a functional check flight rather than fly it to an operational unit, landing at Rhein-Main, Frankfurt. It was the first Me 262 to fall into Allied hands. The Me 262 was taken to Thornville, France, and shipped separately to USA on the *Manawaska Victory*. It was not one of Watson's Whizzers. The Me 262 was allocated Foreign Equipment number FE-107, and later T2-711. It was test flown by Russell E. Schleeh shortly after its capture. This aircraft was flown by Test Pilot Walter J. McAuley Jr. of the Flight Performance Section, Flight Test Division, Wright Field, Ohio, in a test flight for comparison with a Lockheed P-80. During the flight both engines of the Me 262 caught fire. McAuley, Jr., successfully parachuted to safety, surviving as the aircraft crashed on 20 Aug 1945 ~two miles South of Xenia, Ohio near Route 68. (USAAF Photos)

Watson's Whizzers

Throughout the war in Europe, the US Army Air Force (USAAF) Intelligence Service sent teams to Europe to gain access to enemy aircraft, technical and scientific reports, research facilities, and weapons for study in the US. The Air Technical Intelligence (ATI) teams trained at the Technical Intelligence School at Wright Field, Ohio, and then collected enemy equipment to learn about Germany's technical developments. The ATI teams competed with 32 allied technical intelligence groups to gain information and equipment recovered from crash sites. As the war concluded, the various intelligence teams, including the ATI, shifted from tactical intelligence to post hostilities investigations. Exploitation intelligence increased dramatically.

Captured Luftwaffe airfields rewarded the Allies with many aircraft that were technologically advanced and of great interest to intelligence agencies. In November 1944, General H.H. "Hap" Arnold directed that items of captured enemy equipment be collected methodically so technical experts could study the equipment. At Wright Field, the Technical Data Laboratory worked with the other laboratories to develop a "wish list" of German equipment they would like to have for technological study and exploitation. Colonel Donald L. Putt was in charge of the overall collection effort known as Project Lusty, and General Carl "Tooey" Spaatz, the Commanding General of U.S. Strategic Air Forces in Europe, picked Colonel Harold E Watson for the assignment. Colonel Watson had previously served at Wright Field as a test pilot as well as 9th Air Force Service Command in France.

On 22 April 1945, the USAAF combined technical and post-hostilities intelligence objectives under the Exploitation Division with the aim of exploiting captured German scientific documents, research facilities, and aircraft. The code name of the operation was Project "Lusty (from Luftwaffe Secret Technology). The Operation had two teams. One, under the leadership of Colonel Watson, collected enemy aircraft and weapons for further examination in the US. The other recruited scientists, collected documents, and investigated facilities. Having been part of ATI in 1944, Colonel Watson eagerly accepted the Operation Lusty assignment.

General Watson's official travel orders allowed him to examine or remove any captured aircraft or equipment; carry a camera and photograph any captured equipment; and travel anywhere in the Allied Forces occupied zone. His pass was printed in English, French, and German.

Colonel Watson and his crew, nicknamed "Watson's Whizzers," which was comprised of 9th Air Force pilots, engineers, and maintenance men he had selected to join him, developed "Black Lists" which they used to collect aircraft. He organized his "Whizzers" into two sections, one collected jet aircraft and the other procured piston engine aircraft and non-flyable jet and rocket equipment. Their first catch was a Heinkel He 177 bomber. In April 1945, Lechfeld airfield, near the Messerschmitt factory, fell into American hands, and the collection of Luftwaffe aircraft grew dramatically.

After the war, the "Whizzers" added a crew of 25 former Luftwaffe test pilots and mechanics to their team, including Hauptman Heinz Braun. Hauptman Braun had flown 70 women, children, and wounded troops to

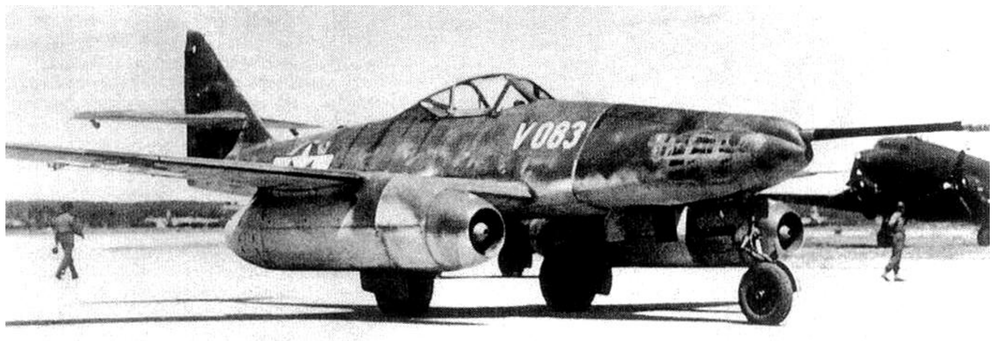
Munich-Riem airport on 8 May 1945. After he landed, Braun was approached by one of Watson's men who gave him the choice of either going to a prison camp or flying with the "Whizzers." Braun decided flying would be more preferable. Three Messerschmitt employees also joined the "Whizzers," with Karl Baur, the Chief Test Pilot of Experimental Aircraft; test pilot Ludwig "Willie" Huffman; and engineering superintendent, Gerhard Coulis. Test pilot Herman Kersting joined later. When the "Whizzers" located nine Me 262 jet aircraft at Lechfeld airfield, these Luftwaffe test pilots had the expertise to fly them.

Watson's men traveled far and wide over Europe by jeep and occasionally by air to find the aircraft on the "Black Lists." Some of the aircraft were found in flyable condition. Others had to be reconstructed from remnants of other aircraft. Many aircraft were shipped to the United States aboard the British carrier HMS *Reaper.* The most viable harbour for docking the carrier and loading the various aircraft was at Cherbourg, France. The "Whizzers" flew the Me 262s and other aircraft from Lechfeld to St. Dizier, to Melun, and then to Cherbourg. All the aircraft were cocooned against the salt air and weather, loaded onto HMS *Reaper*, and brought to the US where they were studied by the Air Intelligence groups of both the USAAF and US Navy.

Many of the "Whizzers" named aircraft after family and friends. General Watson named one of the captured Me 262s the "*Happy Hunter*" after his son. MSgt Freiburger named three of the planes, including "*Dennis*," for his son; "*Wilma Jeanne*," after his wife; and "*Vera*," for a sister-in-law. Me 262A-1a/U4 *Schwalbe*, (Wk. Nr. 170083) had "*Wilma Jeanne*" on the port side of the aircraft. All of these refurbished Me 262s had "*Feudin 54th A.D. Sq*" painted on the starboard side by MSgt Eugene Freiburger. This aircraft crashed at Tilleul-Dame-Agnes, Eure in France on 18 June 1945 (the pilot survived) and therefore never came to the USA.

40 German and one American aircraft were transported on board HMS *Reaper*, including ten Messerschmitt Me 262,(including nine Messerschmitt Me 262 (three standard fighters, two two-seat pilot training aircraft, one two-seat night fighter, and three photographic reconnaissance aircraft), five Focke-Wulf Fw 190F, four Focke-Wulf Fw 190D, one Focke-Wulf Ta 152H, four Arado Ar 234B, three Heinkel He 219, three Messerschmitt Bf 109, two Dornier Do 335A, two Bücker Bü 181, one Doblhoff WNF 342 helicopter, two Flettner Fl 282 helicopters, one Junkers Ju 88G, one Junkers Ju 388, one Messerschmitt Bf 108, and one North American F-6 (the photo reconnaissance version of the P-51). The balance of about ten aircraft may have included examples of the Heinkel He 162A, Messerschmitt Me 163B-1a, and the Bachem Ba 349 Natter, which were later transported to the US aboard merchant ships. A Junkers Ju 290A four-engine transport, nicknamed "*Alles Kaput*," was flown on its own across the Atlantic.

In 1945, the enemy aircraft shipped to the US were divided between the Navy and the Army Air Forces. For historical purposes, General Hap Arnold ordered the preservation of one of every type of aircraft used by the enemy forces. The Air Force brought their aircraft to Wright Field, and when the field could no longer handle additional aircraft, many were sent to Freeman Field, Seymour, Indiana.







Messerschmitt Me 262A-1a/U4 Schwalbe, (Wk. Nr. 170083), "V083", "Pulkzerstörer", armed with one 50-mm Mauser Mk. 214 cannon. USAAF "*Feudin 54*" A.D Sq was painted on the port side of the nose of all the refurbished Me 262s, later painted over before leaving Lager Lechfeld Flugplatz and being shipped to the USA on HMS *Reaper*. This aircraft became Watson's Whizzers No. 000, with the name "*Wilma Jeanne*" on the starboard side of the nose, later the "*Happy Hunter II*". This aircraft crashed on a flight from Lechfield, Germany to Cherbourg. (Andrew T. Hill Photo 1, before being painted with Feudin 54th artwork, USAAF Photo 2)

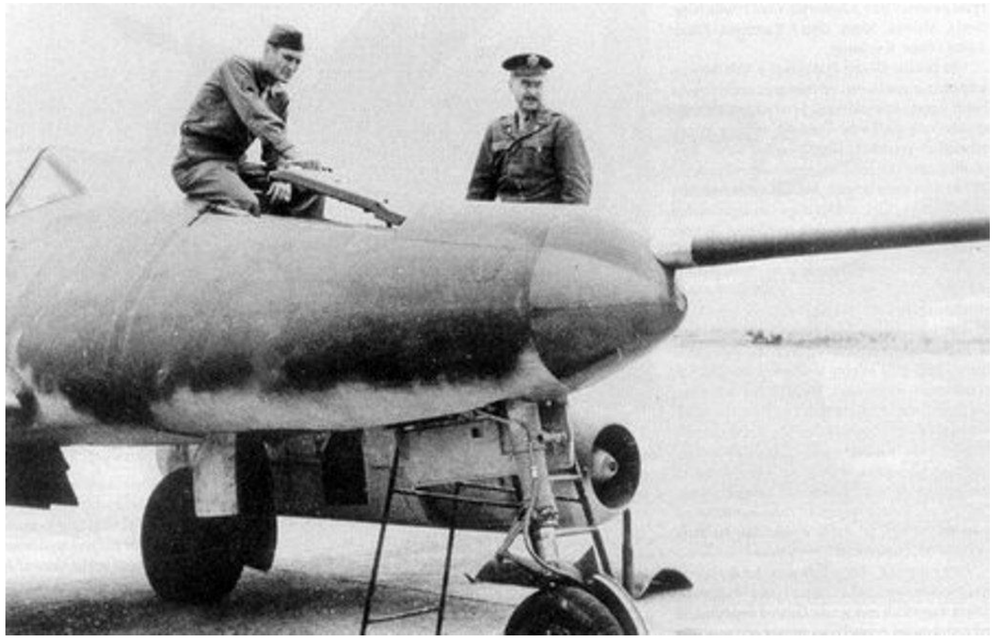




Messerschmitt Me 262A-1a/U4 Schwalbe, (Wk. Nr. 170083), "V083", "Pulkzerstörer", armed with one 50-mm Mauser Mk. 214 cannon. USAAF "*Feudin 54*" A.D Sq was painted on the port side of the nose of all the refurbished Me 262s, later painted over before leaving Lager Lechfeld Flugplatz and being shipped to the USA on HMS *Reaper*. This aircraft became Watson's Whizzers No. 000, with the name "*Wilma Jeanne*" on the starboard side of the nose, later the "*Happy Hunter II*". This aircraft crashed on a flight from Lechfield, Germany to Cherbourg. (USAAF Photos)



Messerschmitt Me 262A-1a/U4 Schwalbe, (Wk. Nr. 170083), "V083", "Pulkzerstörer", armed with one 50-mm Mauser Mk. 214 cannon. USAAF "*Feudin 54*" A.D Sq was painted on the port side of the nose of all the refurbished Me 262s, later painted over before leaving Lager Lechfeld Flugplatz and being shipped to the USA on HMS *Reaper*. This aircraft became Watson's Whizzers No. 000, with the name "*Wilma Jeanne*" on the starboard side of the nose, later the "*Happy Hunter II*". This aircraft crashed on a flight from Lechfield, Germany to Cherbourg. (USAAF Photo)

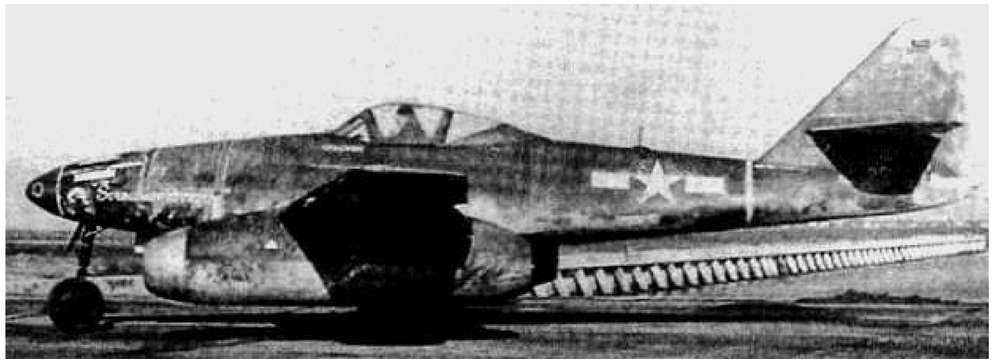




Messerschmitt Me 262A-1a/U4, (Wk. Nr. unknown), "Pulkzerstörer", bomber destroyer version armed with one 50-mm Mauser Mk. 214 cannon. USAAF "*Feudin 54 A.D Sq".* Possibly shipped to the USA, fate unknown. (USAAF Photos)



Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 501232), "*Yellow 5*", 3./KG(J)6, with homeland defence checkerboard pattern on the rear fuselage. This aircraft was designated Watson's Whizzers No. 111, and was painted as "*Beverly Anne*", later "*Screamin Meemie*". "*Yellow 5*" was shipped to the USA on HMS *Reaper*, with inventory control No. 20. This aircraft was sent to the USN Armament Test Division at NAS Patuxent River, Maryland in Dec 1945 where it was designated USN BuNo. 121442 and test flown. It is now on display in the National Museum of the USAF. (USAAF Photo)









Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 501232), "*Yellow 5*", 3./KG(J)6. This aircraft was designated Watson's Whizzers No. 111, and was painted as "*Beverly Anne*", later "*Screamin Meemie*". "*Yellow 5*" was shipped to the USA on HMS *Reaper*, with inventory control No. 20. This aircraft was sent to the USN Armament Test Division at NAS Patuxent River, Maryland in Dec 1945 where it was designated USN BuNo. 121442 and test flown. It is now on display in the National Museum of the USAF. (USAAF Photos)







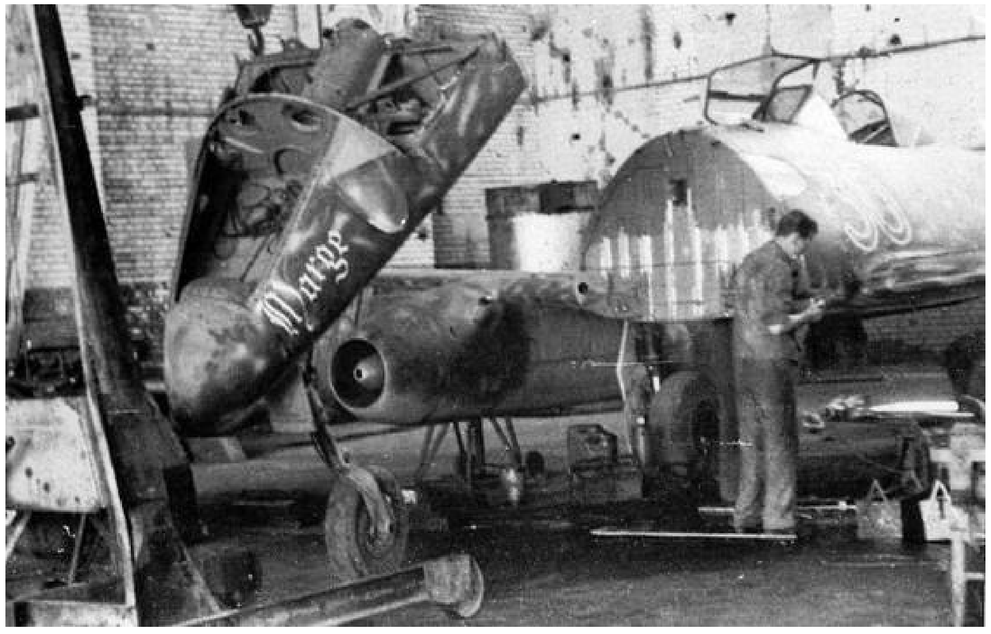

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ACHTUNG!
ZUM SCHLEPPEN
CANNON





Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 501232), coded "*Yellow 5*", 3./KG(J)6, designated Watson's Whizzers No. 111, on display in the National Museum of the USAF. (National Museum of the USAF Photos)





Messerschmitt Me 262A-1a/U3 (Wk. Nr. unknown), "*White 30*", reconnaissance version modified with bulges on the nose to accommodate film magazines for two Rb 20/30 cameras. U3 (Umrüst-Bausatz 3, Factory Modification Kit No. 3). Watson's Whizzers 222, "*Marge*", later "*Lady Jess IV".* It was flown by Capt Kenneth Dahlstrom. Artwork was painted on the nose with a picture of Donald Duck circling the globe on a jet engine, with "Watson's Whizzers" in print. "*White 30*" was shipped to the USA on HMS *Reaper.* It was allocated FE-

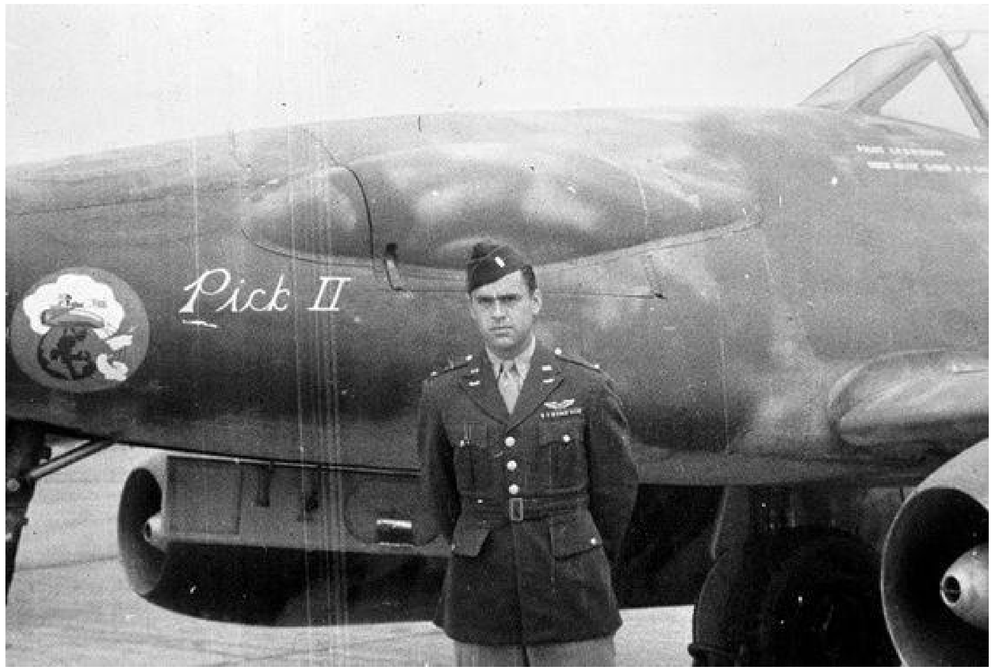
108, then transferred to the USN where it was allocated BuNo. 121443. It was written off at NAS Patuxent River, Maryland on its first test flight on 7 Nov 1945. (USAAF Photos)





Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. **111367**), **Watson's Whizzers 333**, "*Feuding 54th*", later "*Pauline",* and *"Deelovely"*. This aircraft went to the USN A&T Division, Flight Test Division, NAS Patuxent River, Maryland in Dec 1945, where it was allocated USN BuNo. 121444 and test flown. It was transferred to Naval Proving Ground, Dahlgren Junction on 11 Oct 1946. This Me 262 was displayed at NAS Anacostia, then left outside the Naval Laboratory in Washington, D.C., where it stood derelict until it was apparently scrapped sometime after 27 Jan 1957. (USAAF Photos)







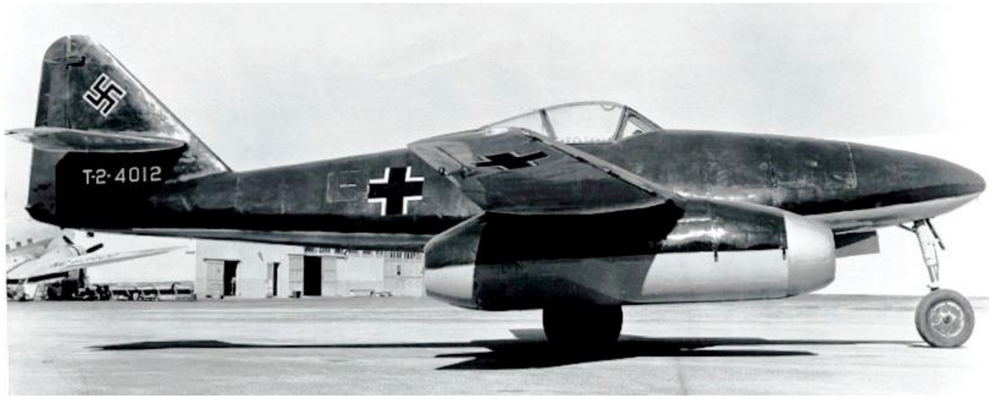
Messerschmitt Me 262A-1a/U3 (Wk. Nr. 500453), coded "*White 25*", reconnaissance version modified with bulges on the nose to accommodate film magazines for two Rb 20/30 cameras. U3 (Umrüst-Bausatz 3, Factory Modification Kit No. 3). Prior to the arrival of Watson's team, Master Sergeant Preston of the 54th Air Disarmament Squadron named this plane "*Connie ...My Sharp Article"* (after his wife). "White 5" became Watson's Whizzers 444, and was ferried to Melun, France by Lt Roy Brown, who renamed it "*Pick II"* (after a nickname derived from his wife's maiden name). Brown ferried the jet to the port of Cherbourg, where it was loaded onto the British escort carrier HMS *Reaper*. While on the deck of the HMS *Reaper*, it was allocated inventory control No. 19. After arrival at Newark, Watson ferried 444 to Freeman Field, Indiana on 19 August, 1945. There, the Army Air Force assigned "White 5" a Foreign Equipment number, FE-4012. This was later changed to T2-4012. This aircraft was selected to participate in classified tests against the Lockheed P-80, and underwent a nose section changeup with Watson's Whizzers 888, later FE-111. The machine was given an overall reconditioning for the tests. "White 5" was with the Planes of Fame Museum in California before being transferred to Paul Allen's Flying Heritage & Combat Armor Museum in Washington State. There are plans to restore this aircraft to flying status, and it is registered as N9450, painted as "*White 9*". (USAAF Photos)






T-2-4012


T-2-4012



Messerschmitt Me 262A-1a/U3 (Wk. Nr. 500453), "*White 25*", reconnaissance version modified with bulges on the nose to accommodate film magazines for two Rb 20/30 cameras. U3 (Umrüst-Bausatz 3, Factory Modification Kit No. 3). Prior to the arrival of Watson's team, Master Sergeant Preston of the 54th Air Disarmament Squadron named this plane "*Connie ...My Sharp Article"* (after his wife). "White 5" became Watson's Whizzers 444, and was ferried to Melun, France by Lt Roy Brown, who renamed it "*Pick II"* (after a nickname derived from his wife's maiden name). Brown ferried the jet to the port of Cherbourg, where it was loaded onto the British escort carrier HMS *Reaper*. While on the deck of the HMS *Reaper*, it was allocated inventory control No. 19. After arrival at Newark, Watson ferried 444 to Freeman Field, Indiana on 19 August, 1945. There, the Army Air Force assigned "White 5" a Foreign Equipment number, FE-4012. This was later changed to T2-4012. This aircraft was selected to participate in classified tests against the Lockheed P-80, and underwent a nose section changeup with Watson's Whizzers 888, later FE-111. The machine was given an overall reconditioning for the tests. "White 5" was with the Planes of Fame Museum in California before being transferred to Paul Allen's Flying Heritage & Combat Armor Museum in Washington State. There are plans to restore this aircraft to flying status, and it is registered as N9450, painted as "*White 9*". (USAAF Photos)















Messerschmitt Me 262B-1a (Wk. Nr. 110639), "*White 35*", one of 15 aircraft modified under contract by Blohm and Voss for use as a dual-control two seat trainer. Watson's Whizzers 555, "*Vera*", and later "*Willie*" flown from Germany to Cherbourg in 1945. Shipped to the USA on HMS *Reaper*, this aircraft went to the USN Armament Test Division at NAS Patuxent River, Maryland in Dec 1945 where it was designated USN (Bu No. 121448). After evaluation, it went to NART Willow Grove in Dec 1946. This aircraft has been restored and has returned to Naval Air Station Willow Grove, Pennsylvania. "*White 35*" appears to have had an operational history in *Luftwaffe* service, and was one of the few Stormbirds known to have been captured completely intact. Captured by American forces in May, 1945, it was the first jet the Americans brought into the hangar for restoration. Soon thereafter, it was named *Vera*, after Staff Sergeant Eugene Freiburger's sister-in-law. *Vera* was test flown by German test pilot Ludwig Hofmann on the 14th or 15th of May, accompanied by an American operations officer, Captain Ward, making him the first American to fly the Me 262. On the 30th of May, Hofmann's counterpart, Karl Baur, took Colonel Watson on a familiarization flight in this aircraft. "*Vera*" was used a few days later to train most of the American pilots who were tasked to fly the captured aircraft to Cherbourg. Hofmann ferried the aircraft to Melun, France with the team, where it was renamed "*Willie*" in his

honor. At this time, the control number 555 was also assigned. The plane was loaded aboard the HMS *Reaper* with other captured aircraft, and transported to Newark, New Jersey. At Newark, it was transferred to the USN for flight testing. In 1993 the USN loaned 555 to the Me 262 Project for use as a pattern aircraft. 555 was returned to the USN in late 2001, and it is now back on permanent static display at Willow Grove NAS in eastern Pennsylvania. (USAAF and USN Photos)



Messerschmitt Me 262B-1a (Wk. Nr. 110639), "*White 35*", one of 15 aircraft modified under contract by Blohm and Voss for use as a dual-control two seat trainer. Watson's Whizzers 555, "*Vera*", and later "*Willie*" flown from Germany to Cherbourg in 1945. Shipped to the USA on HMS *Reaper*, this aircraft went to the USN Armament Test Division at NAS Patuxent River, Maryland in Dec 1945 where it was designated USN (Bu No. 121448). After evaluation, it went to NART Willow Grove in Dec 1946. This aircraft has been restored and has returned to Naval Air Station Willow Grove, Pennsylvania. "*White 35*" appears to have had an operational history in *Luftwaffe* service, and was one of the few Stormbirds known to have been captured completely intact. Captured by American forces in May, 1945, it was the first jet the Americans brought into the hangar for restoration. Soon thereafter, it was named *Vera*, after Staff Sergeant Eugene Freiburger's sister-in-law. *Vera* was test flown by German test pilot Ludwig Hofmann on the 14th or 15th of May, accompanied by an American operations officer, Captain Ward, making him the first American to fly the Me 262. On the 30th of May, Hofmann's counterpart, Karl Baur, took Colonel Watson on a familiarization flight in this aircraft. "*Vera*" was used a few days later to train most of the American pilots who were tasked to fly the captured aircraft to Cherbourg. Hofmann ferried the aircraft to Melun, France with the team, where it was renamed "*Willie*" in his

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(Gregg Heilmann Photo)



Messerschmitt Me 262B-1a (Wk. Nr. 110639), "*White 35*", currently on display at Willow Grove NAS in eastern Pennsylvania. (PearlJamNoCode Photo)

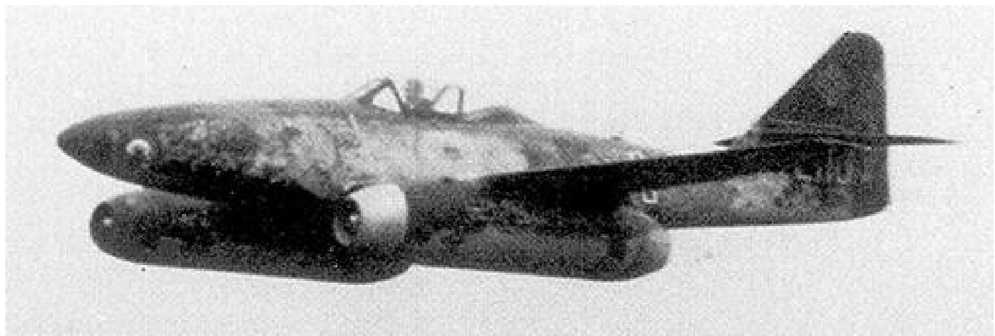






Messerschmitt Me 262A-1a/U3 (Wk. Nr. 500098), "*White 27*", reconnaissance version modified with bulges on the nose to accommodate film magazines for two Rb 20/30 cameras. U3 (Umrüst-Bausatz 3, Factory Modification Kit No. 3). "*White 27*" was collected at Lechfeld by the "*Feudin 54th A.D. Sq*", as painted on the starboard side by MSgt Eugene Freiburger, USAAF. Watson's Whizzers No. 666, painted as "*Joanne*", later "*Cookie VII".* "*White 27*" was flown to Melun, then Cherbourg, France. Shipped to the USA on HMS *Reaper,* this aircraft was allocated Foreign Equipment number FE-4011. "*White 27*" crashed at Pittsburgh on 19 Aug 1945. (USAAF Photos)

Fred Hillis named six of his Republic P-47 Thunderbolts "*Cookie*" from a nickname he gave his baby daughter Cynthia. Five of these P-47s were lost in combat, one was flown on one mission. Of the seven "*Cookies*", none of their pilots was injured or killed - good luck, and therefore, a good reason to keep the name. During Operation Iraqi Freedom in the spring of 2003, an assault helicopter flown by the 2-501st Aviation Regiment, 1st Armored Division (US Army), was christened "Cookie VIII" by her crew in honor of Hillis legacy.







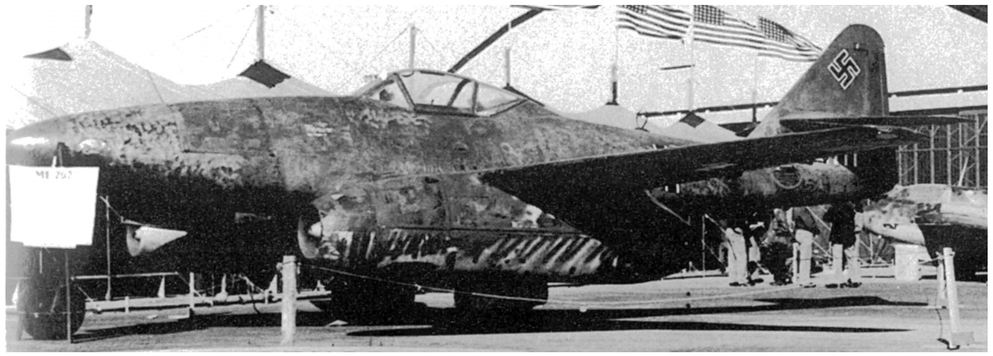






Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 110836). Watson's Whizzers No. 777, this aircraft was initially named "*Doris*" and later "*Jabo Bait"*. Shipped to the USA on HMS *Reaper*, it was designated FE-110, later T2-110. (USAAF Photos).





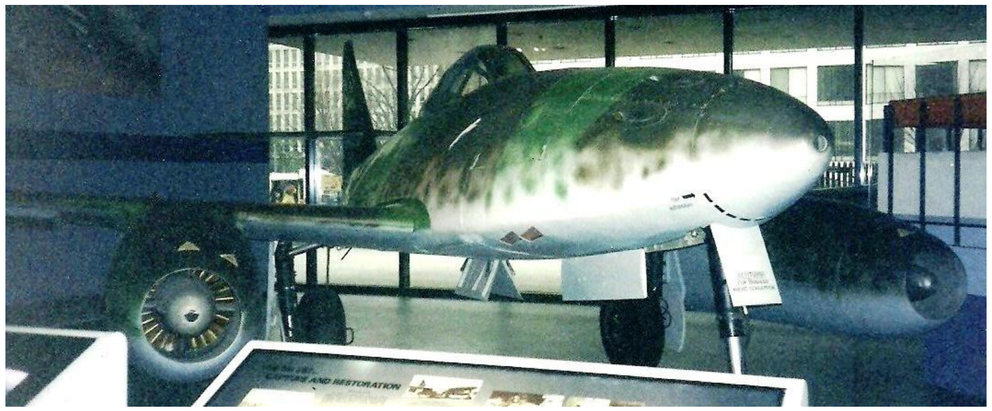




Messerschmitt Me 262A-1b (Wk. Nr. 500491), "*Yellow 7*", 11./JG 7, surrendered to Allied forces on 8 May 1945 at Lechfeld. In service with *Jagdgeschwader* 7, the victory markings found on this aircraft included one P-51, one P-47 and five B-17s. The aircraft has original under wing racks for 24 R4M unguided rockets. Karl Baur test flew this aircraft for some 20 minutes on the 12th of May; well before the arrival of Watson's team. Watsons Whizzers No. 888, Staff Sergeant Eugene Freiburger of the 54th Air Disarmament Squadron named the plane "*Dennis",* after his son. These markings remained on the jet until it arrived in Melun, France, where Lt James (Ken) Holt re-christened it "*Ginny H".* named "*Dennis*", and then "*Ginny H*", it was flown by Lt James K. Holt. "*Yellow 7*" was shipped to the USA on HMS *Reaper*, with inventory control No. 29. "*Yellow 7*" arrived at Wright Field in August 1945, and was subsequently moved to Freeman Field, Indiana, where it remained until May 1946. At Freeman Field it was allocated Foreign Equipment number FE-111, and later T-2-111.

As Watson's Whizzers No. 444 was being prepared for a series of classified flight tests, it's reconnaissance-

modified nose section was exchanged for No. 888's more streamlined fighter version. This modification took place before the plane was moved to the 803rd Special Depot storage facility at Park Ridge, Illinois in July 1946, when the jet entered long-term storage. In 1950, it was moved again, this time to the National Air Museum facility (now the Garber Facility) at Silver Hill, Maryland. In 1978, the plane was brought out of storage and fully restored, with the modified nose section returned to its original A-1 fighter configuration. "*Yellow 7*" is now on display in the National Air & Space Museum (NASM), on the Mall in Washington, D.C. (USAAF Photos)



Messerschmitt Me 262A-1b (Wk. Nr. 500491), "*Yellow 7*", 11./JG 7, on display in the National Air & Space Museum (NASM), on the Mall in Washington, D.C. (Author Photo)







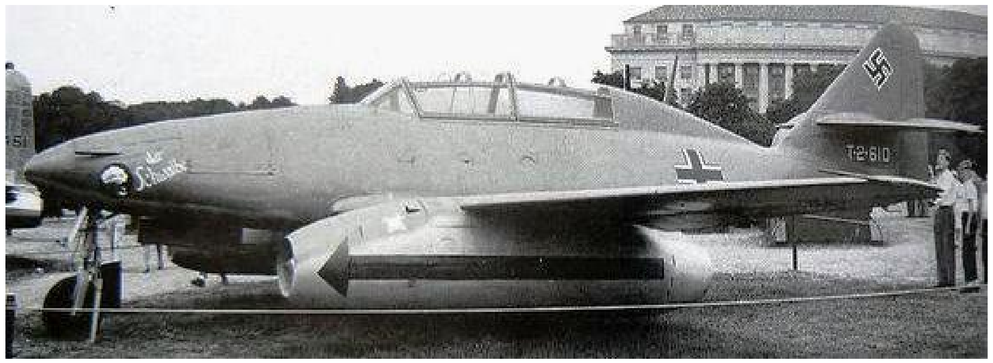


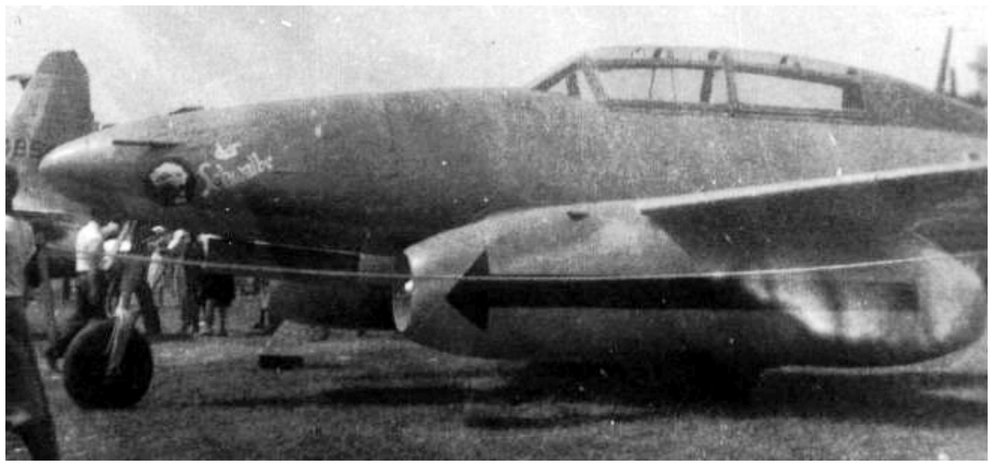






Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110306), "*Red 6*", 10./NJGJ11, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. Seven of these aircraft were used by 10/NJG.II in the defence of Berlin in April 1945. "*Red 6*" was surrendered to the RAF at Schleswig-Jagel, Germany. It was transferred to the USAAF and became Watson's Whizzers 999. It was shipped to the USA on HMS Reaper and then allocated FE-610, later T2-610. Later named "*Ole Fruit Cake*", and "*der Schwalbe*". FE-610 was scrapped at Freeman Field, Indiana, circa 1950. (USAAF Photos)


T2-610






FE6ID


T-2-610

Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110306), "*Red 6*", 10./NJGJ11, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. Seven of these aircraft were used by 10/NJG.II in the defence of Berlin in April 1945. "*Red 6*" was surrendered to the RAF at Schleswig-Jagel, Germany. It was transferred to the USAAF and became Watson's Whizzers 999. It was shipped to the USA on HMS Reaper and then allocated FE-610, later T2-610. Later named "*Ole Fruit Cake*", and "*der Schwalbe*". FE-610 was scrapped at Freeman Field, Indiana, circa 1950. (USAAF Photos)



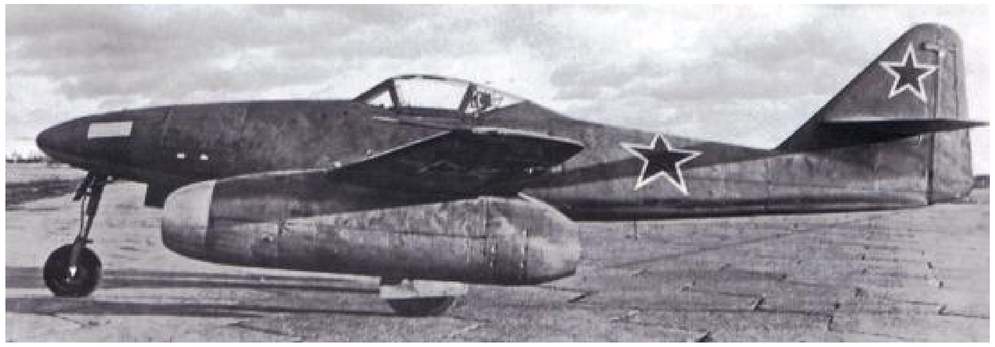


Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110165), uncoded, possibly 10./NJG11, two-seat trainer surrendered to the RAF at Schleswig-Jagel, Germany, in May 1945, designated USA 3 by the RAF, "*What was it?*". Transferred to the USAAF, Watson's Whizzers 101. Shipped to the USA on HMS Reaper, where it was allocated Foreign Equipment number FE-109. This aircraft went to the USN Armament Test Division at NAS Patuxent River, Maryland in Dec 1945 where it was designated USN BuNo. 121441 and test flown. It was scrapped at NAS Anacostia, Nov 1946. (RAF Photos)

Me 262s in Russia

At the end of the war the Soviet Union sent forces to an airdrome outside Prague, Czechoslovakia where they discovered two undamaged Me 262 jet fighters along with four more half-dismantled aircraft of the same type.









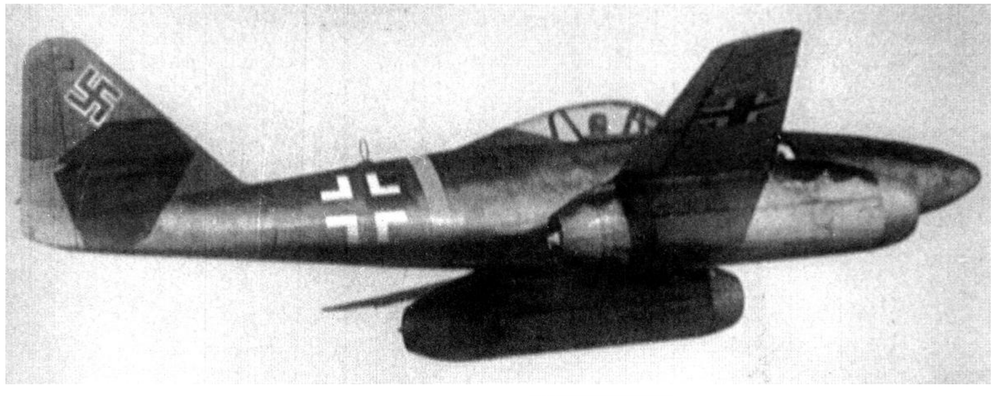


Messerschmitt Me 262A-1 *Schwalbe,* (Wk. Nr. 110426) was dismantled and brought to the Soviet Air Forces Scientific Research Institute from the town of Schweidemuehle on 30 March 1945. Evidently the aircraft had made a gear-up forced landing judging from the damage it sustained. It was reconditioned at the experimental plant in Chkalovskaya and test flown on 15 August 1945. It became unserviceable the next day and testing had to be stopped for almost a month and a half, because the port engine malfunctioned and had to be replaced. During 12 sorties, Kochetkov managed to gather the main flight characteristics of the aircraft. Those sorties did not come easily. The last was the most difficult for Kochetkov. At the cost of tremendous physical tension and self-control, he managed to pull the aircraft out of a dive at a high altitude. In a similar situation on 17 September 1947 while flying another Me 262, test pilot F. F. Demida was killed, thus becoming one of the first victims of jet technology. General P. M. Stefanovskiy also flew the *Schwalbe*. (Soviet Air Force Photos)

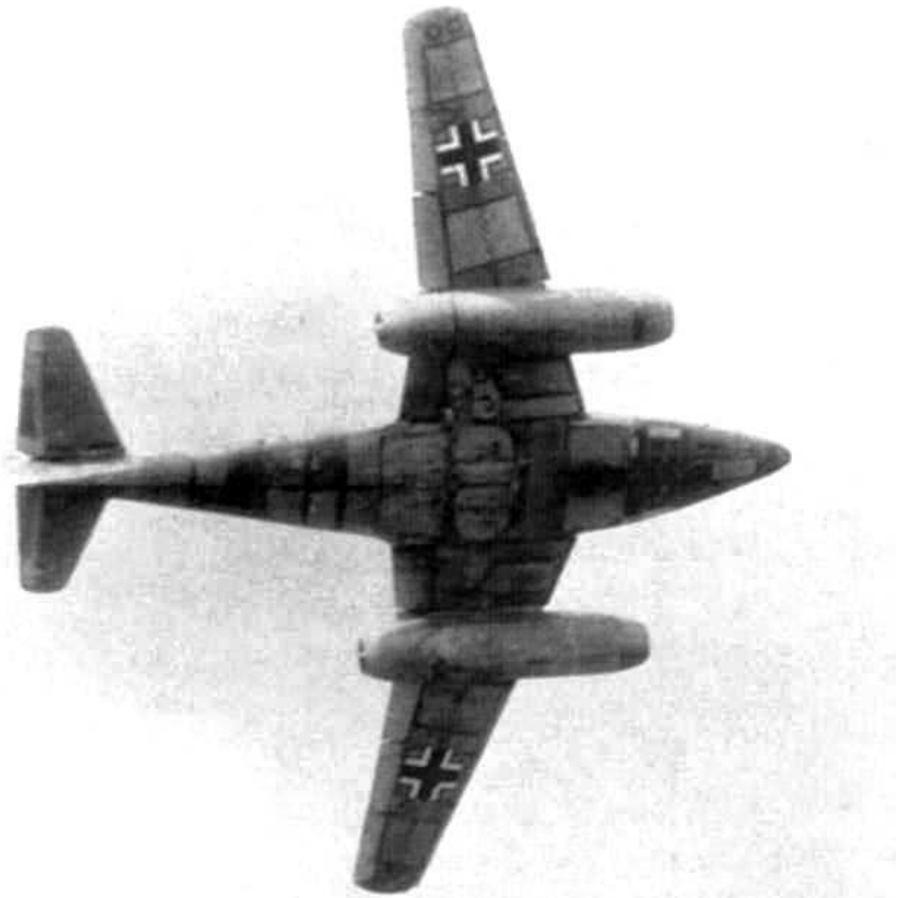
Me 262 Reproductions

In January 2003, the American Me 262 Project, based in Everett, Washington, completed flight testing to allow the delivery of near-exact reproductions of several versions of the Me 262 including at least two B-1c two-seater variants, one A-1c single seater and two "convertibles" that could be switched between the A-1c and B-1c configurations. All are powered by General Electric J85 engines and feature additional safety features, such as upgraded brakes and strengthened landing gear. The "c" suffix refers to the new J85 powerplant and has been informally assigned with the approval of the Messerschmitt Foundation in Germany (the Werk Number of the reproductions picked up where the last wartime produced Me 262 left off – a continuous airframe serial number run with a 50-year production break).

Flight testing of the first newly manufactured Me 262 A-1c (single-seat) variant (Wk. Nr. 501244) was completed in August 2005. The first of these machines, Me 262B-1c, (Wk. Nr. 501241) was delivered to the Collings Foundation based at Stowe, Massachustetts, as White 1 of JG 7; this aircraft offered ride-along flights starting in 2008. The second Me 262A-1c, (Wk. Nr. 501244) was delivered to the Messerschmitt Foundation at Manching, Germany. This aircraft conducted a private test flight in late April 2006, and made its public debut in May at the ILA 2006. The new Me 262 flew during the public flight demonstrations. The third replica, a non-flyable Me 262 A-1c, "Yellow 5", was delivered to the Evergreen Aviation & Space Museum at McMinnville, Oregon, in May 2010. Me 262A/B-1c, (Wk. Nr. 501243), "White 8", (TBC). Me 262B-1c "White 3+1" has gone to an Air Museum in Virginia.







Messerschmitt Me 262A-1a *Schwalbe*, "*White 10*", 3./ EG2, flown by Kurt Bell over Germany, ca 1945. (Luftwaffe Photos)



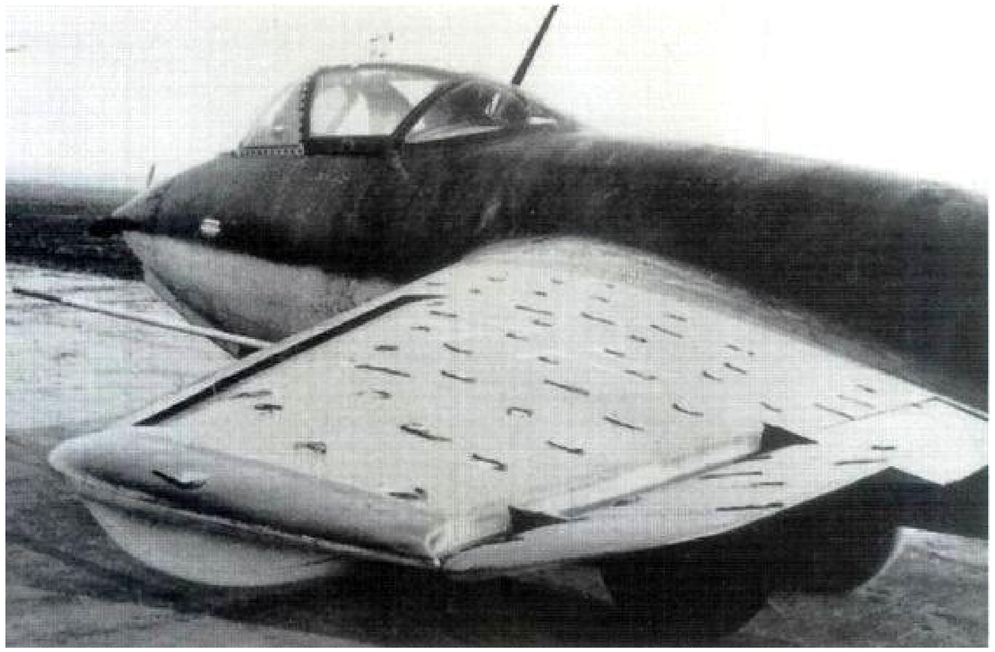
Messerschmitt Me 262A/B-1c *Schwalbe*, (Wk. Nr. 501244), new-build replica, "Red 13", Reg. No. D-IMTT, Messerschmitt Foundation at Manching, Berlin, Germany. (Noop1958 Photo)



Messerschmitt Me 262B-1c *Schwalbe*, (Wk. Nr. 501241), new-build replica, Reg. No. N262AZ, Collings Foundation, Stow, Massachusetts. (Tascam3458 Photo)

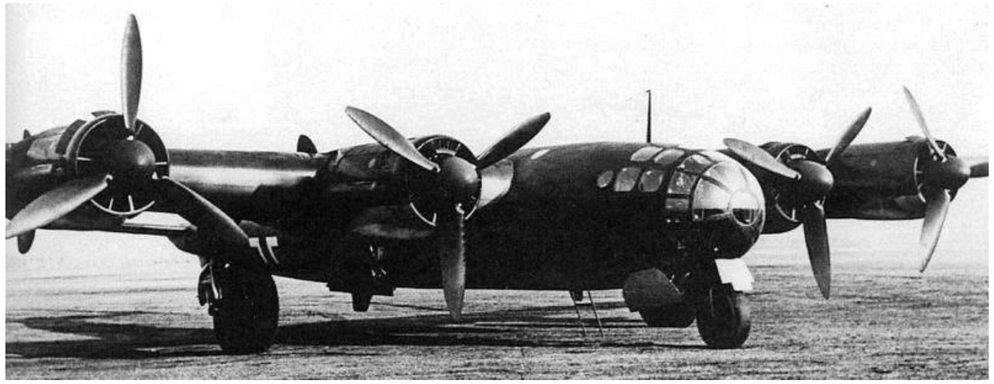


Messerschmitt Me 262 *Schwalbe*, jet fighter/bomber, new-build (non-flying) replica, on display in the Evergreen Aviation & Space Museum, McMinnville, Oregon. It's marked as "Yellow 5", an aircraft of *Jadgeshwader* 7 (11/JG-7) based at Brandenburg-Briest, flown by Leutnant Alfred Ambs in early 1945. (Clemens Vasters Photo)

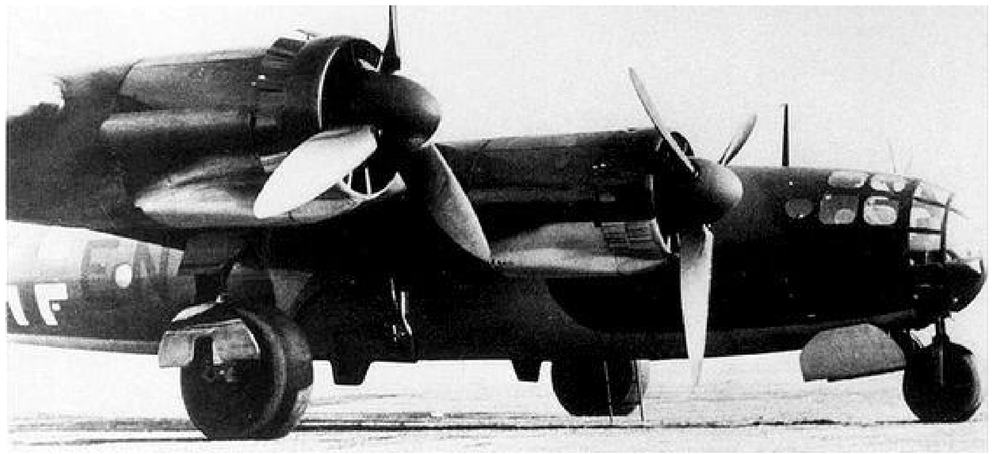




Messerschmitt Me 263 prototype. (Luftwaffe Photos)





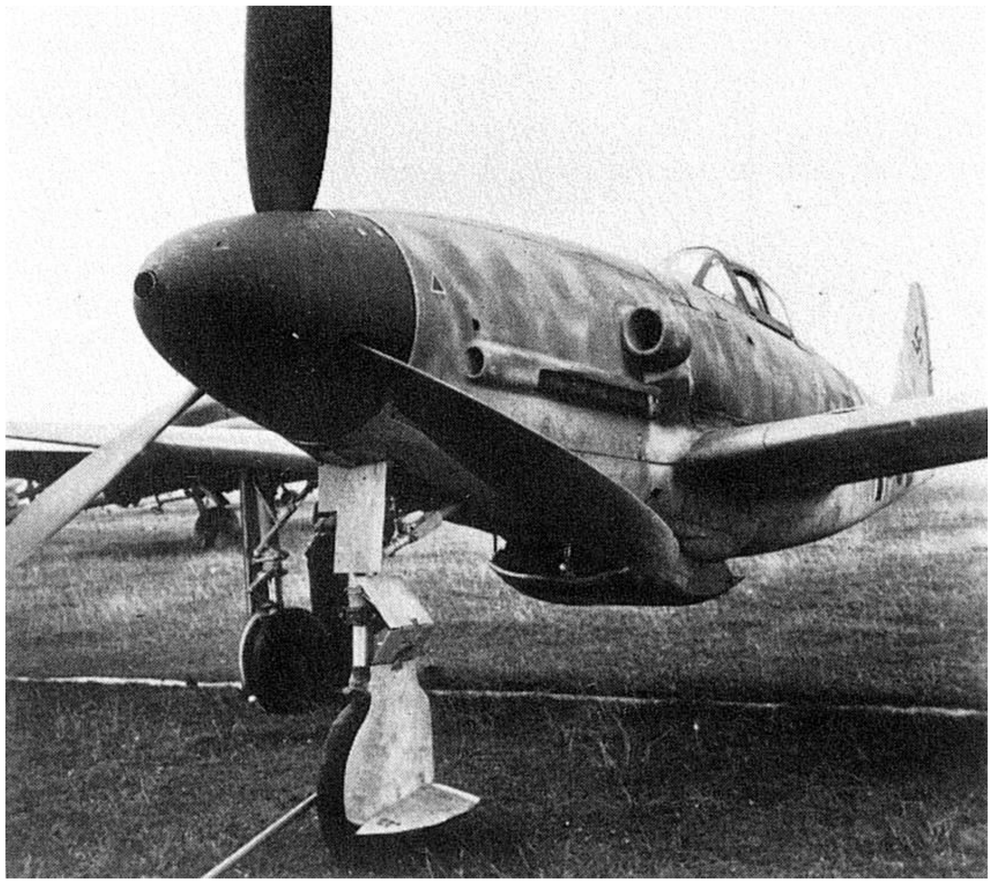


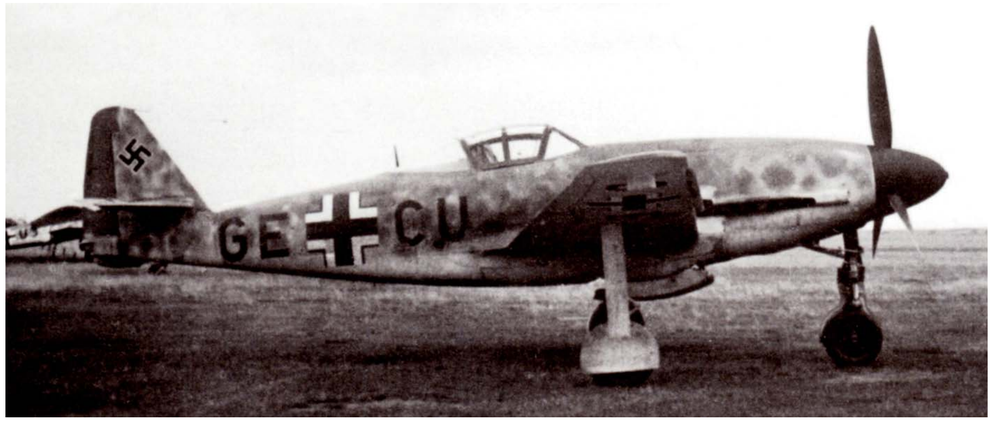


Messerschmitt Me 264 *Amerika Bomber* heavy bomber (prototype) in Luftwaffe service. (Luftwaffe Photos)


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Messerschmitt Me 309, fighter (prototype). (Luftwaffe Photos)

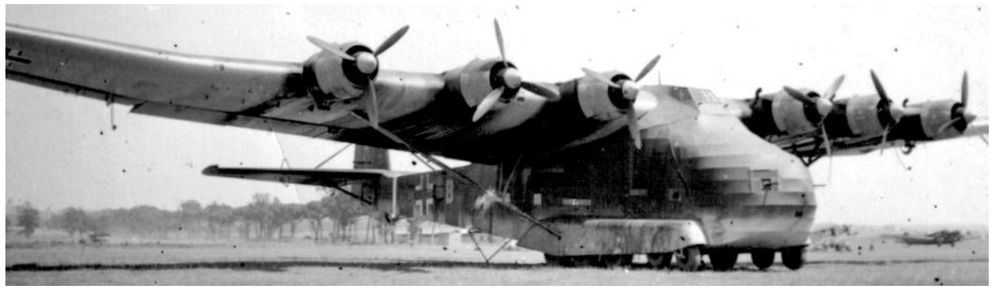
Messerschmitt Me 321 *Gigant*, transport glider











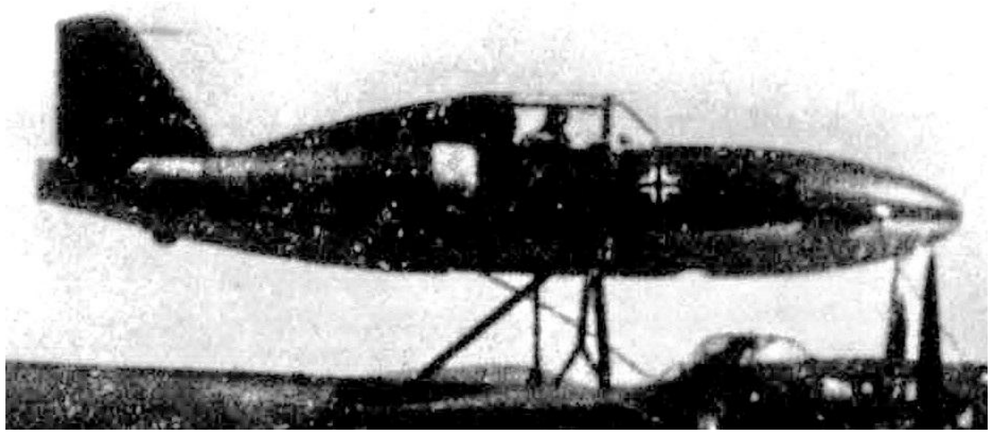




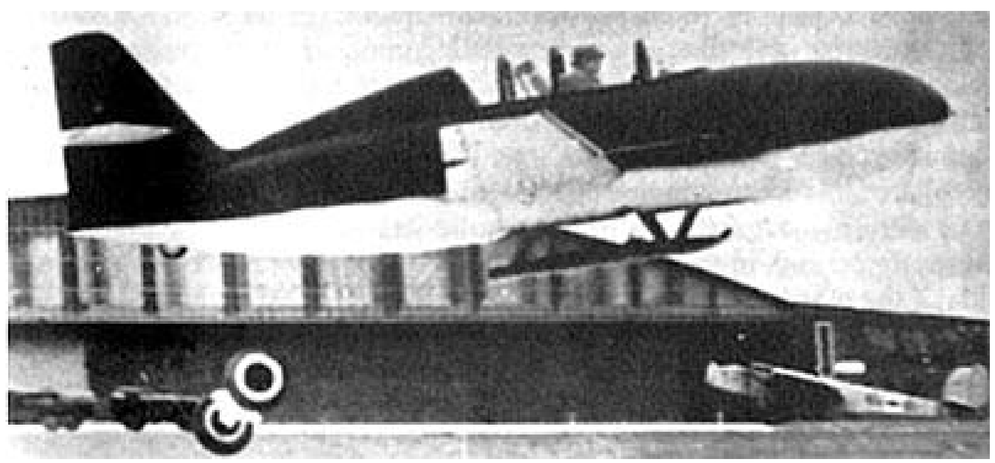




Messerschmitt Me 323 *Gigant*, transport in Luftwaffe service. (Luftwaffe Photos)







Messerschmitt Me 328, pulse jet fighter (prototype). (Luftwaffe Photo)

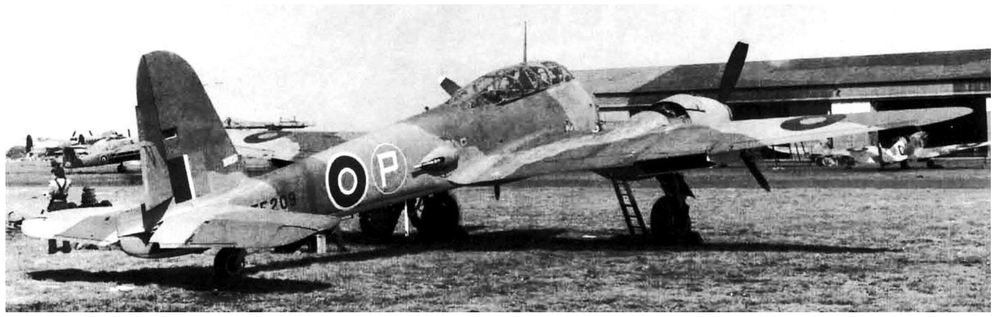




Messerschmitt Me 410A-3 Hornisse in Luftwaffe service. (Luftwaffe photos)















Messerschmitt Me 410A-3 *Hornisse*, (Wk. Nr. 10259), F6+OK from 2(F)./122, RAF TF209, being checked by mechanics at No. 1426 (Enemy Aircraft) Flight at Collyweston, Northamptonshire (UK). The crew, Fw. Hans Beyer and Uffz. Helmut Hein, got lost on the return leg to Perugia and landed by mistake at Monte Corvino, Italy, on 27 November 1943. It arrived for testing at the Royal Aircraft Establishment, Farnborough, England, on 14 April 1944, and was also evaluated by the Aeroplane and Armament Experimental Establishment, Boscombe Down. TF209 flew with the Fighter Interception Unit at Wittering from August 1944 until March 1946 when it was transferred to No. 6 Maintenance Unit at Brize Norton. It was scrapped post war. (RAF Photos)



Messerschmitt Me 410A-3 *Hornisse*, (Wk. Nr. 10259), F6+OK from 2(F)./122, RAF TF209, in flight escorted by an RAF de Havilland DH.98 Mosquito. TF209 had landed intact and was captured at Monte Corvino, Italy when the crew had become lost during a photo–reconnaissance mission in the Naples area. This aircraft wears the P for Prototype roundels showing she was at RAF Boscombe Down for testing. (RAF Photo)

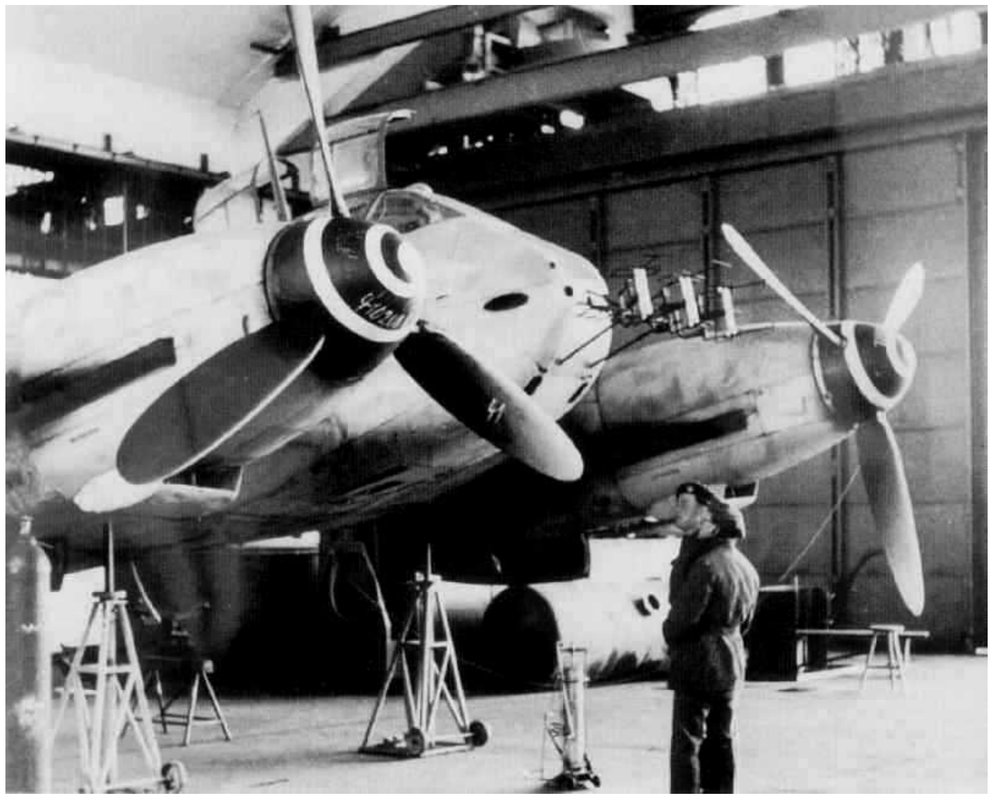


(RAFM Photo)



Messerschmitt Me 410A-1/U2 *Hornisse,* (Wk. Nr. 420430), captured at Vaerlose. Designated RAF AM72, this aircraft is on display at RAF Cosford, England. (Dapi99 Photo)

Messerschmitt Me 410A-1/U2 *Hornisse*, (Wk. Nr. 420439) captured at Kastrup. Designated RAF AM39, this aircraft was likely scrapped at Kastrup.





Messerschmitt Me 410A-1/U2 *Hornisse,* (Wk. Nr 420430), captured at Vaerlose. Designated RAF AM72, this aircraft is in the RAF Museum at Cosford, England. (RAF Photos)

Messerschmitt Me 410A-1 *Hornisse,* (Wk. Nr. 130360), captured at Vaerlose. Designated RAF AM73, this aircraft was scrapped at Brize Norton in 1947.

Messerschmitt Me 410B-6 *Hornisse,* (Wk. Nr. 410208), captured at Vaerlose. Designated RAF AM74, this aircraft was scrapped at Farnborough in 1946.

Messerschmitt Me 410A *Hornisse,* (Wk. Nr. 263), 2N+HTfrom ZG76 was taken over by No. 601 Squadron. This aircraft crashed in Oct 1943.

Four Messerschmitt Me 410 *Hornisse* were surrendered at Sylt and were initially designated by RAF as USA 16, USA 17, USA 18 and USA 19. They were likely scrapped at Sylt.



Messerschmitt Me 410 *Hornisse* cannon-armed fighter diving away after an attack on a USAAF Boeing B-17 Flying Fortress. (USAAF Photo)





Messerschmitt Me 410A-2/U1 *Hornisse,* (Wk. Nr. 10018), F6+WK from 2(F)./122, USAAF EB-103, later FE-102, then FE-499, and then T2-499, on display at Freeman Field, Indiana post war. (USAAF Photos)







Messerschmitt Me 410A-2/U1 *Hornisse* , (Wk. Nr. 10018), USA EB-103, later FE-102, then FE-499 and then T2-499, Freeman Field, Indiana, post war. This aircraft is in storage with the NASM. (USAAF Photos)

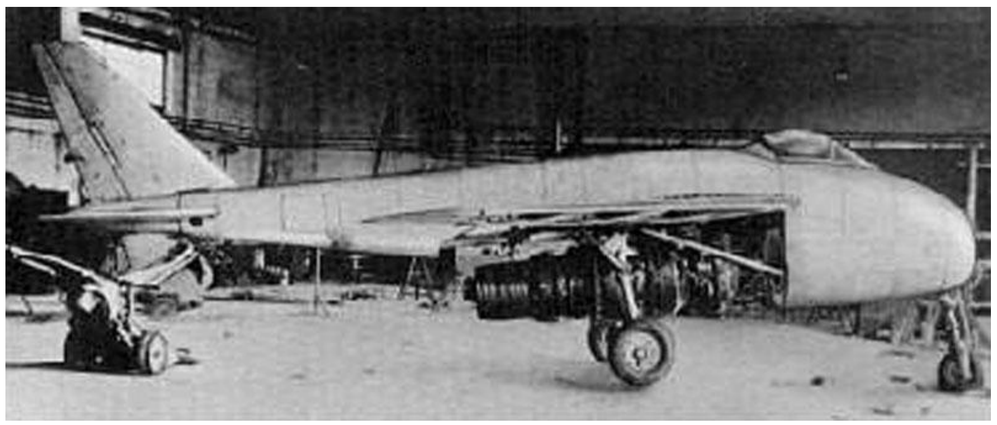


Messerschmitt Me 410B2/U4 *Hornisse,* (Wk. Nr. 130379), heavy fighter/reconnaissance aircraft from II/ZG26 Group was captured after the war by the Soviets and extensively tested. Although the Soviets concluded their fighters were superior to the twin-engine ciarcraft, they confirmed it was a threat to all types of Soviet series-produced bombers, the Tu-2 included, due to its high capabilities. It had a maximum speed of 600 km/h at 6750 meters, could climb to 5000 meters in 8.6 minutes, and carried powerful offensive armament comprising two standard 20mm MG-151 cannon and the semiautomatic VK-5 cannon that could deliver a 1-second salvo weighing 4.65 kg. The Soviets found the German designers had worked out the best methods of employing the Me 410B-2's fire power. The Me 410B-2 was fitted with a combined gun sight comprising a four-power telescope with collimator. This made it possible to deliver precision fire from a range of 1000 meters and more, where the 50-mm high-explosive fragmentation ammunition could destroy Petlyakov, Il'yushin, Boston, and other aircraft. In theory, a German pilot could shoot down enemy aircraft while out of defensive fire range. (Soviet Air Force Photos)

Messerschmitt Me 609, heavy fighter/bomber (project).







Messerschmitt Me P.1101-V1 experimental swing-wing jet fighter. This project did not fly. (USAAF Photos)

Messerschmitt P.1101

The Messerschmitt P.1101 was a single-seat, single-jet fighter project developed in response to the 15 July 1944 Emergency Fighter Program, which sought the second generation of jet fighters for the Third Reich. A characteristic feature of the P.1101 prototype was that the sweep of the wings could be changed before flight.

The Me P.1101 V1 was about 80% complete when the Oberammergau complex was discovered by American troops on 29 April 1945, a few days before the war's end. The fuselage was constructed out of duralumin, with space providedbeneath the cockpit for the air duct. Located behind the cockpit and above the engine was the fuel supply of 1000 liters (220 gallons). The rear fuselage tapered down to a cone, where the radio equipment, oxygen equipment, directional control and master compass were mounted. The underside of the rear fuselage was covered over with sheet steel, for protection from the heat of the jet exhaust. Although a Jumo 004B jet engine was planned for the first prototype, the more powerful He S 011 could be added on later versions with a minimum of fuss. The wing was basically the same as the Messerschmitt Me 262 wing from the engine (rib 7) to the end cap (rib 21), including the Me 262's aileron and leading edge slats. A second wing assembly was delivered in February 1945, in which the leading edge slots had been enlarged from 13% to 20% of the wing chord. The wing covered in plywood, and could be adjusted on the ground at 35, 40 or 45 degrees of sweepback. Both the vertical and horizontal tails were constructed of wood, and the rudder could be deflected 20 degrees. Also under design was a T-tail unit and a V-tail also. The undercarriage was of a tricycle arrangement. The nose wheel retracted to the rear and was steerable. The main gear retracted to the front, and included brakes. The cockpit was located in the nose, with a bubble canopy giving good vision all around. The canopy was kept clear by warm air which could be drawn from the engine. Cockpit pressurization was to be incorporated in the production model, as was either two or four MK 108 30mm cannon. The production model was also to fitted with cockpit armour, and up to four underwing X-4 air-to-air missiles could be carried.

The V1 prototype was approximately 80% complete. A few days before the Allied Army was expected to appear, Messerschmitt had all the engineering drawings, calculations and design work placed on microfilm and packed in watertight containers. These containers were then hidden in four locations in surrounding villages. On Sunday, 29 April 1945, an American infantry unit entered the Oberammergau complex, seized a few documents, and destroyed much of what remained with axes. The Me P.1101 V1 incomplete prototype was also found, and pulled out of a nearby tunnel where it was hidden. The wings had not yet been attached and it would appear they had never had skinning applied to their undersides. Within a few days of the German capitulation, American specialists had arrived to assess the significance of the seized Messerschmitt complex. After questioning some of the Messerschmitt employees, it was learned of the missing documents. When the American team tried to

recover these hidden microfilmed documents, they found that the French Army had already recovered some of the documents.

After the aircraft had been shipped to the USA, there was some lobbying by Messerschmitt Chief Designer Woldemar Voigt and Robert J. Woods of Bell aircraft to have the P.1101 V1 completed by June 1945. This was precluded by the destruction of some critical documents and the refusal of the French to release the remaining majority of the design documents (microfilmed and buried by the Germans), which they had obtained prior to the arrival of American units to the area. The airframe meanwhile became a favorite prop for GI souvenir photos.



Messerschmitt Me P.1101 V1, post war USO Troupe, Oberammergau, Germany. (Green4life80 Photo)

Shipped to USA, the aircraft was stored at Wright Field until it was repaired and fitted with an American Allison J-35 engine. Unfortunately it was damaged in the only attempt to take off. Further tests were abandoned in August 1948, and the prototype went to the Bell Company. The P.1101 was used as ground test-bed for the Bell X-5, but damage ruled out any possibility for repair although some of the Me P.1101's design features were subsequently used by Bell. Bell used the Me P.1101 as the basis for the X-5, during which individual parts of the P.1101 were used for static testing. The Bell X-5 was the first aircraft capable of varying its wing geometry while in flight. Sometime in the early 1950s, the remainder of the Messerschmitt Me P.1101 V1 was scrapped. [1]

[1] Internet: http://www.luft46.com/mess/mep1101.html.

Messerschmitt Me P.1106, jet fighter (project).

Messerschmitt Me P.1112, jet fighter (project).

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