

Captured Axis Aircraft

Last revised January 6, 2019

Numerous German, Japanese, and Italian aircraft were captured during the war and were evaluated by US authorities. With few exceptions, they were not given USAAF or US Navy serial numbers, but were instead assigned identification numbers by the individual commands that assumed control of these aircraft. Each command had their own identification number system. Since there was no uniformity, the system could be quite confusing. Sometime, when a captured aircraft was transferred from one command to another, it was assigned a new identification number. Some of these aircraft were never issued an identification number at all.

Foreign Equipment (FE)

General Hap Arnold ordered the preservation of four of every type of aircraft used by the enemy forces. One of each was to be for the USAAF, USN, RAF and Museum purposes.

A number of Axis aircraft, plus a few Allied aircraft were shipped to the USA for testing by the USAAF and were assigned to the Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, based at Wright Field, Dayton, OH. With a shortage of space at Wright Field, the Foreign Aircraft Evaluation Center based at Freeman Field, IN was re-assigned as a subsidiary location where storage, maintenance and preparation took place before the aircraft were flown to Wright Field for testing.

Along with other captured equipment, they were allocated 'FE' (Foreign Evaluation) serials. During a re-organisation of the Air Technical Service Command (ATSC), the Technical Data Laboratory, Materiel Command became part of T-2 Intelligence. It appears that following the organizational change, the numeric part of serials were retained, but the prefix was changed to 'T2'.

Many of these aircraft did not carry their identity; others only carried the basic number. It seems that Japanese aircraft, mostly captured by US naval forces, assigned low numbers were also assigned with a 'N' prefix.

- FE-1** Bachem Ba.349B-1 Natter
This rocket powered aircraft launched vertically, along a rail. It was made so that when the flight was over, the pilot bailed out and the aircraft parachuted back to earth.
Believed to have been surrendered to US Forces at the DFS establishment at Sankt Leonhard im Pitztal, 20 kilometres south of Imst, Austria May45. Shipped to the USA but not flown. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Displayed to celebrate victory at the USAAF Air Forces Fair Wright Field, Dayton, Ohio 13-21Oct45. Renumbered as T2-1.
Noted at Freeman AAF, IN, Sep 30 1945. Later re-serial T2-1. Transferred to National Air Museum, May 1 1949. Stored Paul E Garber facility, Suitland, MD. Displayed National Air & Space Museum, Washington, DC.
- FE-7** Horten Ho IIL Flying-wing sailplane
(Werk Nr 6) Registered as D-10-125. Used to test features of the Go 229V5 and V6 night fighter prototypes. Surrendered at Kempten, Germany. Shipped to the USA but not flown. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting 600-man hours of repair effort prior to being made flyable and was assigned for display purposes. Renumbered as T2-7.
- FE-N50** Kugisho MXV7 Model 22 Ohka (Cherry Blossom)
thermo-jet engine powered suicide attacker (Allied code name 'Baka')
Captured by US forces. The aircraft was probably shipped from Japan in November or December 1945. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N50.
- FE-82** Fieseler Fi 103R Reichenberg Re IV; piloted version of the V1 flying bomb.
Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN May46.
- FE-102** Messerschmitt Me.410A-2/U1 Hornisse
(Werk Nr 10018) Originally a Me 410A-2 bomber destroyer version built by Messerschmitt at their Augsburg, Germany factory and initially with the Geschwaderkennung SI+KZ. Later it was fitted with an Umrüstsatz (conversion kit) and converted to a Me 410A-2/U1 photo-reconnaissance aircraft as Geschwaderkennung F6+WK. It was used by the photo-reconnaissance group 2 (Fernaufklärung)/122 flying from Sardinia and other Mediterranean bases. The aircraft was found in undamaged condition at Trapani, Sicily, August 1943. Shipped to Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Received Jan43.
Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Disassembled; scheduled for assembly and testing at Freeman 1Sep45
(WkNr 10018) 'F6+WK' 2(F)/122, Luftwaffe. Previously serialied EB-103, and later re-serialied FE-499 and T-2-499.
- FE-103** Henschel Hs 129B-1/R2 ground-attack aircraft
(Werk Nr 03880) Previously EB-105. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. In storage in good condition; scheduled for and testing at Freeman Field 1Sep45. Renumbered as FE-4600.
- FE-104** Focke-Wulf Fw 190G-3
(Werk Nr 160016) Previously EB-104. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Out of service in good condition at Hangar 5, Wright Field 1Sep45; being used to evaluate stability and control characteristics. Renumbered as FE-125.
- FE-105** Junkers Ju 88D-1/Trop
(Werk Nr. 430650) Long-range photographic reconnaissance version modified for tropical use.
Built Jun43. Delivered to Romanian Air Force. 2nd (Romanian) Long-Range Reconnaissance Squadron. Surrendered to the Royal Air Force via a defecting Romanian pilot who landed in Limassol, Cyprus on 22Jul43.
Assigned RAF serial HK959. Flown to Heliopolis, Egypt for servicing by British Airways Repair Unit.
Transferred to the USAAF in Cairo, Egypt. Flown to the USA over the South Atlantic route via Wadi Halfa, Sudan; Freetown, Sierra Leone; Ascension Island; Panamirim Field, Natal, Brazil; Atkinson Field, Georgetown,

- British Guyana; Borinquen Field, Aguadilla, Puerto Rico; Morrison Field, West Palm Beach, FL and Memphis, TN. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH arriving 14Oct43. Army Proving Grounds, Eglin Field, Florida Mar44. Renumbered as FE-1598.
- FE-106 Junkers Ju 88A-4 (Werk Nr. 4300227) Captured at Foggia ? 3/Salsola, Italy, in 1943. Repaired by the 86th Fighter Squadron, 79th Fighter Group, Twelfth Air Force, Italy. Flown by the former commanding officer of 86th Fighter Squadron [returning to USA at end of his tour] from Foggia, Italy to the USA over the South Atlantic route departing 19Oct43. Arrived Wright Field, OH 5Nov43. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Departed Wright Field 6Feb44 for de-icing trials at the Materiel Command Ice Research Base, University of Minnesota. Later, it appeared in war bond drives. Superficially damaged in Los Angeles Apr45; after flying into Mines Field, the aircraft was towed into the city where it was hit by a street car, damaging a wing and propeller. Ferried back to Wright Field via Victorville, Albuquerque and Kansas City. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered FE-1599.
- FE-107 Messerschmitt Me.262A-1a Schwalbe (WkNr 111711) was surrendered to Allied forces at Rhein-Main, Frankfurt, Germany, Mar 31 1945, by defecting Messerschmitt test pilot Hans Fay who defected during a functional check flight from Hesselthal, east of Darmstadt 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 Thourville, Rouen, France. Shipped to the USA aboard Manawaska Victory, and serialized FE-107. Later re-serialized T2-711. Test flown by Flight Test Division, Wright Field, OH, it crashed following dual engine fires, nr Route 68, Xenia, OH, Aug 20, 1945 and was destroyed. The pilot, Walter McCauley Jr parachuted to safety.
- FE-108 Messerschmitt Me.262A-1a/U3 Schwalbe 'White 30', Luftwaffe. Watson's Whizzers as '222', named "Marge", later "Lady Jess IV" with Donald Duck nose art. Shipped to the US and serialized FE108. Transferred to the US Navy and allocated 121443.
- FE-109 Messerschmitt Me.262B-1a/U1 Schwalbe (WkNr 110165) possibly 10/NJG11. Surrendered to RAF at Schleswig-Jagel, Germany, in May 1945, and marked 'USA3' "What was it?" for supply to USAF. Watson's Whizzers as '101'. Shipped to the USA and serialized FE-109. To US Navy Armament Test Division, NAS Patuxent River, MD, in Dec 1945 and allocated BuNo 121441. Scrapped at NAS Anacostia, DC, Nov 1946.
- FE-110 Messerschmitt Me.262A-1a Schwalbe (WkNr 110836) acquired by USAAF and assigned '777' by Watson's Whizzers, receiving the name "Doris" and later "Jabo Bait". Previously Watson Whizzer 777. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Assembled and awaiting delivery to Freeman Field 1Sep45. Flown via Pittsburgh, PA to Freeman Field 29Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Displayed at the German aircraft exhibition and air show at Freeman Field 30Sep45. Renumbered as T2-110.
- FE-111 Messerschmitt Me.262A-1b Swalbe (WkNr 500491) 'Yellow 7' 11/JG7, Luftwaffe. Captured at Lechfeld, Germany, on May 8 1945. Watson's Whizzers '888'. Named "Dennis" by 54th Air Disarmament Sqn, it was later re-named "Ginny H". Shipped to the US and delivered to Wright Field, OH, in Aug 1945. Transferred to Freeman Field, IN, and allocated serial FE-111, and later T-2-111. Moved to 803rd Special Depot, Park Ridge, IL, in Jul 1946 for long-term storage. Moved to the National Air Museum, Silver Hill, MD, during 1950. Restored in 1978 and displayed at the National Air & Space Museum, Washington, DC. Regd N9450.
- FE-112 Focke-Wulf TA-152H-0 (Werk Nr 150010) Previously USA 11. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Being assembled for delivery to Freeman Field 1Sep45. Flown to Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Transferred to Wright Field, Ohio, to undergo extensive flight testing. Renumbered as T2-112.
- FE-113 Focke-Wulf Fw.190F Coded 'White 10'. Captured at Neubiberg, south of Munich, Germany. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. HMS Reaper loading number 1. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Foreign Evaluation Center, Freeman Field, Seymour, IN. Damaged beyond repair after a crash at Hollidaysburg, south of Altoona, PA en route to Freeman Field 12Sep45. The horizontal trim control had runaway to the full-up position. Regaining control, the pilot force landed at the small dirt landing strip of Hollidaysburg Airport. On touchdown, the left brake failed creating a ground loop during which the landing gear collapsed, the propeller digging in and wrenched away from the engine.
- FE-114 Focke-Wulf Fw 190F Captured at Neubiberg, south of Munich, Germany. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage awaiting assembly for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Fate unknown.
- FE-115 Focke-Wulf Fw 190F Captured at Neubiberg, south of Munich, Germany. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage awaiting assembly for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Fate unknown.
- FE-116 Focke-Wulf Fw 190F-8 (Factory Number 12043) Captured at Neubiberg, south of Munich, Germany. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage awaiting assembly for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-116.
- FE-117 Focke-Wulf Fw.190F-8/R1 (Werk Nr 931884) The Fw 190 left the production line in late 1943 as a Fw 190A-7 fighter (Werk Nr 640069). After suffering damage during operations it was repaired and remanufactured into an Fw 190 F-8 fighter bomber. The conversion involved fitting a new wing and bomb racks to the original fuselage and adding armor plate around and beneath the cockpit. Stammkennzeichen KT+ZS. Reissued to the Luftwaffe, the aircraft flew on the Eastern Front during late 1944, probably on strength with I./SG 2 (Schlachtgeschwader or Ground Attack Wing 2) as 'White 7', based in Hungary. Captured at Neubiberg, south of Munich, Germany. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage awaiting assembly for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-117.

- FE-118 Focke-Wulf Fw.190D-13/R11
(WkNr 836017) 'Yellow 10' JG.26, Luftwaffe. Captured and marked 'USA19'. Later serialized T2-118. Donated to Georgia Institute of Technology, Atlanta, GA, in 1947, then acquired derelict by David Kyte, CA. Purchased in 1972 by Doug Champlin, and exported to Germany for restoration, it returned four years later to the Champlin collection, Mesa, AZ. Registered N190D. Now displayed at the Museum of Flight, Seattle, WA.
- FE-119 Focke-Wulf Fw.190D-9
(Werk Nr.211016) Previously USA 15. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45.
Assigned FE-119. Newark Field, NJ. In storage awaiting assembly for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN.
Displayed at the German aircraft exhibition and air show at Freeman Field 22Sep45; Crashed during a demonstration flight at Freeman Field, IN, Sep 22 1945.
Pilot killed. . It is likely that the horizontal trim control had runaway to the full-up position while turning to land and the aircraft pitched up, stalled and crashed. It plane bounced, cart-wheeled, and came to a rest a quarter of a mile beyond the impact point; the tail was ripped off the aircraft on impact.
- FE-120 Focke-Wulf Fw.190D-9
(Werk Nr. 601088) Previously USA 12. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage awaiting assembly for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-120.
Transferred to the Smithsonian Institute in 1960. On loan to the USAFM, Dayton, OH.
- FE-121 Focke-Wulf Fw 190D-9
(Werk Nr 401392) Previously USA 13. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Assembled awaiting delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-121.
- FE-122 Messerschmitt Bf.109G-10/U4
(WkNr 611943) yellow '13' 11/JG.52, Luftwaffe. Rebuilt by Wiener Neustadter Flugzeugwerke (WNF), Vienna, Austria 1944. Pumas, Hungarian 101st Fighter Wing. 101/3 Fighter Squadron. II./JG 52, coded "Yellow 13". Captured at Neubiberg, near Munich, Germany May45. Shipped to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage waiting crating for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Trucked to Freeman Field. Renumbered as T2-122.
Later re-serialized T2-122. Acquired by Ed Maloney in 1959 for the Planes of Fame Museum collection, Valle, AZ.
- FE-123 Messerschmitt Bf.109K-3
Captured at Neubiberg, Germany May 1945, Shipped to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage waiting crating for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Trucked to Freeman Field. Renumbered as T2-123.
- FE-124 Messerschmitt Bf.109G-14/U4
(WkNr 610824) Rebuilt by Wiener Neustadter Flugzeugwerke (WNF), Vienna, Austria 1944. Remanufactured from G-6 fuselage. II./JG 52, coded "Black 2".captured at Neubiberg, Germany, May 1945. Shipped to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. In storage waiting crating for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Trucked to Freeman Field. Renumbered as T2-124. Donated to Georgia Institute of Technology, Atlanta, GA, in 1947. Displayed at USAFM, Dayton, OH, as blue '4' of JG.300.
- FE-125 Focke-Wulf Fw 190G-3
(Werke Nr 160016) Previously FE-104. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Displayed at Wright Field post-war. Used for mobile static displays. Renumbered as T2-125.
- FE-130 Mitsubishi A6M5 Zero
MSN 4340. '61-108' 261stKokutai. Previously TAIC 7. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH Dec44. Army Proving Grounds, Eglin Field, Florida 2Jan45 for armament testing. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Evaluated at Dayton Field and Wright Field. As of 13Jul45, this Zero had flown for 93 hours and 15 minutes in Allied hands. Renumbered as T2-130. Initially marked 'TAIC 8', then FE-130 and T-2-130. It was tested by USAAF at Wright Field, OH, before being moved to Eglin Field, FL, during 1945.
- FE-0147 Messerschmitt Me.108 Taifun
Noted at Freeman AAF, IN, Jan 9 1946.
- FE-150 Tachikawa Ki-94-II single engine high altitude fighter
Prototype; completed Aug45, not flown by time of Japanese surrender. Surrendered to US forces at Tachikawa, Tokyo. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania.
Renumbered as T2-150.
- FE-151 Mitsubishi Ki-83 experimental long range fighter
After the end of the war US forces were surprised to find a Ki-83, because it was an aircraft they knew nothing about before the occupation of Japan. After the discovery, the Ki-83 was flight-tested by the Allies at the Matsumoto Army Air Base in Japan. In December 1945 the Ki-83 was shipped to NAS Alameda, San Francisco, California aboard the USS Tulagi (CVE-72) escort carrier. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania Feb46. Renumbered as T2-151.
- FE-152 Rikugun Ki-93 twin-engine heavy fighter/ground attack aircraft
Uncompleted second prototype. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania Feb46. Renumbered as T2-152.
- FE-153 Tachikawa Ki-87 experimental high-altitude fighter
(MSN 8701) Prototype. Shipped from Yokosuka, Japan to the USA 16Dec45 on USS Bogue (CVE-9), arriving at the Military Ocean Terminal, Bayonne, New Jersey, Jan46. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-153.
- FE-154 Tachikawa Ki-77 experimental long-range research plane
A low-wing cabin monoplane with twin piston engines and a tail wheel undercarriage, Tachikawa A-26 (Ki-77) No 1 was derived from a design commissioned by the Asahi Shimbun newspaper to break the flight distance record set by a rival. Due to war preparations nothing came of the intended non-stop flight to Berlin, but the plan was revived when an Italian plane managed to visit Japan. It was the intention that the 2nd prototype should make

the attempt, but it vanished during the flight, probably shot down by long-range allied fighters. The sole remaining first prototype of the Tachikawa Ki-77, that in the meantime had been used to set an inland distance record, was found by US forces at the end of the war at Yamanashi airfield in Japan. Shipped from Yokosuka, Japan to the USA 16Dec45 on USS Bogue (CVE-9), arriving NAS Alameda, California 8Jan46. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-154.

- FE-155 Nakajima Ki-87 high-altitude fighter interceptor (MSN 8701) Uncompleted second prototype. Shipped from Yokosuka, Japan to the USA 16Dec45 on USS Bogue (CVE-9), arriving at the Military Ocean Terminal, Bayonne, New Jersey, Jan46. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-155.
- FE-156 Nakajima Ki-115a Tsurugi kamikaze aircraft (MSN 1002) Captured at Nakajima No.1 Plant, Ota, Giumma, Japan. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-156.
- FE-201 Mitsubishi A6M3 Zero (Allied code name 'Hamp', later 'Zeke') (MSN 3030) Previously EB-201. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 19Feb45. Out of service in good condition at Hangar 5, Wright Field 1Sep45; being used to evaluate stability and control characteristics.
- FE-263 Kawasaki Ki-61 Hien (Tony) (MSN 263) Previously TAIC 9. By Jul44 the aircraft was among the aircraft, equipment, documentation and personnel aboard a 'Victory Ship' heading for San Francisco, from where the whole establishment were taken by train to its new 'Hangar 151' facility at Washington. Upon arrival it was again scheduled for repair, by which time it had been renumbered as TAIC 9. During January 1945, by now possibly as FE-263, it was painted back in pseudo-Japanese markings and evaluated against the Wildcat, Corsair, Hellcat, Tigercat and Bearcat, but the tests were suspended when bearing metal was found in the engine oil. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. The aircraft crashed at Yanceyville, North Carolina on 2Jul45, and was written off.
- FE-300 Macchi C.202 Serie XIII. Previously EB-300. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 15May44. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as FE-498.
- FE-300 Mitsubishi J8M1 Shusui 1 rocket-powered interceptor fighter (MSN 403) Captured at the Mitsubishi Nagoya plant. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-300.
- FE-301 Nakajima Ki-84-I Otsu (Allied code name 'Frank') (MSN 3060) This aircraft was one of two Ki-84's captured at the Nakajima Utsunomiya Plant in Japan after the end of the war. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-301.
- FE-302 Nakajima Ki-84-I K? Hayate (Allied code name 'Frank') (MSN 2366) This aircraft was one of two Ki-84's captured at the Nakajima Utsunomiya Plant in Japan after the end of the war. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-301.
- FE-303 Nakajima Ki-44-1I Shoki (Allied code name 'Tojo') (MSN 1677 or 1841) Captured at Tachikawa, Tokyo. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-303.
- FE-304 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy') Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-304.
- FE-N305 Kawanishi N1K2-J Shiden Kai (Allied code name George) (MSN 5341) Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N305.
- FE-N306 Kawanishi N1K2-J Shiden Kai (Allied code name George) (MSN 5128) Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N306.
- FE-307 Nakajima Ki-44-1I Shoki (Allied code name 'Tojo') (MSN 1677 or 1841) Captured at Tachikawa, Tokyo. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-307.
- FE-308 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy') Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-308.
- FE-309 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy') Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Renumbered as T2-309.
- FE-310 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy') Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Renumbered as T2-310.
- FE-311 Mitsubishi A6M8 Model 64 Zero-Sen (Allied code name 'Zeke') One of two prototypes completed. Surrendered at Misawa. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-311.
- FE-N312 Kawasaki Ki-100-1b Type 5 fighter Captured at Tachikawa, Tokyo. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N312.
- FE-N313 Kawasaki Ki-61 Hien (Allied code name 'Tony') Captured at Otami, Osaka. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence,

- Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N313.
- FE-N314 Kawasaki Ki-100-1b Type 5 fighter
(MSN 13012) Captured at Komaki. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N314.
- FE-N315 Kawasaki Ki-100-1b Type 5 fighter
Captured at Komaki. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N315.
- FE-N316 Kawasaki Ki-61 Hien (Allied code name 'Tony')
Captured at Otami, Osaka. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N316.
- FE-N317 Kawasaki Ki-100-1b Type 5 fighter
Captured at Komaki. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N317.
- FE-N318 Mitsubishi J2M5 Raiden (Allied code name 'Jack')
Captured at Atsugi. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N318.
- FE-N319 Mitsubishi J2M5 Raiden (Allied code name 'Jack')
Captured at Atsugi. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N319.
- FE-N320 Mitsubishi J2M3 Raiden (Allied code name 'Jack')
Captured at Atsugi. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N320.
- FE-N321 Mitsubishi J2M3 Raiden (Allied code name 'Jack')
Captured at Atsugi. Shipped from Yokosuka, Japan to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N321.
- FE-N322 Mitsubishi A6M7 Model 62 'Zero'
(MSN 23186) Assigned to the Yokosuka K?k?tai with tail code ?-143. After the war it was captured at Misawa, a testing facility operated by the First Naval Air Technical Bureau (Dai-Ichi Kaigun Koku Gijitsusho, or in short Kugisho in Japanese, equivalent to the US Navy Bureau of Aeronautics BuAer) at Yokosuka Airfield. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N322.
- FE-N323 Mitsubishi A6M5 Model 52 'Zero'
Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N323.
- FE-N324 Kawanishi N1K1 Ky?f? floatplane fighter (Allied code name Rex)
Captured at Sasebo. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N324.
- FE-325 Kawasaki Ki-45-Kai Hei twin-engine night fighter (Allied code name 'Nick')
(MSN 3303) Tested by TAIU-SWPA at Clark Field, Philippines, 1945 as aircraft ? S22, it differed from the more well-known Ki-45 ? S14 by having two upward firing cannon behind the pilot seat. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. As ? S22 was seen being transported to the USA, it is likely to be one of the two Ki-45 that was later tested in the USA (FE-325 or FE-701), as both had the upward firing cannon too. As the sole remaining Ki-45 airframe, that of FE-701, is not known to have been at Clark Field FE-325 is the most likely candidate. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-325.
- FE-326 Kyushu J7W1 Shinden experimental interceptor fighter
Second prototype; not flown. Captured at Kyushu. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-326.
- FE-400 Supermarine VS.351 Spitfire Mk VIIc
(MSN 65/171652) Previously 161522. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Assigned FE-400. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. In storage at Freeman Field in fair condition 1Sep45. Renumbered as FE-492.
- FE-489 Heinkel He.162
(WkNr 120077) red '1' named "Norvenklau, Luftwaffe. Built in February/March of 1945 at the Heinkel Aircraft Factory at Rostock/Marienehe. The He-162 was assigned in April 1945 to II./JG-1 "Oesau" at Leck Airfield in Holstein, Germany with the code 'Red 1', named "Nervenklaus". Captured by British forces at Leck, Germany 8May45. Handed over to Col Watson. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Transferred to Kassel, Germany where it was dismantled, crated, loaded on a rail car and shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Barged to Newark Field, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-489.
- FE-490 Horton Ho 229 V-3 advanced flying wing twin-jet fighter project
V3 prototype. Because of the limited resources of the Horten organization, this aircraft was being built by Gothaer Waggonfabrik at Freidrichsroda, Germany where it was captured by the US Eighth Army. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-490.
- FE-491 Hawker Typhoon MKIIB
Built by Gloster Aeroplane Co Ltd at Hucclecote, Gloucester. First flight 8Feb44. Delivered to Royal Air Force as MN235. ? S1 Maintenance Unit, Lichfield, Staffordshire 16Feb44 for storage. To the US March 1944 for evaluation by USAAF at Wright Field, Dayton, Ohio. Later to the Foreign Aircraft Evaluation Center, Freeman Field, Seymour, IN Jul44. With changing requirements the Typhoon did not undertake the test programme originally envisaged and following a minor accident after only nine hours flying was put into store.
- FE-492 Supermarine VS.351 Spitfire Mk VIIc
(MSN 65/171652) Previously FE-400. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. In storage at Freeman Field in fair condition 1Sep45. Renumbered as T2-492.
- FE-493 Heinkel He 162A-2

- (Werk Nr 120222) Coded 'Yellow 7', II./JG-1 "Oesau". Captured by British forces at Leck, Germany 8May45. Handed over to Col Watson. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Transferred to Kassel, Germany where it was dismantled, crated, loaded on a rail car and shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Barged to Newark Field, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Displayed to celebrate victory at the USAAF Air Forces Fair Wright Field, Dayton, Ohio 13-21Oct45. Fitted with a replacement wing from Werk Nr 120067. Renumbered as T2-493.
- FE-494 Heinkel He 162A-1
(Werk Nr. 310012) Built by Junkers Flugzeug-und Motorenwerke AG at Bernburg. Coded 'Yellow 6', II./JG-1 "Oesau". Captured by British forces at Leck, Germany 8May45. Handed over to Col Watson. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Transferred to Kassel, Germany where it was dismantled, crated, loaded on a rail car and shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Barged to Newark Field, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Used as a ground instructional airframe. Renumbered as T2-494.
- FE-495 Messerschmitt Me.163B-1a Komet
(WkNr 191301) noted post-war at Freeman Field, IN. Later re-serialied T2-495, and wrongly as FE-500. Displayed at the National Air & Space Museum, Steven F Udvar-Hazy Center, Chantilly, VA. There is confusion between this and FE-500, with both being quoted as WkNr 191301. The display aircraft shows the remains of serial T2-500.
- FE-496 Messerschmitt Bf.109G-6
(WkNr 160163) 2+1, Luftwaffe. Captured by USAAF when the Luftwaffe pilot flew it to Italy in Jul 1942. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 20Jan45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Out of service awaiting assembly at Freeman Field 1Sep45. Renumbered as T2-496. In 1995 an archivist at Maxwell Air Force Base discovered a report on the defection of René Darbois on July 25, 1944. Darbois was a native of German-annexed Lorraine who claimed he was forced to fly in the Luftwaffe. He took off from Maniago in the Bf 109G-6 on his first combat mission and proceeded directly to the airfield at Caserta, Italy. He landed and walked into the custody of the USAAF 72nd Liaison Squadron. In 1989 the NASM discovered the Werk-Number to be 160756. Transferred to the Smithsonian Institute in 1948 and stored at Silver Hill, MD.
- FE-497 Focke-Wulf Fw 190A-3
Previously EB-101. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-497.
- FE-498 Macchi C.202 Serie XIII.
Previously FE-300. Renumbered when it went to the Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN 1945. Renumbered as T2-498.
- FE-499 Messerschmitt Me.410A-2/U1 Hornisse
(WkNr 10018) 'F6+WK' 2(F)/122, Luftwaffe. Captured at Trapani, Sicily, during Aug 1943. Previously serialied FE-102, EB-103, and later re-serialied T-2-499. Noted at Freeman Field, IN, post war. Stored at the Paul E Garber Restoration & Storage Facility, Suitland, VA.
- FE-500 Messerschmitt Me.163B-1a Komet
(WkNr 191301) '54' Luftwaffe. Captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Shipped to the USA. It is possible that this Me 163B was the example air-freighted from Europe to the USA aboard a Curtiss C-46 Commando [44-77589] of the 48th Troop Carrier Squadron, 313th Troop Carrier Group immediately after handover to Col. Watson. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN 10Aug45. Restored to flight condition by 21Mar46 and prepared for shipment. Air freighted to Materiel Command Flight Test Base, Rogers Lake, Muroc, California, in a Fairchild C-82 Packet 12Apr46. Renumbered as T2-500. Noted at Freeman AAF, IN, Sep 30 1945. Later re-serialied as T-2-500 and T2-500. Delvd to Muroc, CA, for flight testing, May 3 1946. Stored Norton AFB, CA. Transferred to the Smithsonian Institute in 1954. Displayed, unrestored, at the Paul E Garber Restoration & Storage Facility, Suitland, VA. Loaned to the Mighty Eighth Air Force Heritage Museum, Savannah, GA, 1996. Displayed at the National Air & Space Museum, Steven F Udvar-Hazy Center, Chantilly, VA. The display aircraft shows the remains of serial T2-500. (see FE-495)
- FE-501 Messerschmitt Me.163B-1a Komet
Captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-501. Scrapped at Freeman Field, IN, in 1946.
- FE-502 Messerschmitt Me.163B-1a Komet
(Werk Nr. 310033) Captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-502. Parts donor for FE-500. Scrapped at Freeman Field, IN, in 1946.
- FE-503 Messerschmitt Me.163B-1a Komet
Captured at Husum, Nordfriesland in Schleswig-Holstein, Germany. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-503. Transferred to Bell Aircraft in 1946.
- FE-504 Heinkel He 162A-2
(Werk Nr 120300) Manufactured by Heinkel at Rostock-Marienehe. Captured by British forces at Leck, Germany 8May45. Handed over to Col Watson. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Transferred to Kassel, Germany where it was dismantled, crated, loaded on a rail car and shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Barged to Newark Field, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Fitted with a replacement tail from Werk Nr 120222. Renumbered as T2-504.
- FE-505 Blohm+Voss Bv 155B V-2.
(Werk Nr. 360052) Second prototype. The British Army occupied Hamburg on 3May45 and found the three prototypes at the factory. All work had stopped on the third prototype, BV 155 V-3, as Blohm+Voss concentrated on finishing the V-2, but the war ended first. The British gathered up the V-2 and V-3 and shipped them to the Royal Aircraft Establishment at Farnborough, England, for evaluation by 20Oct45. They seriously considered completing the V-2 for flight test but in the end, simply displayed the aircraft at the German Aircraft Exhibition at Farnborough 29Oct-9Nov45. ? 47 Maintenance Unit, RAF Sealand, Flintshire 26Nov45. Transferred to the USAAF. Shipped to the USA on SS Port Fairy 27Jan46. Foreign Equipment Branch,

Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-505.

FE-610 Messerschmitt Me.262B-1a/U1
(WkNr 110306) 'Red 6' 10/NJG11, Luftwaffe. Surrendered to RAF at Schleswig-Jagel, Germany, it was transferred to the USAAF, becoming Watson's Whizzers '999', before being shipped to the US. Evaluated as FE-610, but later e-serialized T-2-610 it was named "Ole Fruit Cake" and "Schwalbe". Scrapped at Freeman Field, IN, circa 1950.

FE-611 Junkers Ju 88G-6
(Werk Nr. 620116) Previously USA 21. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Being assembled for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-611.

FE-612 Heinkel He 219A-0 Uhu
(Werk Nr 210903) Previously USA 8. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Being assembled for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-612.

FE-613 Heinkel He 219A-2 Uhu
(Werk Nr 290060) Previously USA 9. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Being assembled for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-613.

FE-614 Heinkel He 219A Uhu
(Werk Nr 290202) Previously USA 10. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Being assembled for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-614.

FE-N700 Nakajima J1N1-S Gekko night fighter
(MSN 7334) Delivered to the Imperial Japanese Navy Air Force (IJNAF) and assigned to the Yokosuka Kokutai with tail code ?-102 (Yo-102). Surrendered at Yokosuka Airfield. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia Dec45 for assembly. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania 23Jan46. Renumbered as T2-N700.

FE-701 Kawasaki Ki-45-Kai Hei (Allied code name 'Nick')
(MSN 4268) Captured at Fujigaya, Japan 1945. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. On 8Dec45 the Navy transferred the aircraft to the USAAF at Langley Field, Virginia. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Shipped to the Middletown Air Materiel Area, Middletown, Pennsylvania, for overhaul and flight test. During the next few months, the aircraft was extensively test-flown at Wright Field, Dayton, Ohio, and NAS Anacostia, MD. Renumbered as T2-701.

FE-1010 Arado Ar.234B-2 Blitz
(WkNr 140312) 'H' KG.76, Luftwaffe, captured in Norway by British forces during May 1945, and passed to USAAF as 'USA 23'. Previously Watson Whizzer 505. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Assembled waiting for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Freeman Field, Seymour, IN. Renumbered T2-1010. Evaluated at Freeman AAF, IN, and later Wright Field, OH, during 1946, before being transferred to the Smithsonian Institute in 1949. Restored 1984-89 and displayed at the National Air & Space Museum, Steven F Udvar-Hazy Center, Chantilly, VA, as 140312 'F1+G5'.

FE-1011 Arado Ar 234B
(Werk Nr 140311) Previously Watson Whizzer 404. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Assembled waiting for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Freeman Field, Seymour, IN. Renumbered as T2-1011.

FE-1012 Dornier Do.335A-1 Pfeil
(Werk Nr 240161) Assembled at Dornier's plant in Oberpfaffenhofen, Germany, this aircraft was captured by allied forces at the plant on April 22, 1945. The aircraft was flown from a grass runway at Oberwiesenfeld, near Munich, to Querqueville (A-23), Cherbourg, France 17Jun45; it should have been escorted by two P-51's but they couldn't catch up with the Dornier. Operation Seahorse. HMS Reaper loading number 8. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Assembled waiting for delivery to Freeman Field 1Sep45. Delayed taking off for the ferry flight to Freeman Field, the rear engine ran hot and failed at the point of rotation. The propeller was feathered and the aircraft returned to Newark Field. Shipped to Freeman Field. Renumbered as T2-1012. Photographed at Patuxent River, MD.

FE-1013 Dornier Do 335A-0 Pfeil
(Werk Nr 240102) 2nd pre-production aircraft, designated A-02. Assembled at Dornier's plant in Oberpfaffenhofen, Germany) on April 16, 1945, this aircraft was captured by allied forces at the plant on April 22, 1945. Stammkennzeichen VG+PH. The aircraft was flown from a grass runway at Oberwiesenfeld, near Munich, to Querqueville (A-23), Cherbourg, France 17Jun45; it should have been escorted by two P-51's but they couldn't catch up with the Dornier. Operation Seahorse. HMS Reaper loading number 35. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Being prepared for the ferry flight to Freeman Field, the ejection system was set off which was designed to blow off the fin and rear propeller. Transferred to the US Navy as BuAer 121447.

FE-N1200 Nakajima B6N2 Tenzan carrier attack bomber (Allied code name 'Jill')
(MSN 5350) Delivered to the 131st Kokutai. Captured at Suzuka, Japan in 1945. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N1200.

FE-N1201 Yokosuka D4Y4 Susei special attack bomber (Allied code name 'Judy')
Captured at Nagoya. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N1201.

FE-1202 Kawasaki Ki-48 Army Type 99 twin-engine light bomber (Allied code name 'Lily')
Captured at Nasuno. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-1202.

N1203 Yokosuka D4Y4 Susei special attack bomber (Allied code name 'Judy')
Captured at Nagoya. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N1203.

FE-1204 Aichi B7A2 Ryusei (Allied code name "Grace")
(msn 816) 'Sho-816'. Captured in Japan and shipped to the US, where it was allocated serial FE-1204, later T-2-1204. Stored following evaluation and released to the National Air & Space Museum in 1963, when it was stored at the Paul E Garber Facility. Possibly fuselage only.

FE-1205 Kawasaki Ki-48 Army Type 99 twin-engine light bomber (Allied code name 'Lily')
Captured at Nasuno. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory,

Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-1205.

FE-N1206 Aichi B7A2 Ryusei torpedo-dive bomber (Allied code name 'Grace')
Captured at Kisarazu. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N1206.

FE-1597 Junkers Ju 188D-2
(Werk Nr. 150245) Previously Air Min 35. Captured by Royal Air Force at Grove, Denmark 5May45. Flown to Schleswig-Jagel, Germany. Flown to Royal Aircraft Establishment, Farnborough, England 6Jul45. ? 6 Maintenance Unit, RAF Brize Norton for storage 18Jul45. Returned to Royal Aircraft Establishment, Farnborough. Transferred to the USAAF. Base Air Depot ? 1, Burtonwood (Station 590), Lancashire 2Jan46. ? 47 Maintenance Unit, RAF Sealand, Flintshire for packing. Shipped to the USA, departing Liverpool 22May46. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN 16May46. Renumbered as T2-1597.

FE-1598 Junkers Ju.88D-1/Trop
(WkNr 430650) white '1', No.2 Long Range Reconnaissance Sqn, Rumanian AF. Captured by RAF and allocated serial HK959. Delvd to USAAF and named "The Comanche", allocated FE1598. Serialized T2-1598 during test & evaluation by the Technical Data Lab. Also reported with serial 43-0650. Displayed at the National Air & Space Museum as Rumanian AF '105'.

FE-1599 Junkers Ju.88A-4
(Werk Nr. 4300227) Previously FE-106. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. In storage in good condition at Freeman Field 1Sep45. Renumbered as T2-1599.

FE-1600 Heinkel He.111H-16
(WkNr 8433) '4D(?)C'4'. Stammkennzeichen BT+KV, Geschwaderkennung 2B+DC, code 'Red 4'. Surrendered at San Severo, north of Foggia, Italy by a defecting Hungarian pilot 14Dec44. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-1600.

FE-N1700 Kugisho P1Y1-C Ginga twin-engine medium bomber
Captured at Matsushima. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-N1700.

FE-N1701 Kugisho P1Y1-C Ginga twin-engine medium bomber
Captured at Matsushima. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-N1701.

FE-N1702 Kugisho P1Y1-C Ginga twin-engine medium bomber
(MSN 8923) Captured at Matsushima. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-N1702.

FE-1703 Nakajima Ki-49 Donryu twin-engine heavy bomber (Allied code name 'Helen')
Captured at Toyama. Shipped to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-1703.

FE-1704 Nakajima Ki-49 Donryu twin-engine heavy bomber (Allied code name 'Helen')
Captured at Toyama. Shipped to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-1704.

FE-1705 Nakajima Ki-49 Donryu twin-engine heavy bomber (Allied code name 'Helen')
Captured at Toyama. Shipped to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-1705.

FE-2000 Dornier Do 17E-2
(Werk Nr 2095) Shipped from Casablanca, French Morocco to the USA 21Aug44 on USS Shamrock Bay (CVE-84), arriving New York 15Sep44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Named 'Axis Sally'. Renumbered as T2-2000.

FE-2100 Heinkel He 177A-5 Greif long-range heavy bomber.
(Werk Nr. 550062) Stammkennzeichen KM+UK. Geschwaderkennung F8+AP, 6./KG 40, code 60. Captured by the French Resistance at Toulouse-Blagnac, France Sep44 where it was being overhauled by Ateliers Industriels de l'Air (AIA). It wore French markings including the title "Prise de Guerra", until it was allocated to the British and flown to Farnborough, England 10Sep44. Evaluated by Royal Aircraft Establishment, Farnborough as serial TS439. Transferred to the USAAF. Flown to Boscombe Down 20Feb45 and dismantled for shipment. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-2100.

FE-2200 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy')
Surrendered at Kameyama. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. Transferred to the USAAF at Langley Field, Virginia 8Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Shipped to the Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-2200.

FE-2201 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy')
Surrendered at Kameyama. Shipped from Yokosuka, Japan to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2201.

FE-2202 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy')
Surrendered at Kameyama. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. Transferred to the USAAF at Langley Field, Virginia 8Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Shipped to the Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-2202.

FE-2203 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy')
Surrendered at Kameyama. Shipped from Yokosuka, Japan to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2203.

FE-2204 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy')
Surrendered at Kameyama. Shipped from Yokosuka, Japan to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2204.

FE-2205 Mitsubishi G4M3 'Rikko' (Allied code name 'Betty')
Captured at Matsushima. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Transferred to the USAAF at Langley Field, Virginia 8Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-2202.

FE-2206 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy')

Shipped to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2206.

FE-2207 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy')
Shipped to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2207.

FE-2208 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy')
Shipped to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2208.

FE-2209 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy')
Shipped to the USA. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2209.

FE-2210 Nakajima G8N1 Renzan, heavy bomber (Allied code name 'Rita')
Fourth prototype. Captured at Koizumi in an incomplete condition. Made airworthy by Nakajima workers and flown to Yokosuka. Shipped from Yokosuka, Japan to the USA 16Dec45 on USS Bogue (CVE-9), arriving at the Military Ocean Terminal, Bayonne, New Jersey, Jan46. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-2210.

FE-2600 DFS 108-49 Grunau Baby II B-2 single-seat sailplane
(Werk Nr. 031016) Built by Flugzeugbau Petera GmbH, 1944. Geschwaderkennung LZ-NC. Shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-2600.

FE-2601 DFS 108-49 Grunau Baby II B-2 single-seat sailplane
(Werk Nr. 030240) Shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-2601.

FE-2650 Probably a troop carrying glider
Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-2650.

FE-2651 Probably a troop carrying glider
Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-2651.

FE-2700 Gotha Go 242B-4 transport glider.
The 53rd Troop Carrier Squadron rebuilt a glider from some fifteen examples which were destroyed by retreating German troops at Sciacca, Sicily, starting work 20Oct43. With help from 306th Service Squadron and 41st Service Group, the project was completed in about five weeks and is believed to have been test flown Dec43. Believed to have arrived at Wright Field, Dayton, OH 27Mar44. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Shipped to Glider Branch, Clinton County Field, Wilmington, OH for reassembly and evaluation 1Apr44. Named 'The Fabric Fortress'. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-2700.

FE-3400 Junkers Ju.290A-4 Condor
(Werk Nr 110196) Previously USA 022. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 31Jul45. The day after arrival, Watson ferried the Ju 290 to Freeman Field, Seymour, IN where he made demonstration flights for an assembled crowd of US military observers. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. In service in good condition at Freeman Field 1Sep45. The plane was then returned to Wright Field, re-painted in German markings for display purposes, and tested exhaustively. Displayed to celebrate victory at the USAAF Air Forces Fair Wright Field, Dayton, Ohio 13-21Oct45. Renumbered as T2-3400'022' 'PI+PS' Luftwaffe. Named "Alles Kaputt" by Watson's Whizzers. Noted at Freeman AAF, IN, Aug 2 1945. Scrapped at Wright Field, OH, during 1946.

FE-4010 Junkers Ju.388
(Werk Nr. 560049) The eighth of the series manufactured at Weser Flugzeugbau's Nordenham plant. Parts of the airframe were built at ATG in Altenburg and at Niedersächsische Metallwerke Brinkmann & Mergel in Hamburg-Harburg. Completed early in 1945, the aircraft was captured by US troops at Merseburg, Germany in 1945. Named 'Old Venereal' by Watson's Whizzers. Ferried to Kassel, Germany 20May45. 10th Air Depot for installation of US radio equipment. Flown to Querveville (A-23), Cherbourg, France 17Jun45. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-4010. Newark Field, NJ. Being assembled for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Displayed to celebrate victory at the USAAF Air Forces Fair Wright Field, Dayton, Ohio 13-21Oct45. Renumbered as T2-4010. Flight tested at Wright Field, before being transferred to Orchard Place, IL. Displayed at the National Air & Space Museum.

FE-4011 Messerschmitt Me.262A-1a/U3 Schwalbe
(WkNr 500098) 'White 27' Luftwaffe. Captured at Lechfeld, Germany, and marked 'Feudin 54th A.D.Sq'. Watson's Whizzers '666', named "Joanne" and later "Cookie VII". Shipped to the US and serialized FE-4011. Destroyed by fire, following crash at Gtr Pittsburgh Arpt, PA, Aug 19 1945. Pilot Lt James K Holt sustained minor injuries.

FE-4012 Messerschmitt Me.262A-1a/U3 Schwalbe
(WkNr 500453) 'White 25'. Captured by 54th Air Disarmament Sqn and named "Connie.....My Sharp Article". Watson's Whizzers '444', later named "Pick II". Shipped to the US and possibly allocated EB-19. Flown to Freeman Field, IN, Aug 19 1945, and serialized FE-4012, later re-serialized T-2-4012. Fitted with the nose from FE-111, and used in classified comparison tests with Lockheed's P-80. To Planes of Museum, Chino, CA, then the Flying Heritage & Combat Armor Museum, WA. Regd N9450 and painted as 'White 9'.

FE-4600 Henschel Hs.129B
Werk Nr 03880) Previously FE-103. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered T2-4600. Noted at Freeman AAF, IN, 1946. Also carried serial EB-105.

FE-4610 Messerschmitt Me.108B-1 Taifun
(WkNr 8378) Previously GA-2. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Flown to Freeman Field 23Aug45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4610. Displayed at the Planes of Fame Museum, Chino, CA.

FE-4611 Bücker Bü 181C-5 Bestmann trainer and light transport
Used as a communications aircraft by Air Technical Intelligence teams. Flown to Querveville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command,

- Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Flown to Freeman Field Oct45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4611.
- FE-4612 Bücker Bü 181 Bestmann trainer and light transport
Used as a communications aircraft by Air Technical Intelligence teams. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Flown to Freeman Field Oct45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4612.
- FE-4613 Flettner Fl.282V-23 Kolibri
'C1+TW' Luftwaffe. (Werk Nr. 280023) Geschwaderkennung CI+TW. Transportstaffel 40 (TS/40) - the Luftwaffe's only operational helicopter squadron - Mühldorf, Bavaria. Shipped to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Awaiting crating for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4613.
Noted at Freeman AAF, IN, Sep 30 1945.
- FE-4614 Flettner Fl 282V-12 Kolibri reconnaissance helicopter
(Werk Nr. 280008) Geschwaderkennung CJ+SF. Transportstaffel 40 (TS/40) - the Luftwaffe's only operational helicopter squadron - Mühldorf, Bavaria. Shipped to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Awaiting crating for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4614.
- FE-4615 Doblhoff Wnf 342V-4.
The world's first tip jet powered helicopter.
Fourth prototype two-seat version. Built by a group of Austrian engineers at the Wiener Neustädter Flugzeugwerke, Vienna, Austria. Testing of the Wnf 342V-4 took place in the spring of 1945, with 25 hours of flying conducted before the war ended. As the Soviet Army approached Vienna on 3Apr45, the engineers and mechanics loaded the Wnf 342V-4 onto a trailer and drove west for twelve days on roads overcrowded with other refugees until they encountered the American forces at Zell-am-See, Austria. The German design team was interrogated by allied intelligence and engineering officers. Shipped to Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Newark Field, NJ. Awaiting crating for delivery to Freeman Field 1Sep45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4615.
- FE-4616 Focke-Achgelis Fa.330A Bachstelze autogyro kite
Captured by the Royal Air Force at Kiel, Germany. Transferred to USAAF. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4616.
Evaluated at Freeman Field, IN. Transferred to the National Air & Space Museum.
- FE-4617 Focke-Achelis Fa 330A-1 Bachstelze autogyro kite
(Werk Nr. 100436) Captured by the Royal Air Force at Kiel, Germany. Transferred to USAAF. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4617.
- FE-4618 Focke-Achelis Fa 330A Bachstelze autogyro kite
(Wk. Nr. 100404) Captured by the Royal Air Force at Kiel, Germany. Transferred to USAAF. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-4618.
- FE-4800 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')
Surrendered at Hakata. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-4800.
- FE-4801 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')
Surrendered at Kodama. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-4801.
- FE-4802 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')
Surrendered at Kodama. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-4802.
- FE-N4803 Nakajima C6N1-S Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
Captured at Kisarazu. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N4803.
- FE-N4804 Nakajima C6N1-S Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
Captured at Kisarazu. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N4804.
- FE-4805 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')
Surrendered at Hakata. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-4805.
- FE-4806 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')
Surrendered at Kodama. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-4806.
- FE-4807 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')
Surrendered at Kodama. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-4807.

FE-N4808 Nakajima C6N1-S Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
 Captured at Kisarazu. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-N4808.

FE-N4809 Nakajima C6N1-S Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
 Captured at Kisarazu. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-N4809.

FE-4810 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')
 Surrendered at Hakata. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Renumbered as T2-4810.

FE-4811 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')
 Surrendered at Hakata. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Renumbered as T2-4811.

FE-4812 Mitsubishi Ki-46-IV Type 100 (Allied code name 'Dinah')
 Surrendered at Kodama. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Langley Field, Virginia 8Dec45. Atlantic Overseas Air Materiel Center, Newark Field, NJ. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Renumbered as T2-4812.

FE-5004 DFS 108-14 Schulgleiter 38
 Shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN May46. Renumbered as T2-5004.

FE-5005 DFS 108-14 Schulgleiter 38
 Shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN May46. Renumbered as T2-5005.

FE-5038 Focke-Achelis Fa 330A Bachstelze autogyro kite
 Captured by the Royal Air Force at Kiel, Germany. Transferred to USAAF. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-5038.

FE-5039 Horten Ho IIIIf swept-wing sailplane without fuselage or tail. Fitted with a flat-prone couch for the pilot.
 (Werk Nr. 32) Geschwaderkennung LA-AD. Probably first flew as a two-place Horten III g, and then modified it into a single-seat glider, installed special test apparatus, and changed the designation to Ho III f. A British Combined Intelligence Objectives Subcommittee (CIOS) team discovered the Horten gliders on June 11, 1945 at Rottweil on the Neckar River, approximately 100 km (60 miles) southwest of Stuttgart, Germany. The gliders were recovered "in perfect condition in trailers, with a full set of instruments". Shipped to the USA but not flown. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-5039.

FE-5040 Horten Ho VI V2 swept-wing sailplane without fuselage or tail.
 (Werk Nr. 34) A British Combined Intelligence Objectives Subcommittee (CIOS) team discovered the Horten IIIIf on June 11, 1945. The team found the gliders at Rottweil on the Neckar River, approximately 100 km (60 miles) southwest of Stuttgart, Germany. The gliders were recovered "in perfect condition in trailers, with a full set of instruments". Shipped to the USA but not flown. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-5040.

FE-5041 Horten Ho IIIIf swept-wing sailplane without fuselage or tail.
 (Werk Nr. 31) Geschwaderkennung LA-AI. Probably first flew as a two-place Horten III g, and then modified it into a tandem two-seat glider, installed special test apparatus, and changed the designation to Ho III h. A British Combined Intelligence Objectives Subcommittee (CIOS) team discovered the Horten IIIIf on June 11, 1945. The team found the gliders at Rottweil on the Neckar River, approximately 100 km (60 miles) southwest of Stuttgart, Germany. The gliders were recovered "in perfect condition in trailers, with a full set of instruments". Shipped to the USA but not flown. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Renumbered as T2-5041.

FE-6430 Nakajima Ki-43-II-Otsu Hayabusa (Allied code name 'Oscar')
 (MSN 6430) Built by Nakajima Hikoki K.K. Jan44. No known markings or tail code. Operated from Hollandia, New Guinea. During late Apr44, this Ki-43 was captured by the US Army in the Hollandia. Afterwards, inspected by the Allied Technical Air Intelligence Unit TAIU-SWPA. During the middle of 1944, this Ki-43 (also known as Hollandia Oscar #2) and Ki-43-II Oscar MSN 5894 were repaired at Cyclops airfield by American personnel from the US Army Air Force 84th Airdrome Squadron. Both Oscars were repaired using spare parts found in the area and parts from other Oscars. This Oscar was stripped to bare aluminum finish and painted with US star-and-bar markings and a red and white tail rudder. The cowl had a circular motif with "84" for the 84th Airdrome Squadron painted on both sides. This Oscar received a modified flat sided movable canopy similar to that fitted to the Ki-43-I. Presumably the canopy was obtained from a model 1 and modified to fit the front fixed section of the Ki-43-II canopy. By Sep44, this Oscar was test flown in the Hollandia area. Later, this Oscar was loaded aboard the escort carrier USS Attu and transported to the United States for technical evaluation. Received by TAIC, it was designated "10" stenciled on the tail with "Technical Air Intelligence Center" on the right side of the cockpit and "Oscar 2" on the right side of the nose cowling. The plane was identified by the Wright Field technical intelligence unit as FE-6430 (later T2-6430), but they thought the number not to be the original Japanese manufacture number as they were confused about the various parts with different manufacture numbers. The pilot seat of MSN 6430 appeared to be that of MSN 5894, the 'other' Oscar (Hollandia Oscar #1), that had suffered landing gear problems upon landing after its maiden test flight. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Renumbered as T2-6430.

Heinkel He.162
 (WkNr 120222) 'White 23' Luftwaffe.

Junkers Ju.88
 Marked '86th Fighter Sqdn' on nose, with Luftwaffe markings applied over British roundels. Possibly FE1598 above.

Junkers Ju.88A
 Reported as 43-00227. Possibly WkNr 4300227.

Junkers Ju.290
'P1+PS' Luftwaffe.

Messerschmitt Me.262A-1a Schwalbe
(WkNr 501232) yellow '5' 3/KG(1)6. To USAAF as Watson's Whizzers '111' and named "Beverly Anne", later "Screamin Meemie". Shipped to the USA and possibly serialized EB-20. To US Navy Armament Test Division, NAS Patuxent River, MD, in Dec 1945 and allocated BuNo 121442. Displayed at USAFM, Dayton, OH.

Evaluation Branch (EB)

Aircraft assigned to the Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH were assigned an "EB" (Evaluation Branch) prefix number, at first starting with EB-1 and EB-2, and later a system was introduced that allowed more distinction, German aircraft given a number in the 100-sequence, Japanese aircraft a number in the 200-sequence and Italian a number in the 300-sequence. The EB-code system was superceded by the FE-code system [for Foreign Equipment]. Aircraft which were still extant when the Air Materiel Command came into existence were renumbered as T2-xxx, T-2 being the Technical Intelligence Group designation.

- EB-1 Messerschmitt Bf.109F
(WkNr 7640) Presented to the USAAF by the Soviets during Nov 1942. Arrived at Eglin AAF, FL, Mar 21 1944. Later re-serialized EB-100.
- EB-2 Mitsubishi A6M2 Zero (Allied code name 'Zeke')
(MSN 3372) 22nd Koku Sentai Shireibu Fuzoku Sentokitai, tail code V-173. While on transfer to Saigon, French Indochina with a scheduled stop for refueling on Hainan Island, China, the aircraft was captured 26Nov41 when it ran out of fuel due to bad weather and force-landed, together with V-174, on the beach near Qian Shan on the south-eastern coast of Leichou peninsula. Transport of the aircraft parts to Liuchow, a place where it could safely be restored, took several months. There it was rebuilt by Chinese engineers, combining parts of the two aircraft and tested by TAIU-CHINA as P-5016. Flown to Kweilin by the commanding officer of 75th Fighter Squadron. It suffered a force landing due to failure of the landing gear to extend and was repaired by American engineers. In early 1943 the Zero was flown from Kunming to Karachi, India with an escort flight of 23rd Fighter Group Curtiss P-40K Warhawks. One by one, all the Warhawks aborted their escort mission and the Zero arrived in Karachi alone. There the Zero was crated and shipped to the USA for further testing by Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH as EB-2.
- EB-100 Messerschmitt Bf.109F
(WkNr 7640) Ex EB-1.
- EB-101 Focke-Wulf Fw.190A-3
Captured in North-Africa. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 20Aug43. It was assigned for flight tests to be carried out, to determine speed versus altitude curves for the type, climb rates and stalling speeds in various configurations. It made its first test flight after overhaul in Feb44. Flown to Army Proving Grounds, Eglin Field, Florida, on 7Mar44, for armament trials. As at 1Apr44 the aircraft was awaiting replacement of its propeller at Eglin. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Renumbered as FE-497.
- EB-102 Messerschmitt Bf.109G-6/Trop
(WkNr 16416) white '9' 4/JG.77, Luftwaffe. Captured at Soliman Airfield, Tunisia, May 8 1943. Shipped to the USA. Reassembled by the North American Aircraft Company. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 14Jul43. Army Proving Grounds, Eglin Field, Florida 21Mar44. The aircraft was severely damaged landing after a local flight at Wright Field 1Sep44; it swung off the runway because the wheel brakes had been unevenly adjusted. It was then ground looped to avoid a Lockheed P-38 which had previously experienced a tire blowout and was waiting to be towed away from the runway. The landing gear was torn off damaging the propeller and wings. Salvaged 24Oct44. OH. Scrapped Oct 1944.
- EB-103 Messerschmitt Me.410A-2/U1 Hornisse
(WkNr 10018) 'F6+WK' 2(F)/122, Luftwaffe. Originally a Me 410A-2 bomber destroyer version built by Messerschmitt at their Augsburg, Germany factory and initially with the Geschwaderkennung SI+KZ. Later it was fitted with an Umrüstsaatz (conversion kit) and converted to a Me 410A-2/U1 photo-reconnaissance aircraft as Geschwaderkennung F6+WK. It was used by the photo-reconnaissance group 2 (Fernaufklärung)/122 flying from Sardinia and other Mediterranean bases. The aircraft was found in undamaged condition at Trapani, Sicily, August 1943. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH Jan44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Renumbered as FE-499.
- EB-104 Focke-Wulf Fw.190G-3
(Werk Nr 160016) Built by Focke-Wulf Flugzeugbau GmbH Bremen. Assigned to the III. Gruppe of Schnellkampfgeschwader 10 (III/SG 10) in Italy in late-August or early September 1943 as Geschwaderkennung DN+FP. It was one of the aircraft left at Montecorvino when that airfield was hastily abandoned after the Allies landed only a few kilometres away during the Salerno invasion on the morning of 9Sep43. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH as EB-104. First flight at Wright Field after overhaul 26Feb44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Renumbered as FE-104.
- EB-105 Henschel Hs.129B
(Werk Nr 03880) The aircraft was removed from production due to a welding problem, before modification to B-2 standard and allocation of Werk Nr 0385. Completed Oct42, it was assigned to 8.(Pz)/Schl.G.2, flying there as 'Blue 8', but was subsequently found abandoned, with the wings removed, at Tabarka, Tunisia on 7Apr43. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 20Aug43. Shipped from Wright Field to Tulsa, OK for reassembly and restoration to flying condition 27Mar44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Renumbered as FE-103. Also carried serial FE-4600.
- EB-200 Mitsubishi A6M2 Zero (Allied code name Zeke)
(MSN 3372) Previously EB-2. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. In the last war year it went on a War Bond tour. Listed as available for release to industry 10Mar46.
- EB-201 Mitsubishi A6M3 Zero-Sen (Allied code name Hamp, later Zeke)
(MSN 3030) previously XJ001. Composite aircraft, assembled at RAAF Eagle Farm, Brisbane, Australia. Shipped from Brisbane, Australia to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 1Nov43. Flown for a further 22 hours. Army Proving Grounds, Eglin Field, Florida 10Mar44 for comparison trials against the P-47 Thunderbolt; last reported with engine repairs May44. Foreign Equipment

Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Renumbered as FE-201. Fate unknown, probably scrapped.

EB-300 Macchi C.202 Serie XIII.
Delivered to the 356th Squadriglia, 21st Gruppo Autonomo C.T. of the Regia Aeronautica at Chinisia, Trapani, Sicily in June 1943 as MM 91975. Found abandoned at Sciacca airfield, Sicily by personnel of the 31st Fighter Group, who restored it to flight. The aircraft was painted in the same scheme as the Supermarine Spitfires of the 31st FG and given the name 'Whacky Macchi'. After being used for a while as a mascot of the 31st FG it was shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 20Aug43. Shipped to Air Service Command, Tulsa, OK for assembly and restoration 27Mar44. Returned to Wright Field by 15May44. Renumbered as FE-300.

Arado Ar.234B
Assigned to Armament Test Division, NAS Patuxent River, MD, and allocated BuNo 121445.

Arado Ar.234B
Assigned to Armament Test Division, NAS Patuxent River, MD, and allocated BuNo 121446.

Dornier Do.335A Pfeil
(WkNr 240102) 'VG+PH' Luftwaffe. Assigned to Armament Test Division, NAS Patuxent River, MD, from Dec 1945 to Mar 31 1947 and allocated BuNo 121447.

Messerschmitt Me.262A-1a Schwalbe
(WkNr 111367) to USAAF as Watson's Whizzers '333', named "Feuding 54th", later "Pauline" and "Deelovely". Assigned to Armament Test Division, NAS Patuxent River, MD, in Dec 1945 and allocated BuNo 121444.

Messerschmitt Bf.109E-3 Emil
(WkNr 1304) white '1' JG.76, Luftwaffe, made a forced landing nr Woerth, in the Bas-Rhin department, France, Nov 22 1939. Captured by the RAF in May 1940 and allocated serial AE479. Transferred to the USAAF in Jan 1942 and flight tested at Wright Field, OH, during May 1942. Dbr in a forced landing at Cambridge, OH, Nov 3 1942.

Messerschmitt Bf.109G-2 Gustav
(WkNr 14329 or 14629) black '14' (from 2H+14) and named 'Irmgard', Luftwaffe. Captured by 79thFG and marked 'X8-7', before being shipped to the US for structural tests. Marked as '14-7' and later as 'X8-7'. Scrapped.

Messerschmitt Bf.109G-6 Gustav
(WkNr 166133)

Schneider-Hofmann-Rehberg SG.38 Schulgleiter
Unmarked training glider, acquired after WWII. Transferred to the Smithsonian Institute in 1954. Displayed at the National Air & Space Museum.

Kugisho MXY7 Ohka 22
Noted NAS Alameda, CA, Dec 22 1945. Transferred to the National Air Museum, Apr 15 1948, and displayed at the Smithsonian Arts & Industry building. Moved to the Paul E Garber Restoration & Storage Facility, Suitland, VA, during the seventies for restoration, 1994-97. Displayed at the National Air & Space Museum, Steven F Udvar-Hazy Center, Chantilly, VA, since Dec 2003.

Fiat FR.298

Focke-Wulf Fw.190G-3
(WkNr160057) captured by 85thFS 79thFG at Gerbini Airfield, Sicily, in Sep 1943. Shipped to the US in Jan 1944, it was test flown at NAS Anacostia, then transferred to NAS Patuxent River in Feb 1944.

Technical Air Intelligence Unit (TAIC)

The combined USN, USAAC, RAAF unit tasked with evaluating Axis aircraft captured in the Pacific theatre, was the Technical Air Intelligence Unit (TAIC). Captured aircraft appear to have received US markings and been allocated 'TAIC' numbers. Aircraft shipped to the US were assigned to the Technical Air Intelligence Center at NAS Anacostia, DC.

TAIC 1 Mitsubishi A6M2 Zero

Built by Mitsubishi 19Feb42 at their Nagoya plant. Delivered to the Imperial Japanese Navy Air Force (IJNAF) and assigned to the light aircraft carrier Ry?j? with tail code D1-108. The aircraft took off from the Ry?j? on its first operational mission over Dutch Harbor, Amaknak Island, Unalaska, Alaska as part of a diversionary raid prior to the Battle of Midway 3Jun42. At Dutch Harbor it was hit by ground fire puncturing the fuel supply and had to make a forced landing on Akutan Island. The Zero flipped over in the soft marsh, killing the pilot on impact. The wreck was spotted on 10Jul42 by a Consolidated PBX Catalina. A US Navy team visited the crash on 11Jul42 and found the Zero upside down and damaged, but still repairable. It was carefully lifted and transported aboard a barge to Dutch Harbor and then to NAS North Island near San Diego, CA, arriving there 12Aug42. It was repaired and ready for its first flight 26Sep42. The Zero was tested in the San Diego area under control of the Test Section, NAS Anacostia, MD. During the tests the Zero was flown against various American fighters, including a Lockheed P-38F Lightning, a Bell P-39D-1 Airacobra, a Curtiss P-40F Warhawk, a North American P-51 Mustang and a Vought F4U-1 Corsair. Ferried to Test Section, NAS Anacostia, MD. Damaged in a landing accident at Greenville, NC 5Jan43. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD 1944. Assigned TAIC 1. Ferried from NAS Anacostia to NAS Patuxent River, MD 23Aug44 but force landed after engine failure at Andrews Field, MD; continued to NAS Patuxent River 24Aug44. NAS North Island, San Diego, CA by 14Sep44. The Zero was destroyed in a training accident in Feb45 when a taxiing Curtiss SB2C Helldiver crashed into it. From the wreckage a wing tip and some instruments were salvaged which were donated to the Navy Museum, Washington Navy Yard, DC. The Alaska Heritage Museum and the Smithsonian National Air and Space Museum also have small pieces of the Zero.

TAIC 2 Untraced.

TAIC 3 Untraced.

TAIC 4 Untraced.

The untraced TAIC numbers are believed to include the following aircraft:

1x Aichi E13A reconnaissance seaplane (Allied code name 'Jake').

May have been MSN 3167 found in wrecked condition at Chichagof Harbor, Attu, Aleutian Islands Jun43.

1x Nakajima A6M2-N fighter floatplane (Allied code name 'Rufe')

1x Focke-Wulf Fw 190

TAIC 5 Mitsubishi A6M5 Model 52 Zero

(MSN 5357) Built by Nakajima Hikoki KK May43. It was assigned to the Japanese Naval Air Corps on the home

island of Honshu. In a few months, it moved to Iwo Jima, and then in March 1944, was reassigned to Asilito, Saipan. 261st K?k?tai, with tail code 61-120. On 18Jun44 it was captured, together with other Japanese aircraft, by US Marines at Asilito Field, Saipan. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 5. First flight at San Diego 5Aug44. Ferried to NAS Anacostia 22Aug44. Tactical Test Division, NAS Patuxent River, MD 23Aug44 for evaluation. One of the pilots to fly it was Charles Lindbergh. The aircraft was ferried back to NAS Anacostia 30Nov44. Returned to NAS North Island, San Diego on 6Dec44, where frontline combat pilots were also given a chance to check out the Zero. Altogether the Zero logged over 190 hours of flight time in the USA by Sep45. Flown to NAS Alameda, CA 30Sep45. Declared surplus. The aircraft was sold to Edward T. Maloney who at first had no room to exhibit the aircraft, so it was put into storage. On 12Jan57 Maloney opened his "The Air Museum" in Claremont, California where he displayed the Zero with code V-101 and later its own original 61-120. In 1965 the Air Museum moved to Ontario Airport, Ontario, California. In 1970 redevelopment of the airport at Ontario forced The Air Museum to move again. The non-flyable aircraft became part of the "Movie World: Cars of the Stars and Planes of Fame Museum" in Buena Park, California, near Knott's Berry Farm. In 1978 the Zero was made airworthy again, using an original Nakajima Sakae engine, registered 3May78 as N46770. After that the aircraft made a six month journey, from Jul78 till early 1979, to Japan, making it the first A6M Zero to fly over Japanese soil since WW2. Back in the USA it was damaged during a landing at Chino, CA on 25Jun82, but was repaired. Another tour in and over Japan followed in 1995 and it also appeared in the movie "Pearl Harbor". The aircraft left Chino 30Oct12 for yet another visit to Japan for displays, returning to Chino in Nov13.

TAIC 6 Nakajima B5N2 (Kate)

(MSN 2194) This B5N2 Type 97 Carrier Attack Bomber was built in December 1943. Equipped with H-6 ASV radar, the 'Kate' had been attached to the General (Combined) Escort Force or Rengo Goei Butai (GEB), serving there with the 931st Kaigun K?k?tai. After the capture of Saipan in June 1944 this B5N2 Kate, with the tail-code KEB306, was found abandoned at Aslito airfield. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 1. First flight after overhaul 16Nov44. Initially used to evaluate the effectiveness of the radar equipment against US naval vessels off the Delaware coast, with the equipment being operated by the Naval Radio Laboratory. Tactical Test Division, NAS Patuxent River, MD 13Dec44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD 27Apr45. In Oct45 the Kate and a Zeke were attached to a group known as 'The Navy's Flying Might' at NAS Wildwood, Rio Grande, NJ, set up as a travelling display to take part in nationwide Victory Loan promotions across the USA. Believed to have been on static display at the World's Fair of Aviation, Offutt Field, Fort Crook, Omaha, NB July 1946.

TAIC 7 Mitsubishi A6M5 Model 52 Zero

(MSN 4340) Built by Mitsubishi December 1943. Assigned to the 261st Kokutai with tail code 61-???. Likely, the tail code was 61-106, though 61-108 has been quoted as well. However, that code has also been cited for another airframe (that of A6M5 MSN 2193 'TAIC 8'). During June 1944 the aircraft, without its right stabilizer, was captured at Aslito airfield on Saipan by US Marines. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD 1Sep44. Assigned TAIC 7. First flight at NAS Anacostia 14Dec44. Next flown 21Dec44 then transferred to the USAAF. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Renumbered as FE -130.

TAIC S7 Kawanishi N1K1-J Shiden (George)

5511 '201-53' 201stKokutai. Evaluated by TAIC, Southwest Pacific Area at Clark AFB, Philippines, and allocated tail number 57, although photographed as 'TECH AIR INTEL UNIT-S.W.P.A.' '7'. Scrapped.

TAIC 8 Mitsubishi A6M5 Zero (Zeke)

(MSN 2193) '61-108' 261stKokutai. Captured at Aslito airfield on Saipan by US Marines Mar44. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 8. Operated by TAIC based at Ontario Field, CA in late 1944. 412th Fighter Group, Fourth Air Force, Bakersfield MAP, CA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Army Proving Grounds, Eglin Field, Florida late 1945. It now seems that MSN 2193 should be MSN 1293 and that the original tail code was 8-24, most likely for the Sentoki Dai Hachi Hikotai.

TAIC 9 Kawasaki Ki.61 Hien (Tony)

(MSN 263) Previously XJ003. By Jul44 the aircraft was among the aircraft, equipment, documentation and personnel aboard a 'Victory Ship' heading for San Francisco, from where the whole establishment was taken by train to its new 'Hangar 151' facility at NAS Anacostia, MD. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 9. During Jan45 it was painted back in pseudo-Japanese markings. Tactical Test Division, NAS Patuxent River, MD Jun45. Evaluated against the Wildcat, Corsair, Hellcat, Tigercat and Bearcat, but the tests were suspended when bearing metal was found in the engine oil. During a ferry flight from NAS Patuxent River to the Army Proving Grounds, Eglin Field, Florida 2Jul45, the engine failed and the aircraft was written off in the forced landing at Yanceyville, North Carolina.

TAIC 10 Mitsubishi Ki.46-11 Type 100 (Dinah)

command reconnaissance aircraft
(MSN 2846) Assigned to the 10th Reconnaissance Sentai of the Japanese Army Air Force. No known markings or tail code. Operated from Hollandia, New Guinea. Abandoned largely intact at one of the Hollandia area airfields. On 23Apr44 this aircraft was captured by US Army troops when they liberated the Hollandia area. During Sep44, this Dinah was repaired by ground crews from the 89th Attack Squadron, 3rd Attack Group, Fifth Air Force, to airworthy status. It was repainted with US star-and-bar markings and with a red and white stripped rudder, bordered at the tail in blue. On the nose at first the squadron emblem of the 89th Attack Squadron was applied and later replaced with the group emblem of the 3rd Attack Group, the "Grim Reaper". During Jan45, the aircraft was shipped to the United States aboard USS Attu. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 10. Tactical Test Division, NAS Patuxent River, MD. Army Proving Grounds, Eglin Field, Florida. Last mentioned on 29May45 when it had a taxiing accident at Eglin Field. Fate unknown, likely scrapped. Photographed at NAS Anacostia, DC, post 1945.

TAIC S11 Nakajima Ki.44 (Tojo)

TAIC 11 Mitsubishi A6M5 model 52

(MSN 1303) Built by Nakajima Hikoki K.K. Assigned to the 261 K?k?tai, tail code 61-121. In Mar44, this Zero operated from Aslito airfield on Saipan. During Jun44, this Zero was captured by US Marines intact at Aslito field. It was scheduled for delivery to ATAIIU-SEA in India; RAF roundels were applied. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 11. During 1945, this Zero ground looped at NAS Atlanta, GA damaging the landing gear and was left resting on the lower fuselage. Postwar, the aircraft was sold as scrap. Purchased as surplus by John Elliot, Sr. Later, his son, John H. Elliot, Jr. acquired it and displayed it at JH Elliot Antiques along with the pilot's seat, a 7.7mm machine gun and a 20mm cannon that were supposed from this same Zero. It was displayed until at least the middle 1980s. During 1991-1992, this Zero was purchased by R. D. Whittington / World Jet Inc. During 1993, it was transported to Fort Lauderdale, FL and stored in their hanger with the tail section removed. Originally, Whittington intended to restore the Zero, but found the Zero had been previously cut into pieces and spliced back together with screws and galvanized tin sheets. The interior was held together with pieces of welded iron re-bar. The main spar was crystallized. The Sakae engine could be restored. Missing was the tail cone, landing gear legs and all instruments. During 2001, it was sold to

Paul Allen / Flying Heritage Collection. Registered 27Aug01 as N1303 to Vulcan Warbirds, Inc. Today the Zero is in storage at Flying Heritage Collection in Arlington, WA. The museum plans to restore it to fly. Presently, it is unrestored and not on public display.

TAIC S12 Mitsubishi J2M Raiden (Jack)
Marked as 'TECH AIR INTEL UNIT-S.W.P.A' 'S 7' when photographed at Luzon, Philippines, 1945.

TAIC S14 Kawasaki Ka.45 Toryu (Nick)
Marked as 'TECH AIR INTEL UNIT-S.W.P.A' 'S 14' when photographed at Luzon, Philippines, 1945.

TAIC S16 Yokosuka D4Y3 model 33 Suisei (Judy)
Evaluated at NAS Anacostia as 'TECH AIR INTEL UNIT-S.W.P.A' 'S16'

TAIC S17 Nakajima Ki.84 Hayate (Frank)
Found abandoned at Luzon, Philippines. Marked as 'TECH AIR INTEL UNIT-S.W.P.A' 'S17' and shipped to the US aboard USS Long Island.

TAIC S19 Nakajima B6N Tenzan (Jill)
Marked as 'TECH AIR INTEL UNIT-S.W.P.A' 'S 19'.

Kawanishi N1K Shiden
71 Japanese AF. Shipped to the US for evaluation.

Kawanishi N1K Shiden
5128 Japanese AF. Shipped to the US for evaluation.

Kawanishi N1K Shiden
5312 Japanese AF. Shipped to the US for evaluation.

Kawanishi N1K Shiden
5341 Japanese AF. Shipped to the US for evaluation.

TAIU-SWPA

TAIU-SWPA was originally formed as ATAIU in November 1942 as a joint venture by the United States Navy (USN), the United States Army Air Forces (USAAF), the Royal Australian Air Force (RAAF) and the British Royal Navy at Hangar 7 of Eagle Farm airbase, Brisbane, Queensland, Australia. Aircraft tested at Hangar 7 of Eagle Farm carried a 'XJ' code [for Experimental Japanese]. Known used codes are XJ001 till XJ005, preceding those used later in the Philippines. In mid-1944, the US Navy personnel were withdrawn from the TAIU and reassigned to Naval Air Station Anacostia, Washington, DC, to form the Technical Air Intelligence Center (TAIC) to centralise and co-ordinate the work of test centers in the United States with the work of TAIUs in the field. The original unit was then renamed TAIU for the South West Pacific Area (TAIU-SWPA). By the time of the invasion of the Philippines, Technical Air Intelligence operations in the South-West Pacific Area were fully developed. Considerable instructions were given to the troops in the field on the equipment likely to be found and the importance of its preservation.

XJ001 Mitsubishi A6M3 Model 32 Zero-Sen (Allied code name 'Hamp')
(MSN 3030) The main airframe chosen for this hybrid was MSN 3030, tail code Q-102 of the 582nd K?k?tai, whose main fuselage and wing sections were selected as being the most intact to repair as a flyable A6M3 Hamp hybrid. The plane was built by Mitsubishi June 30, 1942. Delivered to the Imperial Japanese Navy Air Force (IJNAF) as A6M3 Model 32 Zero. Assigned Houkoku Number 872 (presentation number) on the left side of the fuselage, indicating the aircraft was donated by a civilian volunteer group in Japan [Katayoshi-GO]. Assigned to the 2nd Kaigun K?k?tai; tail code Q-102. On August 26, 1942 Zero took off from Buna airfield to defend the area against fourteen P-400 Airacobras from the 35th Fighter Group escorting seven B-26 Marauders from the 19th Bombardment Squadron on a bombing mission against the airfield. A dogfight unfolded above the airfield when this Zero was damaged by gunfire from the Airacobras but managed to land safely back at Buna Airfield. The rear fuselage and other components came from MSN 3032. The plane was built by Mitsubishi July 3, 1942. Assigned Houkoku Number 874 on the left side of the fuselage, donated by civilian volunteer group Sadahei. Assigned to the Tainan Kaigun K?k?tai; tail code V-190. Other parts including the engine came from MSN 3028, tail code V-187 of the Tainan Air Group (Tainan Kaigun K?k?tai). The three aircraft had been captured by US troops December 27, 1942 at Buna, New Guinea. They were loaded aboard a barge and shipped to Brisbane and then transported to Hangar 7 at Eagle Farm Airfield, Brisbane, QLD February 1943. Tested by ATAIU; the first test flight was on July 20, 1943. Shipped to the USA on the USS Copahue (CVE-12). Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 1Nov43. Renumbered as EB-201.

XJ002 Nakajima Ki-43-I- K? Hayabusa (Allied code name Oscar)
Assigned to the 11th Sentai. During 1943, the aircraft operated from Lae Airfield, New Guinea. It was abandoned largely intact, but with the tail rudder and fabric surfaces damaged and the cockpit canopy glass missing. In Japanese service painted with green upper surfaces with the fuselage Hinomaru outlined in white. The rear had a white vertical stripe rear aft of the Hinomaru. The leading edge of the wing had a yellow recognition stripe. The tail had the lightning bolt motif of the 11th Sentai. During September 1943 Lae was captured by the Australian Army and the area was occupied by the Allies whereupon the aircraft was found. Afterwards, it aircraft was disassembled and shipped to Brisbane and transported to Hangar 7 at Eagle Farm Airfield, arriving November 4, 1943 where the aircraft was reassembled and restored to flying condition by the then Air Technical Intelligence Unit (ATIUI), using parts of various airframes [Ki-43 MSN 400, Ki-43 MSN 426, Ki-43 MSN 622, Ki-43 MSN 779 and Ki-43 MSN 805]. When ready, it was flown and tested as XJ002 at Eagle Farm Airbase, Brisbane, Queensland, Australia. After restoration, the aircraft was painted green with US markings and tail code XJ002 in black on both sides of the tail. Later the aircraft was repainted in Japanese markings for recognition manual purposes. On March 17, 1944 this aircraft was test flown by a USAAF test pilot for 25 minutes. On March 18, 1944 it was test flown for 55 minutes; afterwards, the fate of this Oscar is unknown.

XJ003 Kawasaki Ki-61-I K? Hien (Allied code name Tony)
(MSN 263) Built by Kawasaki at their Kagamigahara factory during April 1943 as a Ki-61-I K?. Armed with the standard "K?" weapon configuration of two fuselage mounted 12.7mm Ho-103 machine cannon and two 7.7 mm Type 89 machine-guns in the wings. Assigned to the 68th Sentai, 2nd Chutai, the aircraft was subsequently abandoned intact at the airfield where it was discovered by US forces at Tuluvu airfield, Cape Gloucester, New Guinea on 26Dec43. It was stripped of exterior paint and markings in May44, allocated test serial number XJ003, repainted with a set of Star and Bars insignia, and test flown at Hangar 7 at Eagle Farm, Brisbane, QLD, Australia after which the engine was rebuilt. The following month, the US TAIU contingent were ordered back to Naval Air Station Anacostia, Washington DC, to form what would become TAIC. By July the aircraft was among the aircraft, equipment, documentation and personnel aboard a 'Victory Ship' heading for San Francisco, from where the whole establishment was taken by train to its new 'Hangar 151' facility at Washington. Upon arrival it was again scheduled for repair, by which time it had been renumbered as TAIC 9.

XJ004 Nakajima Ki-43-II- K? Hayabusa (Allied code name Oscar)
(MSN 5388) Assigned to the 59th Sentai. Painted with green upper surfaces. The tail had the motif of the 59th Sentai, a diagonal line in Chutai color. After the fall of Hollandia, New Guinea the aircraft was

abandoned in the trees near the Cyclops runway there. The 8th Fighter Squadron, 49th Fighter Group was stationed in Hollandia between May 3 and June 22, 1944. It chose to restore the aircraft in their spare time. Fortunately for the group there was a veritable Japanese spare parts store in the form of other wrecks that were strewn throughout the field and surrounding jungle. During the rebuilding the aircraft received new control surfaces, a rebuilt engine and had its landing gear completely reconstructed. Even the set of 12.7 mm guns was rebuilt and put into the Oscar before its reconstruction was complete. The 8th FS also had help from Air Technical Intelligence on their build when on June 10th a group from the Air Technical Intelligence Center in Brisbane arrived to complete the aircraft after already having given the aircraft its XJ004 code on first inspection late April. The aircraft was stripped to bare metal and the tail code XJ004 was painted in black on both sides of the tail. Later, this code was over painted with pre-war red, white and blue markings. Oversized stars and bars were painted on the fuselage and wings. The finishing touch was the name "Raccoon Special!"; "Raccoon Special" was the call sign of the 8th Fighter Squadron, the Blacksheep. The aircraft was not yet ready when the 8th FS was given orders to move forward to the Philippines and leave their Oscar behind. The squadron was disappointed by this development and appealed to Brigadier General Donald Hutchinson, who was so moved by the group's presentation that he ordered that 8th FS would finish the build. When the unit left Hollandia, the aircraft was left behind with its crew chief. On June 21, 1944 after successful preflight tests the Oscar once again took flight. The flight was joined by a silver P-40 piloted by the Group Operations Officer. The pilots put on a mock combat to put the Oscar through its paces. The unit found that the Oscar rolled, turned sharply, and split essses to get on the P-40's tail repeatedly. The aircraft was flown on at least one more occasion by a pilot of the 7th Squadron and also flew a second mock combat against a group P-40 with the same result. The aircraft was transferred to Eagle Field, near Brisbane, QLD, Australia for further testing. Shipped to the USA. NAS Alameda, California. The ultimate fate of this airframe is unknown.

XJ005 Nakajima Ki-43-II- K? Hayabusa (Allied code name Oscar)
Assigned to an unknown Sentai (perhaps the 77th), operating from one of the Hollandia airfields in New Guinea. During late April 1944, this Ki-43-II 'Oscar' was captured by the US Army in the Hollandia area at one of the four dromes. Afterwards, having been inspected by the Air Technical Intelligence Unit (TAIU-SWPA), it was assigned the tail code XJ005. Between June and September 1944 the aircraft was repaired by American personnel from the 41st Troop Carrier Squadron, 317th Troop Carrier Group, 5th Air Force during their free time. During the restoration the aircraft was paint-stripped to a bare aluminum finish. On the fuselage and wings the US star-and-bar markings were applied. On both sides of the nose, below the cockpit and running to the engine cowl, was a lightning-like stripe with "Rebuilt by the 41st Troop Carrier Sq." written in cursive, with the squadron's motif of Felix the Cat carrying a kitten. The tail code XJ005 was painted in black on both sides of the tail. The tail rudder was painted with pre-war-like red and white stripes. Both main wheel hubs of the landing gear had the 5th Air Force emblem. On the 16th of November 1944, when the 41st Troop Carrier Squadron moved northwards, this Oscar was left behind at Hollandia Airfield. Sometime after the departure of the 41st Troop Carrier Squadron, XJ005 suffered a landing gear collapse damaging the aircraft. Afterwards, it was towed to an aircraft scrap yard area and abandoned there.

TAIU-SWPA

After the liberation of the Philippines, in early 1945, the Technical Air Intelligence Unit-South West Pacific Area (TAIU-SWPA) was moved from Australia to Clark Field, Manila in the Philippines and there it gained an appreciation of the state of the enemy's technological and economic development, essential to the build-up for the planned invasion of Japan.

- S7 Kawanishi N1K2-J Shiden (Allied code name 'George')
(MSN 5511) Built by Kawanishi at their Naruo plant 12-18Nov44. Assigned to the 201st K?k?tai, with tail code 201-53 painted in yellow. Stationed at Clark Field, Manila, Philippines or maybe at Mabalacat East, where the 201st was stationed. Captured at Clark Field on 30Jan45. TAIU-SWPA at Clark Field. Damaged beyond repair at Clark Field after its first flight when the landing gear collapsed 1945.
- S9 Kawanishi N1K2-J Shiden (Allied code name 'George')
(MSN 7102) Built by Kawanishi at their Himeji factory sometime between 13Aug44 and 16Oct44. Assigned to the 341st Kokutai, 402nd Hikotai (Fighter Flying Unit), with tail code 341-S23. The aircraft was captured on January 30, 1945 at Clark Field, Luzon, Philippines, repaired and applied with US markings and tail stripes. Evaluated by TAIU-SWPA at Clark Field, Philippines, during April 1945 with the under wing and fuselage mounted guns removed, to resemble the N1K2-J configuration. The fate of the aircraft is unknown.
- S10 Nakajima Ki-84-I Hayate (Allied code name 'Frank')
(MSN 1066) Abandoned at Clark Field, Manila, Philippines and captured intact by the US Army. Repaired and repainted in American markings. Evaluated by TAIU-SWPA at Clark Field, Philippines during June 1945, this aircraft was probably flown twice by TAIU-SWPA before crash landing after engine failure on a test flight. Afterwards, it was possibly used for spare parts.
- S11 Nakajima Ki-44-1a Shoki (Allied code name 'Tojo')
(MSN 2068) Manufactured Jul44. Originally operated by the Akeno Ky?d? Hik?shidan (the Akeno Army Air Training School) with tail code 2068, this aircraft was found on Clark Field, Luzon, Philippines March 1945. It was repaired and evaluated by TAIU-SWPA at Clark Field until a crash in June 1945.
- S12 Mitsubishi J2M3 Raiden (Allied code name 'Jack')
(MSN 3008) The aircraft was attached to the 201st Kokutai and used to help defend the area of Manila. This particular aircraft had previously been attached to the 381st Kokutai S-602 Hikotai with the previous unit code being over painted. According to one intelligence report that previous code was 81-124, but it carried none when captured. It was found in February 1945 on Dewey Boulevard, Manila (now Roxas Boulevard) in the Philippines, which had been used as an emergency airstrip by the Japanese. The Raiden was moved to Clark Field, Philippines for evaluation by TAIU-SWPA. Stripped of paint and finished in US markings with pre-war tail stripes. S12 made only two test flights of 3 hours 20 minutes duration, before an oil pipe failed causing the engine to seize up and crash landed, and was later destroyed on the ground when a North American B-25 Mitchell bomber collided with it.
- S13 Mitsubishi J2M3 Raiden (Allied code name 'Jack')
(MSN 3013) Attached to the 381 Kokutai. TAIU-SWPA. It may have been evaluated, post capture, at Nichols Field, Manila in June 1945.
- S14 Kawasaki Ki-45-Kai Hei (Allied code name 'Nick')
(MSN 3303) One of forty-five 'Nicks' captured at Clark Field, Manila. Evaluated by TAIU-SWPA at Clark Field, Philippines, 1945. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Assigned FE-325.
- S15 Showa L2D3 (Allied code name 'Tabby')
(MSN 6240) The aircraft was captured on May 3, 1945 at Zamboanga Airfield (Wolf Field), Philippines missing its left propeller. Repaired and flown back to Clark Field by TAIU-SWPA. Received the name "Tokyo Express", painted with American markings and flight tested. Inspection and flight testing of this and other captured L2D3, -4 and -5 aircraft showed that because of Japan's use of plywood on fairings, tail cone, surface controls, and doors, it out-performed the US version of the DC-3. The 30 part wood, part metal versions were all sent to the scrap pile.
- S16 Kugisho D4Y3 Suisei (Allied code name 'Judy')

- (MSN 3957) Abandoned at Clark Field in the Philippines, tail code '57', original unit unknown. Selected as the best model from which to build a flying example for testing, because it was not badly damaged. Rebuilt over several months by TAIU, it was stripped to bare metal. The aircraft was tested by TAIU-SWPA at Clark Field, Philippines, during June 1945. This aircraft may have been tested at NAS Anacostia, MD after the war.
- S17 Nakajima Ki-84-I K? Hayate (Allied code name 'Frank')
(MSN 1446) Assigned to the 2nd Chutai of the 11th Sentai, tail code '46' and served in the Philippines. Captured at Clark Field during 1945. Evaluated and flight tested by TAIU-SWPA at Clark Field, Luzon, Philippines, during June 1945. Transported 1945 to the United States aboard USS Long Island (CVE-1). Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Moved Transferred to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois 22Jul46. Transferred to the Smithsonian Institution. In September 1952 it was sold to Edward Maloney, owner of the Ontario Air Museum (Planes of Fame Museum) and restored to flying condition 1954. Part of the collection of the Planes of Fame Museum during 1952-1973. Appeared in the movie 'Never So Few' in 1954. Made airworthy again June 1963, registered as N3385G; cancelled 30Apr11. Sold to Ed Lykins, who sold it to the Japanese 1973. Transported to Japan, it was exhibited on loan to Fuji Industries then displayed 1982 at Arashiyama Museum near Kyoto until 1989, when that museum closed. Since 1997 it has been exhibited at the Tokk?-Heiwa-Kaikan / Chiran Peace Museum commemorating the Japanese army pilots who died in WWII.
- S18 Nakajima Ki-44-II Hei Shoki (Allied code name 'Tojo')
(MSN 2143) The aircraft had brown-green upper surfaces, light grey-green undersides and the Japanese symbol ? ('Mo') on the starboard rudder only. The aircraft showed signs of serious weathering, as it saw previous action over China and Formosa before the unit was transferred to the Philippines in November 1944. It is not known whether the aircraft was ever restored to flying condition by TAIU-SWPA. [Previously MSN 2143 and MSN 2068 (S11) have been mixed-up in research, photographs of what turned out to be MSN 2143 were identified as being of MSN 2068.]
- S19 Nakajima B6N2 (Allied code name 'Jill')
Delivered to the Imperial Japanese Navy Air Force (IJNAF). Assigned to 701th Kokutai, 252nd Hikotai with tail code 01-35. Painted with green upper and gray lower. The aircraft was found in damaged condition at Clark Field, Manila, Philippines when it was captured by the US Army at the end of January 1945. Technical Air Intelligence Unit for the South-West Pacific Area (TAIU-SWPA) for technical evaluation. This Jill was repaired, using components from MSN 3779 and MSN 6745, over several months for evaluation at Clark Field. Ultimate fate unknown.
- S22 Kawasaki Ki-45-Kai Hei (Allied code name 'Nick')
(MSN 3303) Evaluated by TAIU-SWPA at Clark Field, Philippines, 1945, it differed from the more well-known Ki-45 S14 by having two upward firing cannon behind the pilot seat. As S22 was seen being transported to the USA, it is likely to be one of the two Ki-45 that was later tested in the USA (FE-325 or FE-701), as both had the upward firing cannon too. As the sole remaining Ki-45 airframe, that of FE-701, is not known to have been at Clark Field FE-325 is the most likely candidate.

Kawasaki Ki-45-Kai Hei (Allied code name 'Nick')
Captured on the island of Palawan, western Philippines. Noted in USAAF markings having nosed over.

Mitsubishi G4M2 'Rikko' (Allied code name 'Betty')
(MSN 2134) Built by Mitsubishi at Nagoya No. 3 Works. Delivered to the Imperial Japanese Navy Air Force (IJNAF) and assigned to the 702nd Hik?tai of the 763rd K?k?tai. The tail code 763-12 was painted in white on both sides of the tail. It was painted with green upper surfaces and gray lower surfaces and equipped with Yagi antennas for aerial radar in both nose and fuselage. The 702nd Hik?tai of the 763rd K?k?tai operated from Clark Field on Luzon, Philippines. During late January 1945, this Betty was captured there relatively intact by US soldiers. Evaluated by TAIU-SWPA at Clark Field, Philippines. During the reconstruction the green paint was stripped from the fuselage to a natural aluminum finish, the tail was painted with a blue vertical stripe and red and white horizontal stripes on the rudder. Both propeller spinners were painted red and US star and bar markings were painted on the fuselage and wings. Damaged when fell off the jacks during repair. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH.

Nakajima Ki-43-II-Otsu Hayabusa (Allied code name 'Oscar')
(MSN 5894) Operated from Hollandia, New Guinea. During late Apr44, this Ki-43 was captured by the US Army in the Hollandia. Afterwards, inspected by the Allied Technical Air Intelligence Unit TAIU-SWPA. During the middle of 1944, this Ki-43 was repaired at Cyclops airfield by American personnel from the US Army Air Force 84th Airdrome Squadron. Repaired using spare parts found in the area and parts from other Oscars. Suffered landing gear problems upon landing after its maiden test flight. Believed to have been mounted on a pole at the entrance to Clark Field, Manila for several years.

Nakajima Ki-43-II-Otsu Hayabusa (Allied code name 'Oscar')
(MSN 6430) Built by Nakajima Hikoki K.K. Jan44. No known markings or tail code. Operated from Hollandia, New Guinea. During late Apr44, this Ki-43 was captured by the US Army in the Hollandia. Afterwards, inspected by the Allied Technical Air Intelligence Unit TAIU-SWPA. During the middle of 1944, this Ki-43 (also known as Hollandia Oscar #2) and Ki-43-II Oscar MSN 5894 were repaired at Cyclops airfield by American personnel from the US Army Air Force 84th Airdrome Squadron. Both Oscars were repaired using spare parts found in the area and parts from other Oscars. This Oscar was stripped to bare aluminum finish and painted with US star-and-bar markings and a red and white tail rudder. The cowl had a circular motif with "84" for the 84th Airdrome Squadron painted on both sides. This Oscar received a modified flat sided movable canopy similar to that fitted to the Ki-43-I. Presumably the canopy was obtained from a model 1 and modified to fit the front fixed section of the Ki-43-II canopy. By Sep44, this Oscar was test flown in the Hollandia area. Later, this Oscar was loaded aboard the escort carrier USS Attu and transported to the United States for technical evaluation. Received by TAIC, it was designated "10" stenciled on the tail with "Technical Air Intelligence Center" on the right side of the cockpit and "Oscar 2" on the right side of the nose cowl. The plane was identified by the Wright Field technical intelligence unit as FE-6430 (later T2-6430), but they thought the number not to be the original Japanese manufacture number as they were confused about the various parts with different manufacture numbers. The pilot seat of MSN 6430 appeared to be that of MSN 5894, the 'other' Oscar (Hollandia Oscar #1), that had suffered landing gear problems upon landing after its maiden test flight.

Tachikawa Ki-54c transport aircraft (Allied code name 'Hickory')
Evaluated by TAIU-SWPA at Clark Field, Philippines. Named 'Lemon'. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH.

Technical Air Intelligence Center (TAIC)

The Technical Air Intelligence Center was an evaluation unit formed in mid-1944, comprising US Navy personnel withdrawn from the TAIU and reassigned to NAS Anacostia, Washington, DC, to centralise and co-ordinate the work of test centers in the United States with the work of TAIUs in the field. By the end of 1945 the TAIU's had completed their search

of Japan and other territories and gathered together the examples at Yokohama Naval Base.

Approximately 115 aircraft were shipped to America by the end of December 1945. But of the 115 aircraft recovered after the war, plus the eleven (?) previously acquired during the war, only 46 were eventually sent to museums. The final fate of most was to be scrapped.

TAIC 1 Mitsubishi A6M2 Zero

(MSN 4593) Built by Mitsubishi 19Feb42 at their Nagoya plant. Delivered to the Imperial Japanese Navy Air Force (IJN) and assigned to the light aircraft carrier Ryūjō with tail code D1-108. The aircraft took off from the Ryūjō on its first operational mission over Dutch Harbor, Amaknak Island, Unalaska, Alaska as part of a diversionary raid prior to the Battle of Midway 3Jun42. At Dutch Harbor it was hit by ground fire puncturing the fuel supply and had to make a forced landing on Akutan Island. The Zero flipped over in the soft marsh, killing the pilot on impact. The wreck was spotted on 10Jul42 by a Consolidated PBV Catalina. A US Navy team visited the crash on 11Jul42 and found the Zero upside down and damaged, but still repairable. It was carefully lifted and transported aboard a barge to Dutch Harbor and then to NAS North Island near San Diego, CA, arriving there 12Aug42. It was repaired and ready for its first flight 26Sep42. The Zero was tested in the San Diego area under control of the Test Section, NAS Anacostia, MD. During the tests the Zero was flown against various American fighters, including a Lockheed P-38F Lightning, a Bell P-39D-1 Airacobra, a Curtiss P-40F Warhawk, a North American P-51 Mustang and a Vought F4U-1 Corsair. Ferried to Test Section, NAS Anacostia, MD. Damaged in a landing accident at Greenville, NC 5Jan43. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD 1944. Assigned TAIC 1. Ferried from NAS Anacostia to NAS Patuxent River, MD 23Aug44 but force landed after engine failure at Andrews Field, MD; continued to NAS Patuxent River 24Aug44. NAS North Island, San Diego, CA by 14Sep44. The Zero was destroyed in a training accident in Feb45 when a taxiing Curtiss SB2C Helldiver crashed into it. From the wreckage a wing tip and some instruments were salvaged which were donated to the Navy Museum, Washington Navy Yard, DC. The Alaska Heritage Museum and the Smithsonian National Air and Space Museum also have small pieces of the Zero.

TAIC 2 Untraced.

TAIC 3 Untraced.

TAIC 4 Untraced.

The untraced TAIC numbers are believed to include the following aircraft:

1x Aichi E13A reconnaissance seaplane (Allied code name 'Jake').

May have been MSN 3167 found in wrecked condition at Chichagof Harbor, Attu, Aleutian Islands Jun43.

1x Nakajima A6M2-N fighter floatplane (Allied code name 'Rufe')

1x Focke-Wulf Fw 190

TAIC 5 Mitsubishi A6M5 Model 52 Zero

(MSN 5357) Built by Nakajima Hikoki KK May43. It was assigned to the Japanese Naval Air Corps on the home island of Honshu. In a few months, it moved to Iwo Jima, and then in March 1944, was reassigned to Aslito, Saipan. 261st Kokutai, with tail code 61-120. On 18Jun44 it was captured, together with other Japanese aircraft, by US Marines at Aslito Field, Saipan. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahue (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 5. First flight at San Diego 5Aug44. Ferried to NAS Anacostia 22Aug44. Tactical Test Division, NAS Patuxent River, MD 23Aug44 for evaluation. One of the pilots to fly it was Charles Lindbergh. The aircraft was ferried back to NAS Anacostia 30Nov44. Returned to NAS North Island, San Diego on 6Dec44, where frontline combat pilots were also given a chance to check out the Zero. Altogether the Zero logged over 190 hours of flight time in the USA by Sep45. Flown to NAS Alameda, CA 30Sep45. Declared surplus. The aircraft was sold to Edward T. Maloney who at first had no room to exhibit the aircraft, so it was put into storage. On 12Jan57 Maloney opened his "The Air Museum" in Claremont, California where he displayed the Zero with code V-101 and later its own original 61-120. In 1965 the Air Museum moved to Ontario Airport, Ontario, California. In 1970 redevelopment of the airport at Ontario forced The Air Museum to move again. The non-flyable aircraft became part of the "Movie World: Cars of the Stars and Planes of Fame Museum" in Buena Park, California, near Knott's Berry Farm. In 1978 the Zero was made airworthy again, using an original Nakajima Sakae engine, registered 3May78 as N46770. After that the aircraft made a six month journey, from Jul78 till early 1979, to Japan, making it the first A6M Zero to fly over Japanese soil since WW2. Back in the USA it was damaged during a landing at Chino, CA on 25Jun82, but was repaired. Another tour in and over Japan followed in 1995 and it also appeared in the movie "Pearl Harbor". The aircraft left Chino 30Oct12 for yet another visit to Japan for displays, returning to Chino in Nov13.

TAIC 6 Nakajima B5N2 (Kate)

(MSN 2194) This B5N2 Type 97 Carrier Attack Bomber was built in December 1943. Equipped with H-6 ASV radar, the 'Kate' had been attached to the General (Combined) Escort Force or Rengo Goei Butai (GEB), serving there with the 931st Kaigun Kokutai. After the capture of Saipan in June 1944 this B5N2 Kate, with the tail-code KEB306, was found abandoned at Aslito airfield. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahue (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 1. First flight after overhaul 16Nov44. Initially used to evaluate the effectiveness of the radar equipment against US naval vessels off the Delaware coast, with the equipment being operated by the Naval Radio Laboratory. Tactical Test Division, NAS Patuxent River, MD 13Dec44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD 27Apr45. In Oct45 the Kate and a Zeke were attached to a group known as 'The Navy's Flying Might' at NAS Wildwood, Rio Grande, NJ, set up as a travelling display to take part in nationwide Victory Loan promotions across the USA. Believed to have been on static display at the World's Fair of Aviation, Offutt Field, Fort Crook, Omaha, NB July 1946.

TAIC 7 Mitsubishi A6M5 Model 52 Zero

(MSN 4340) Built by Mitsubishi December 1943. Assigned to the 261st Kokutai with tail code 61-???. Likely, the tail code was 61-106, though 61-108 has been quoted as well. However, that code has also been cited for another airframe (that of A6M5 MSN 2193 'TAIC 8'). During June 1944 the aircraft, without its right stabilizer, was captured at Aslito airfield on Saipan by US Marines. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahue (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD 1Sep44. Assigned TAIC 7. First flight at NAS Anacostia 14Dec44. Next flown 21Dec44 then transferred to the USAAF. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Renumbered as FE-130.

TAIC 8 Mitsubishi A6M5 Zero (Zeke)

(MSN 2193) Captured at Aslito airfield on Saipan by US Marines Mar44. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahue (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 8. Operated by TAIC based at Ontario Field, CA in late 1944. 412th Fighter Group, Fourth Air Force, Bakersfield MAP, CA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Army Proving Grounds, Eglin Field, Florida late 1945. It now seems that MSN 2193 should be MSN 1293 and that the original tail code was 8-24, most likely for the Sentoki Dai Hachi Hikotai.

TAIC 9 Kawasaki Ki-61 Hien (Tony)

(MSN 263) Previously XJ003. By Jul44 the aircraft was among the aircraft, equipment, documentation and personnel aboard a 'Victory Ship' heading for San Francisco, from where the whole establishment was taken by

train to its new 'Hangar 151' facility at NAS Anacostia, MD. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 9. During Jan45 it was painted back in pseudo-Japanese markings. Tactical Test Division, NAS Patuxent River, MD Jun45. Evaluated against the Wildcat, Corsair, Hellcat, Tigercat and Bearcat, but the tests were suspended when bearing metal was found in the engine oil. During a ferry flight from NAS Patuxent River to the Army Proving Grounds, Eglin Field, Florida 2Jul45, the engine failed and the aircraft was written off in the forced landing at Yanceyville, North Carolina.

TAIC 10 Mitsubishi Ki-46-II Type 100 (Allied code name 'Dinah') command reconnaissance aircraft (MSN 2846) Assigned to the 10th Reconnaissance Sentai of the Japanese Army Air Force. No known markings or tail code. Operated from Hollandia, New Guinea. Abandoned largely intact at one of the Hollandia area airfields. On 23Apr44 this aircraft was captured by US Army troops when they liberated the Hollandia area. During Sep44, this Dinah was repaired by ground crews from the 89th Attack Squadron, 3rd Attack Group, Fifth Air Force, to airworthy status. It was repainted with US star-and-bar markings and with a red and white stripped rudder, bordered at the tail in blue. On the nose at first the squadron emblem of the 89th Attack Squadron was applied and later replaced with the group emblem of the 3rd Attack Group, the "Grim Reaper". During Jan45, the aircraft was shipped to the United States aboard USS Attu. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 10. Tactical Test Division, NAS Patuxent River, MD. Army Proving Grounds, Eglin Field, Florida. Last mentioned on 29May45 when it had a taxiing accident at Eglin Field. Fate unknown, likely scrapped.

TAIC 11 Mitsubishi A6M5 Model 52 (MSN 1303) Built by Nakajima Hikoki K.K. Assigned to the 261 K?k?tai, tail code 61-121. In Mar44, this Zero operated from Aslito airfield on Saipan. During Jun44, this Zero was captured by US Marines intact at Aslito field. It was scheduled for delivery to ATAIU-SEA in India; RAF roundels were applied. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahée (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Assigned TAIC 11. During 1945, this Zero ground looped at NAS Atlanta, GA damaging the landing gear and was left resting on the lower fuselage. Postwar, the aircraft was sold as scrap. Purchased as surplus by John Elliot, Sr. Later, his son, John H. Elliot, Jr. acquired it and displayed it at JH Elliot Antiques along with the pilot's seat, a 7.7mm machine gun and a 20mm cannon that were supposed from this same Zero. It was displayed until at least the middle 1980s. During 1991-1992, this Zero was purchased by R. D. Whittington / World Jet Inc. During 1993, it was transported to Fort Lauderdale, FL and stored in their hanger with the tail section removed. Originally, Whittington intended to restore the Zero, but found the Zero had been previously cut into pieces and spliced back together with screws and galvanized tin sheets. The interior was held together with pieces of welded iron re-bar. The main spar was crystallized. The Sakae engine could be restored. Missing was the tail cone, landing gear legs and all instruments. During 2001, it was sold to Paul Allen / Flying Heritage Collection. Registered 27Aug01 as N1303 to Vulcan Warbirds, Inc. Today the Zero is in storage at Flying Heritage Collection in Arlington, WA. The museum plans to restore it to fly. Presently, it is unrestored and not on public display.

Focke-Wulf Fw 190G-3 (Werk Nr 160057) Captured at Gerbini, Catania, Sicily Aug43 and made airworthy by ground crew of the 85th Fighter Squadron, 79th Fighter Group, Twelfth Air Force. To avoid any possibility of the aircraft being taken to be the enemy, the aircraft was painted in a striking white scheme with red spinner, cowl, fuselage band and striped tail. Flown from Foggia ? 3/Salsola to Bari, Italy for shipment to the USA 20Nov44. Later the aircraft was repainted in a standard USN three-tone non-specular, intermediate blue and insignia white scheme. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Reassembled and test flown 22Feb44. Flown to NAS Patuxent River, MD 25Feb45. Tactical Test Division, NAS Patuxent River, MD for evaluation.

Mitsubishi A6M5 model 52 (MSN 4361) Built by Nakajima Hikoki K.K. Assigned to the 261 K?k?tai, tail code 61-131. In Mar44, this Zero operated from Aslito airfield on Saipan. Captured intact by the US Army 27th Infantry Division during the night of 16-17Jun44. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahée (CVE-12), arriving NAS San Diego, California, 28Jul44. Technical Air Intelligence Center (TAIC), NAS Anacostia, MD. Damaged beyond repair when ground looped at El Paso, TX en route to NAS Anacostia, MD 10Aug44.

Evaluation Branch, Technical Data Laboratory

Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Aircraft were assigned an "EB" (Evaluation Branch) prefix number, at first starting with EB-1 and EB-2 and later a system that allowed more distinction, German aircraft given a number in the 100-sequence, Japanese aircraft a number in the 200-sequence and Italian a number in the 300-sequence. The EB-code system was superceded by the FE-code system [for Foreign Equipment]. Aircraft which were still extant when the Air Materiel Command came into existence were renumbered as T2-xxx, T-2 being the Technical Intelligence Group designation.

EB-1 Messerschmitt Bf 109F-4 (Werk Nr 7640) 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. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Renumbered as EB-100.

EB-2 Mitsubishi A6M2 Zero (Allied code name 'Zeke') (MSN 3372) Previously P-5016. During the journey to USA it sustained some damage during transport. It was rebuilt by Curtiss Aircraft which took some months before it could be flown. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 13Jul43. Flown to the Army Proving Grounds, Eglin Field, Florida 8Oct43. Temporary storage at Eglin 11Feb44. Flown to Wright Field by 1Apr44. Renumbered as EB-200.

EB-100 Messerschmitt Bf 109F-4 (Werk Nr 7640) Previously EB-1. Army Proving Grounds, Eglin Field, Florida 21Mar44. Fate unknown.

EB-101 Focke-Wulf Fw 190A-3 Captured in North-Africa. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 20Aug43. It was assigned for flight tests to be carried out, to determine speed versus altitude curves for the type, climb rates and stalling speeds in various configurations. It made its first test flight after overhaul in Feb44. Flown to Army Proving Grounds, Eglin Field, Florida, on 7Mar44, for armament trials. As at 1Apr44 the aircraft was awaiting replacement of its propeller at Eglin. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Renumbered as FE-497.

EB-102 Messerschmitt Bf 109G-6/Trop (Werk Nr 16416) 'White 9', Staffel 4./JG 77, Soliman, Tunisia. Captured 8May43. Shipped to the USA. Reassembled by the North American Aircraft Company. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 14Jul43. Army Proving Grounds, Eglin Field, Florida 21Mar44. The aircraft was severely damaged landing after a local flight at Wright Field 1Sep44; it swung off the runway because the wheel brakes had been unevenly adjusted. It was then ground looped to avoid a Lockheed

- P-38 which had previously experienced a tire blowout and was waiting to be towed away from the runway. The landing gear was torn off damaging the propeller and wings. Salvaged 24Oct44.
- EB-103 Messerschmitt Me 410A-2/U1 Hornisse
(Werk Nr 10018) Originally a Me 410A-2 bomber destroyer version built by Messerschmitt at their Augsburg, Germany factory and initially with the Geschwaderkennung SI+KZ. Later it was fitted with an Umrüstsatz (conversion kit) and converted to a Me 410A-2/U1 photo-reconnaissance aircraft as Geschwaderkennung F6+WK. It was used by the photo-reconnaissance group 2 (Fernaufklärung)/122 flying from Sardinia and other Mediterranean bases. The aircraft was found in undamaged condition at Trapani, Sicily, August 1943. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH Jan44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Renumbered as FE-499.
- EB-104 Focke-Wulf Fw 190G-3
(Werk Nr 160016) Built by Focke-Wulf Flugzeugbau GmbH Bremen. Assigned to the III. Gruppe of Schnellkampfgeschwader 10 (III/SG 10) in Italy in late-August or early September 1943 as Geschwaderkennung DN+FP. It was one of the aircraft left at Montecorvino when that airfield was hastily abandoned after the Allies landed only a few kilometres away during the Salerno invasion on the morning of 9Sep43. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH as EB-104. First flight at Wright Field after overhaul 26Feb44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH Apr45. Renumbered as FE-104.
- EB-105 Henschel Hs 129B-1/R2 ground-attack aircraft
(Werk Nr 03880) The aircraft was removed from production due to a welding problem, before modification to B-2 standard and allocation of Werk Nr 0385. Completed Oct42, it was assigned to 8.(Pz)/Schl.G.2, flying there as 'Blue 8', but was subsequently found abandoned, with the wings removed, at Tabarka, Tunisia on 7Apr43. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 20Aug43. Shipped from Wright Field to Tulsa, OK for reassembly and restoration to flying condition 27Mar44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Renumbered as FE-103.
- EB-200 Mitsubishi A6M2 Zero (Allied code name 'Zeke')
(MSN 3372) Previously EB-2. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. In the last war year it went on a War Bond tour. Listed as available for release to industry 10Mar46.
- EB-201 Mitsubishi A6M3 Zero (Allied code name 'Hamp', later 'Zeke')
(MSN 3030) Previously XJ001. Shipped from Brisbane, Australia to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 1Nov43. Flown for a further 22 hours. Army Proving Grounds, Eglin Field, Florida 10Mar44 for comparison trials against the P-47 Thunderbolt; last reported with engine repairs May44. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Renumbered as FE-201.
- EB-300 Macchi C.202 Serie XIII.
Delivered to the 356th Squadriglia, 21st Gruppo Autonomo C.T. of the Regia Aeronautica at Chinisia, Trapani, Sicily in June 1943 as MM 91975. Found abandoned at Sciacca airfield, Sicily by personnel of the 31st Fighter Group, who restored it to flight. The aircraft was painted in the same scheme as the Supermarine Spitfires of the 31st FG and given the name 'Whacky Macchi'. After being used for a while as a mascot of the 31st FG it was shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 20Aug43. Shipped to Air Service Command, Tulsa, OK for assembly and restoration 27Mar44. Returned to Wright Field by 15May44. Renumbered as FE-300.
- 161522 Supermarine VS.351 Spitfire Mk VIIc
(MSN 65/171652) First flight 6Mar43. Delivered to RAF as EN474. ? 47 Maintenance Unit, RAF Sealand, Flintshire 13Mar43. Shipped to the USA 10Apr43 on SS Glenapp as a type example for evaluation; arrived New York, NY 2May43. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 10Jun43. Assigned evaluation number 161522. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Renumbered as FE-400.
- X8*7 Messerschmitt Bf 109G-2
(Werk Nr 14329 or 14629) 'Black 14' of 2.(H)/Aufklärungsgruppe 14; named 'Irmgard' (named after the German crew-chief's girlfriend). Shot down by infantry of the Gordon Highlanders, British Eighth Army, and force landed near Zarsis, Tunisia 1Mar43. Made airworthy by the 87th Fighter Squadron, 79th Fighter Group, Twelfth Air Force, North Africa, based at Causeway Landing Ground near Zarsis. Painted with USAAF markings X8*7 and a Royal Air Force fin flash. Crash landed and repaired by 87th Fighter Squadron, 79th Fighter Group. Ferried to Deversoir, Suez Canal Zone. Shipped to the USA. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH. Located in the Static Test Building at Wright Field by 1Nov43. Used for structural tests 27Jan44-13May44 with many components tested to destruction. Remains scrapped.
- Nakajima Ki-43 Hayabusa (Allied code name Oscar)
Shipped from India. Evaluation Branch, Technical Data Laboratory, Technical Service Command, Wright Field, Dayton, OH 21Jul43. Inactive in external storage 1Apr44.

USA Numbers

USA numbers were allocated by Royal Air Force Intelligence teams to aircraft located in Northern Germany and Denmark which were listed as being of interest by US Intelligence. Details were then forwarded to Colonel Harold Watson and, if required by the Americans, the aircraft were handed over to the USAAF.

- USA 1 Messerschmitt Me 262A
(Werk Nr 500443) 7./JG 7, coded 'Yellow 5', unknown unit. Flown from Saaz, Czechoslovakia and surrendered to British forces at Schleswig-Jagel, Germany 8May45. Not taken up by the US. Shipped to England. ? 6 Maintenance Unit, Brize Norton by 29Nov45. ? 47 Maintenance Unit, Sealand 1May46. Shipped from Birkenhead, England to Cape Town, South Africa on the SS Perthshire on 20Oct46, arriving on 6Nov46. South African Air Force as 201. Stored at ? 15 Air Depot, Snake Valley. Sold to the Benoni Technical College as an instructional airframe 1950. Scrapped in 1953.
- USA 2 Messerschmitt Me 262B-1a/U1 two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array.
(Werk Nr 110306) Coded 'Red 6' of IV./NJG 11. Used by 10/NJG.II in the defence of Berlin Apr45. Surrendered to British forces at Schleswig-Jagel, Germany 8May45. Handed over to Col Watson 19Jun45 as 999.
- USA 3 Messerschmitt Me 262B-1a two-seat trainer
(Werk Nr 110165) Possibly '10' of NJG 11 Luftwaffe. Surrendered to British forces at Schleswig-Jagel, Germany 8May45. Handed over to Col Watson 19Jun45 as 101.
- USA 4 Messerschmitt Me 262B-1a/U1 two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array.
(Werk Nr 110635) Coded 'Red 10' of IV./NJG 11. Surrendered to British forces at Schleswig-Jagel, Germany 8May45. Not taken up by the US.

USA 5 Arado Ar 234B
(Werk Nr 140489) KG 76, Grove, Denmark. Surrendered to British forces at Grove, Denmark 5May45. Handed over to Col Watson as 202.

USA 6 Arado Ar 234B
KG 76, Grove, Denmark. Flown to Sola, Stavanger, Norway 5May45, the day German forces in Denmark surrendered. Surrendered to British forces at Sola 10May45. No further details.

USA 7 Arado Ar 234B
(Werk Nr 140486) KG 76, Grove, Denmark. Surrendered to British forces at Grove, Denmark 5May45. Handed over to Col Watson as 303.

USA 8 Heinkel He 219A-0 Uhu
(Werk Nr 210903) Geschwaderkennung SP+CR, Grove, Denmark. Surrendered to British forces at Grove, Denmark 5May45. Handed over to Col Watson 26Jun45. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-612.

USA 9 Heinkel He 219A-2 Uhu
(Werk Nr 290060) Geschwaderkennung CS+QG, Grove, Denmark. Surrendered to British forces at Grove, Denmark 5May45. Handed over to Col Watson 26Jun45. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-613.

USA 10 Heinkel He 219A Uhu
(Werk Nr 290202) Nachtjagdgeschwader 1 in Jutland, Denmark. Geschwaderkennung G1+KQ. Surrendered to British forces at Grove, Denmark 5May45. Handed over to Col Watson 26Jun45. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-614.

USA 11 Focke-Wulf Ta 152H-0
(Werk Nr 150010) The NASM plane, the last Ta 152 in existence, is a pre-production Ta 152H-0 model. For many years it was described (wrongly) as Werk Nr 150003. It is now thought to be Werk Nr.150010. This places the airframe in the range of pre-production H-0 models, a variant marking the transition from the Ta 152 prototypes to full production Ta 152H-1 airplanes. It was probably built at Focke-Wulf's production facility at Cottbus, Germany, in December 1944, and delivered by Erprobungskommando Ta 152 at Rechlin, Germany, for service testing with the Geschwaderkennung CW+CJ. Transferred to the operational Luftwaffe unit JG 301 where it became 'Yellow 4' with II/JG 301 and the Yellow/Red RGV bands were painted on its aft fuselage. It ended up with the staff flight (Geschwader Stab) of JG 301 where it was coded 'Green 4', and the green bar was painted over the RGV bands. It was flown operationally by Ofw Walter Loos in 1945. As the Soviets rolled over eastern Germany, many Luftwaffe pilots took off and steered their mounts west; they preferred to be captured by the West. Surrendered to British forces at Tirstrup, Denmark. Flown by the RAF to Aalborg, Denmark, for servicing. Handed over to Col Watson. Flown to Melun/Villaroche (A-55), France. Later flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. HMS Reaper loading number 32. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-112.

USA 12 Focke-Wulf Fw 190D-9
(Werk Nr. 601088) Built by Fiesler, Kassel. IV/JG 51. Captured by the Royal Air Force at Flensburg, Germany. Handed over to Col Watson. Flown to Querqueville (A-23), Cherbourg, France. HMS Reaper loading number 24. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-120.

USA 13 Focke-Wulf Fw 190D-9
(Werk Nr 401392) Coded 'Black 5' of JG 26. Surrendered to the Royal Air Force at Flensburg, Germany. Handed over to Col Watson. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. HMS Reaper loading number 31. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-121.

USA 14 Focke-Wulf Fw 190D-13/R11
(Werk Nr 836017) Built as a Fw 190A-13 with Werk Nr 174013. Rebuilt as 190D-13 by Abeitsgruppe Roland 1945 with Werk Nr 836017. Coded 'Yellow 10' of I./JG 26. Captured by British forces at Flensburg, Germany. Handed over to Col Watson. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-118.

USA 15 Focke-Wulf Fw 190D-9
(Werk Nr 211016) Coded 'White 14' of II./JG26. Captured by the Royal Air Force at Flensburg, Germany. Handed over to Col Watson. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-119.

USA 16 Messerschmitt Me 410 Hornisse
Surrendered to British forces at Sylt, Westerland, Germany. Not taken up by the US. Probably scrapped at Sylt.

USA 17 Messerschmitt Me 410 Hornisse
Surrendered to British forces at Sylt, Westerland, Germany. Not taken up by the US. Probably scrapped at Sylt.

USA 18 Messerschmitt Me 410 Hornisse
Surrendered to British forces at Sylt, Westerland, Germany. Not taken up by the US. Probably scrapped at Sylt.

USA 19 Messerschmitt Me 410 Hornisse
Surrendered to British forces at Sylt, Westerland, Germany. Not taken up by the US. Probably scrapped at Sylt.

USA 20 Untraced.

USA 21 Junkers Ju 88G-6
(Werk Nr. 620116) NJG3. Surrendered to British forces at Grove, Denmark 5May45. Handed over to Col Watson Jun45. Test flown at Grove 28Jun45. Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-611.

USA 022 Junkers Ju 290A-4
(Werk Nr 110196) Originally Geschwaderkennung A3+HB of Kampfgeschwader 200 (KG 200). Geschwaderkennung PI+PS.

On 8May45, a Luftwaffe pilot landed the plane at Munich-Riem Airport, which was in the hands of US troops. The pilot surrendered himself, the plane, and 80 women of the Luftwaffe auxiliary. All had flown to Munich from Czechoslovakia, eager to be captured by the Americans rather than the Soviets. With help from the German pilot, Col Watson flew the Ju 290 to an airfield near Nuremberg on 10May45. Ferried from Le Culot (A-89), Beauvechain, Belgium to Orly Field, Paris, France 19Jul45. The aircraft was named 'Alles Kaputt' (everything's lost) on the nose and the German insignia had been replaced with US markings. Col Watson departed Orly Field, Paris, France, on 28Jul45 to fly the Ju 290 to the United States. At their first stop during the flight, Santa Maria Island in the Azores, Watson had a chance to show the Ju 290 to Army Air Forces boss General Henry "Hap" Arnold, who happened to be passing through returning from the Potsdam conference. The flight continued to Bermuda, and proceeded directly to Patterson Field, Dayton, Ohio, arriving 31Jul45. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Assigned FE-3400.

USA 23 Untraced.
 USA 24 Untraced.
 USA 25 Untraced.
 USA 26 Untraced.
 USA 27 Untraced.
 USA 28 Untraced.
 USA 29 Untraced.
 USA 30 Untraced.
 USA 31 Untraced.
 USA 32 Untraced.
 USA 33 Untraced.
 USA 34 Untraced.
 USA 35 Untraced.
 USA 36 Untraced.
 USA 37 Untraced.
 USA 38 Untraced.
 USA 39 Untraced.
 USA 40 Arado Ar 234B
 (Werk Nr 140311) II./KG 76, Grove, Denmark. Flown to Sola, Stavanger, Norway 5May45, the day German forces in Denmark surrendered. Surrendered to British forces at Sola 10May45. Handed over to Col Watson as 404.
 USA 41 Untraced.
 USA 42 Untraced.
 USA 43 Untraced.
 USA 44 Untraced.
 USA 45 Untraced.
 USA 46 Untraced.
 USA 47 Untraced.
 USA 48 Untraced.
 USA 49 Untraced.
 USA 50 Arado Ar 234B
 (Werk Nr 140312) Geschwaderkennung F1+DR. 9./KG 76, Grove, Denmark. Flown to Sola, Stavanger, Norway 5May45, the day German forces in Denmark surrendered. Surrendered to British forces at Sola 10May45. Handed over to Col Watson as 505.

The untraced USA numbers are believed to include the following aircraft allotted to Col Watson of which only a few were accepted.

3x Blohm+Voss Bv 138	Surrendered to British forces at Kastrup-See, Denmark.
circa 12x Heinkel He 162	Surrendered to British forces at Leck, Germany.
2x Messerschmitt Me 262	Surrendered to British forces at Fassberg, Germany.
1x Junkers Ju 86P	Surrendered to British forces at Fassberg, Germany.
circa 13x Messerschmitt Me 163B	Surrendered to British forces at Husum, Germany.
5x Siebel Si 204	Surrendered to British forces at Flensburg, Germany.
1x Dornier Do 217M	Surrendered to British forces at Kastrup, Denmark.
1x Arado Ar 234	Surrendered to British forces at Flensburg, Germany.
3x Junkers Ju 188	Surrendered to British forces at Sylt, Westerland, Germany.
3x Heinkel He 219	Surrendered to British forces at Sylt, Westerland, Germany.
3x Focke-Wulf Fw 190F-8/U1	Surrendered to British forces at Kastrup, Denmark.
1x Junkers Ju 52/3m	Surrendered to British forces at Schleswig-Jagel, Germany.

(C-011) Blohm+Voss BV 222C Wiking, transport flying-boat.

(C-013) Blohm+Voss BV 222C Wiking, transport flying-boat.

Captured by US forces at the end of the Second World War. On 15 August and again on 20 August 1945 the US Navy performed test flights along with the Luftwaffe crew of one of the Bv 222 Wiking aircraft that had been acquired by the US. In two flights resulting in a total flight time of 38 minutes they experienced 4 engine fires. While many spare engines were available they were of substandard quality due to the lack of quality alloys near the end of the war, and caught fire easily. Since the aircraft was not airworthy with these engines, the aircraft was supposedly taken out to open water and sunk by a Navy Destroyer. Other reports indicate the US captured aircraft were flown or shipped to the USA. Convair acquired one for evaluation at the Naval Air Station Patuxent River, the intensive studies leading to the hull design of their Model 117 which in turn led to the R3Y Tradewind. Their subsequent fate is unknown.

(V2) Blohm+Voss BV 222V-2 Wiking, transport flying-boat.

(Werk Nr 366) Strangely the V2 aircraft had identification markings given to it from the original V5 aircraft for Operation Schatzgräber. Surrendered to the Royal Air Force at Sorreisa, Norway. The V2 aircraft was briefly flown by a US Navy crew and painted in US markings in 1946. V2 was later scuttled by the British who filled it with Bv 222 Wiking spare parts from the base at Ilsvika to weigh it down. V2 was towed to a position between Fagervika and Monk's island where it is thought it now rests perfectly preserved on the seabed, owing to low oxygen levels in the water. There are plans to raise and restore this aircraft.

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. 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 'Lusty' (from Luftwaffe Secret Technology). Under the leadership of Colonel Harold Watson, they collected enemy aircraft and weapons for further examination in the US. Colonel Watson and his crew were nicknamed "Watson's Whizzers" because of the speed they flew whizzing around in the Me 262 jet aircraft. The team comprised of Ninth Air Force P-47 pilots and maintenance men. 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. 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 Watson 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. The Me 262s were rebuilt by the 54th Air Disarmament Squadron and a couple initially had "Feudin 54th A.D. Sq" painted on the starboard side, painted over by the time of General Spaatz's inspection at Melun 27Jun45. Initially named, the aircraft were given the 3-digit 'Watson Whizzer' number prior to the formal inspection at Melun.

- 000 Me 262A-1a/U4 "Pulkerstörer", trials aircraft armed with one 50-mm Mauser 214 cannon. (Werk Nr 170083) "V083". Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Wilma Jeanne' [named after the wife of the Master Sergeant mechanic]. 'Feudin 54th A.D. Sq' was painted on the starboard side. Test flown at Lechfeld 14May45. Flown via St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed 'Happy Hunter II' [after Col Watson's son]. Numbered by Watson's Whizzers as 000. Crashed 60 miles west of Paris on ferry flight from Melun to Querqueville (A-23), Cherbourg 30Jun45; one engine shed turbine blades causing uncontrollable vibrations. The German pilot bailed out and landed safely.
- 111 Messerschmitt Me 262A-1a "Schwalbe" (Werk Nr. 501232) "Yellow 5", 3./KG(J) 6. Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Beverly Anne'. Flown via St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed 'Screamin' Meemie'. Numbered by Watson's Whizzers as 111. This aircraft was the lead ship during the aerial demonstration flight at Melun for General Carl Spaatz 27Jun45 (where pilot Strobell performed an impromptu series of rolls over the runway). Flown to Querqueville (A-23), Cherbourg, France. Operation Seahorse. HMS Reaper loading number 20. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Transferred to the US Navy Flight Test Division, NAS Patuxent River, MD Dec45. Assigned BuNo. 121442.
- 222 Messerschmitt Me 262A-1a/U3 reconnaissance version modified with bulges on the nose to accommodate film magazines for two Rb 20/30 cameras. "White 30". Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Marge'. Flown via St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed 'Lady Jess IV'. Numbered by Watson's Whizzers as 222. Flown to Querqueville (A-23), Cherbourg, France 30Jun45. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-108.
- 333 Messerschmitt Me 262A-1a "Schwalbe" (Werk Nr. 111367) Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Pauline'. 'Feudin 54th A.D. Sq' was painted on the starboard side. Flown via St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed as 'Deelovely' [named after the song lyrics]. Numbered by Watson's Whizzers as 333. Flown to Querqueville (A-23), Cherbourg, France 30Jun45. Lost in bad weather, the aircraft was landed on the island of Jersey, Channel Islands. Flown on to Cherbourg 3Jul45. Operation Seahorse. HMS Reaper loading number 23. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Transferred to the US Navy Flight Test Division, NAS Patuxent River, MD. Assigned BuNo. 121444.
- 444 Messerschmitt Me 262A-1a/U3 reconnaissance version modified with bulges on the nose to accommodate film magazines for two Rb 20/30 cameras. (Werk Nr 500453) "White 25". Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Connie the Sharp Article' [named after the wife of a crew chief]. Flown to Melun/Villaroche (A-55), France 10Jun45. Renamed as 'Pick II' [named after the pilot's wife maiden name]. Numbered by Watson's Whizzers as 444. Flown to Querqueville (A-23), Cherbourg, France 30Jun45. Operation Seahorse. HMS Reaper loading number 19. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-4012.
- 555 Messerschmitt Me 262B-1a (Werk Nr. 110639) "White 35". Modified under contract by Blohm+Voss for use as a dual-control two seat trainer. Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Vera' [named after the sister-in-law of the Master Sergeant mechanic]. Flown via Stuttgart and St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed as 'Willie' [named in honor of the Messerschmitt test pilot, Ludwig 'Willie' Hoffman]. Numbered by Watson's Whizzers as 555. Flown to Querqueville (A-23), Cherbourg, France 6Jul45. The flight was uneventful until the landing approach was initiated. Upon lowering the landing gear, the German pilot received indication of the main- gear extending but no panel light that the nose gear was down. He activated the emergency gear-down switch, which was a compressed air cylinder, but still did not receive a gear-down indication. The pilot had earlier received a green light from the tower to land so he continued on the approach expecting a red light if the nose gear was not fully extended. He thought the gear was extended and that the down-indicator was unreliable. Inasmuch as he didn't receive a red light from the tower he continued his approach, and touched down normally on the main gear, holding the nose off the ground as long as possible. After rolling approximately 1/3 the length of the runway, he slowly lowered the nose and found that the nose gear had not extended. The aircraft slid for 800 to 1000 feet straight ahead on the nose section, engine nacelles and main gear before stopping. Very little damage had been inflicted to the aircraft. All that was required to make it flyable was to replace the nose section and the front portion of each engine nacelle. The pilot took several mechanics and flew to Lechfeld, Germany in a C-47 where they removed the needed components from another Me 262. The damaged sections of the trainer were replaced and the aircraft loaded on board the aircraft carrier. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45.

	Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Transferred to the US Navy Flight Test Division, NAS Patuxent River, MD. Assigned BuNo. 121448.
666	Messerschmitt Me 262A-1a/U3 reconnaissance version modified with bulges on the nose to accommodate film magazines for two Rb 20/30 cameras. (Werk Nr. 500098) "White 27". Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Joanne'. Flown via St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed as 'Cookie VII' [named after the pilot's daughter's nickname]. Numbered by Watson's Whizzers as 666. This aircraft took part in an aerial demonstration flight at Melun for General Carl Spaatz 27Jun45. Flown to Querqueville (A-23), Cherbourg, France 30Jun45. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-4011.
777	Messerschmitt Me 262A-1a (Werk Nr. 110836) Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition and named 'Doris'. Flown via St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed as 'Jabo Bait'. Numbered by Watson's Whizzers as 777. Flown to Querqueville (A-23), Cherbourg, France 30Jun45. Operation Seahorse. HMS Reaper loading number 14. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-110.
888	Messerschmitt Me 262A-1a/R1 fighter with R4M rockets (Werk Nr. 500491) "Yellow 7", 11./JG 7, Brandenburg-Briest. On 18Apr45 it was flown from Lönnewitz, east of Leipzig to Saaz, Czechoslovakia. The final flight was to escape from Prague-Ruzyně, Czechoslovakia to surrender at Lechfeld, near Augsburg, Germany 8May45; the pilot put on an impromptu airshow above the field before landing. The victory markings found on this aircraft included one P-51, one P-47 and five B-17s. The aircraft had original under wing racks for 24 R4M unguided rockets. 54th Air Disarmament Squadron; named 'Dennis' [named after the son of the Master Sergeant mechanic]. Test flown at Lechfeld 12May45. Flown via St Dizier to Melun/Villaroche (A-55), France 10Jun45. Renamed as 'Ginny H' [named after the pilot's girlfriend]. Numbered by Watson's Whizzers as 888. This aircraft took part in an aerial demonstration flight at Melun for General Carl Spaatz 27Jun45. Flown to Querqueville (A-23), Cherbourg, France 30Jun45. Operation Seahorse. HMS Reaper loading number 29. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-111.
999	Messerschmitt Me 262B-1a/U1 two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array (Werk Nr. 110306). Previously USA 2. Handed over to Col Watson. Flown via Twente, near Enschede, Netherlands and Le Culot (A-89), Beauvechain, Belgium to Melun/Villaroche (A-55), France 19Jun45. On landing at Twente, the aircraft was too low, hitting a berm, breaking the right landing gear and damaging the wing. Flight continued after replacement landing gear and wing fitted, arriving Melun 23Jun45. Numbered by Watson's Whizzers as 999 and named as 'Ole Fruit Cake'. Flown to Querqueville (A-23), Cherbourg, France 3Jul45. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-610.
101	Messerschmitt Me 262B-1a/U1 two-seat trainer (Werk Nr. 110165) Previously USA 3. Handed over to Col Watson. Named 'What was it?' Flown via Twente, near Enschede, Netherlands and Le Culot (A-89), Beauvechain, Belgium to Melun/Villaroche (A-55), France 19Jun45. Numbered 101 by Watson's Whizzers. Flown to Querqueville (A-23), Cherbourg, France 3Jul45. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-109.
202	Arado Ar 234B Previously USA 5. Handed over to Col Watson. Flown to Melun/Villaroche (A-55), France 24Jun45. Numbered 202 by Watson's Whizzers. Named as 'Jane I'. Flown to Querqueville (A-23), Cherbourg, France 29Jun45. Operation Seahorse. HMS Reaper loading number 11. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Transferred to the US Navy Flight Test Division, NAS Patuxent River, MD. Assigned BuNo. 121445.
303	Arado Ar 234B Previously USA 7. Handed over to Col Watson. Flown via Melun/Villaroche (A-55), France 24Jun45; the cockpit canopy was lost before landing. Numbered 303 by Watson's Whizzers. Named as 'Snafu I'. Flown to Querqueville (A-23), Cherbourg, France 29Jun45. Operation Seahorse. HMS Reaper loading number 13. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Transferred to the US Navy Flight Test Division, NAS Patuxent River, MD. Assigned BuNo. 121446.
404	Arado Ar 234B (Werk Nr 140311) Previously USA 40. Handed over to Col Watson. Flown from Sola, Stavangar via Le Culot (A-89), Beauvechain, Belgium to Melun/Villaroche (A-55), France. Numbered 404 by Watson's Whizzers. Flown to Querqueville (A-23), Cherbourg, France 5Jul45. Operation Seahorse. HMS Reaper loading number 28. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-1011.
505	Arado Ar 234B (Werk Nr 140312) Previously USA 50. Handed over to Col Watson. Flown from Sola, Stavangar via Le Culot (A-89), Beauvechain, Belgium to Melun/Villaroche (A-55), France. Numbered 505 by Watson's Whizzers. Flown to Querqueville (A-23), Cherbourg, France 5Jul45. Operation Seahorse. HMS Reaper loading number 27. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-1010.
3332	Messerschmitt Me 262B (Werk Nr 113332) Captured at Lechfeld, near Augsburg, Germany. 54th Air Disarmament Squadron; rebuilt to airworthy condition. Test flown by Col Watson at Lechfeld 3Jun45. Flown via St Dizier to Melun/Villaroche (A-55), France 4Jun45. Flown to Corbeilles, France Jun45. Transferred to Armée de l'Air, serial 2. Flown to Orange-Caritat 22Jun45 for trials. During a ferry flight from Orange to Bretigny 6Sep45, one engine failed and the aircraft was force landed in a field at Tousson, near Nevers. Repaired and continued flying for evaluation. Remained airworthy until Oct48.

Technical Intelligence Group (T2)

General Hap Arnold ordered the preservation of four of every type of aircraft used by the enemy forces. One of each was to be for the USAAF, USN, RAF and Museum purposes. Enemy aircraft shipped to the USA for testing by the USAAF were assigned to the Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. With a shortage of space at Wright Field, Freeman Field was re-assigned as a subsidiary location where storage, maintenance and preparation took place before the aircraft were flown to Wright Field for testing. Aircraft were assigned an "FE" (Foreign Equipment) prefix number. Aircraft which were still extant when the Air Materiel Command came into existence were renumbered as T2-xxx, T-2 being the Technical Intelligence Group designation. Many aircraft did not carry their identity; others only carried the basic number. It seems that Japanese aircraft, mostly captured by US naval forces, assigned low numbers were also assigned with a 'N' prefix.

Aircraft set aside for a proposed national aviation museum were sent to Orchard Place Airport, Park Ridge, Illinois for storage; larger aircraft were flown to Davis-Monthan AFB, Tucson, AZ.

- T2-1 Bachem Ba 349B Natter
This rocket powered aircraft launched vertically, along a rail. It was made so that when the flight was over, the pilot bailed out and the aircraft parachuted back to earth.
Previously FE-1. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Prepared for static display by May 1946. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois Jun46. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland.
- T2-7 Horten Ho IIL flying-wing sailplane
Werk Nr 6) Previously FE-7. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN May46. Set aside for proposed USAAF aviation museum 1Aug46. To be restored for museum at hangar 3, Freeman Field Aug46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland. In January 1994, NASM shipped the Horten glider collection (Ho II L, III f, III h, and the VI V2) to the Museum für Verkehr und Technik Berlin, later renamed the Deutsches Technikmuseum (DTM), and that museum worked to restore and preserve these artifacts until 2004. Displayed at the Deutsches Technikmuseum, Berlin, Germany.
- T2-N50 Kugisho MXV7 Model 22 Ohka (Cherry Blossom) thermo-jet engine powered suicide attacker (Allied code name 'Baka')
T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed USAAF aviation museum. Dismantled and moved to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois 18Sep46. Transferred to the Smithsonian Institution 15Apr48. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Displayed at the Smithsonian Arts and Industries Building on the National Mall in Washington, DC until the early 1970s. In storage by the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland.
- T2-107 Messerschmitt Me 262A-1a Schwalbe
(Werk Nr 111711) Previously FE-107. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. 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. The pilot successfully parachuted to safety, surviving as the aircraft crashed near Route 68, two miles south of Xenia, Ohio 20Aug46.
Conflict:
Also quoted as T2-711 which was not an official allocation.
- T2-110 Messerschmitt Me 262A-1a
(Werk Nr. 110836) Previously FE-110. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Fate unknown; may have been the aircraft displayed at Bolling Field, DC post-war.
- T2-111 Messerschmitt Me 262A-1a/R1 (fighter with R4M rockets)
(Werk Nr 500491) Previously FE-111. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. As a sister aircraft (T2-4012) was being readied for a series of classified flight tests, it's reconnaissance-modified nose section was exchanged for T2-111s more streamlined fighter version. Set aside for proposed USAAF aviation museum. Dismantled and shipped Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois Jul46. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland 1950. In 1978, the plane was brought out of storage and fully restored. It was determined at this time that the modified nose section should be 'corrected' back to the original A-1 fighter configuration to maintain authenticity. On display in the Jet Gallery at the National Air and Space Museum on the Mall in Washington, DC.
- T2-112 Focke-Wulf Ta 152H-0
(Werk Nr 150010) Previously FE-112. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Restoration at Freeman Field May46. Awaiting engine at Freeman Field Aug46. Set aside for proposed USAAF aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. In 1950, it was moved again, this time to the National Air Museum facility (now the Garber Facility) at Silver Hill, Maryland. In 1998 Museum restoration staff were treating deteriorated sections of the wooden aft fuselage, fin, rudder, and right elevator when they discovered several interesting items that offered tantalizing glimpses into the airplane's shadowy past. Extensive wood rot was found in where the horizontal stabilizer joins the vertical fin. The restoration staff speculated that during testing at Wright Field, pilots and engineers became concerned that the wooden tail may have been weakened by defective glues or sabotage. They strengthened the entire area with steel plate. However, this work may have compromised flight safety because it required moving the horizontal stabilizer forward several inches, exacerbating a tail-heavy condition already known to the Germans. The restoration specialist removed the steel plate and rebuilt the tail to the original German configuration. NASM technicians carefully sanded through the layers of Allied paint to reveal previous markings and much of the original German paint. They found the old Foreign Equipment number, RAF markings, the Reich Defense tail bands of JG 301, and the original Nazi Hakenkreuz. The staff also found 20mm MG 151 gun mounts and fittings in the upper cowl. However, these were not normally found in H-0 models, suggesting this airframe may have been destined to become a C-1 variant. Stored by National Air and Space Museum at Silver Hill, Maryland.
- T2-116 Focke-Wulf Fw 190F-8
(Factory Number 12043) Previously FE-116. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Flown Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois May 1946. Reported to have been scrapped at Park Ridge.

- T2-117 Focke-Wulf Fw 190F-8/R1**
(Werk Nr 931884) Previously FE-117. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. The end of war in Europe rendered further testing unnecessary; the aircraft was used only for display purposes. One known exhibition was an outdoor display in Washington, DC. Set aside for proposed national aviation museum. Dismantled and shipped Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois Jul46. Transferred to the Smithsonian Institution 1949. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Restoration began in 1980 when specialists began sanding through layers of postwar paint applied in the US to uncover the original Luftwaffe paint and markings. It flew first as a Fw 190 A-7 fighter but Focke-Wulf later rebuilt it as a F-8 ground-attack fighter-bomber. The aircraft wore at least three different camouflage schemes and a manufacturer's data plate found inside the fuselage indicated that its first Werk-Nummer (serial number) was 640069. Infrared photographs of the aircraft's vertical stabilizer revealed that after rebuild, Focke-Wulf assigned the airframe a new Werk-Nummer 931884. Restoration concluded and it was rolled out on 11Oct83 for public display at the Paul E. Garber facility at Silver Hill. The final paint and markings applied were historically accurate for this specific airframe: SG 2 (Schlaggeschwader or Ground-Attack Squadron 2) during October 1944. On display in the Boeing Aviation Hangar, at the Steven F. Udvar-Hazy Center, Chantilly, Virginia.
- T2-118 Focke-Wulf Fw 190D-13/R11**
(Werk Nr 836017) Previously FE-118. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Donated to the Georgia Institute of Technology, Atlanta, GA; awaiting shipment Aug46. Sometime around 1955 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 and soon became derelict due to vandals and exposure to the elements. Abandoned derelict, dismantled Atlanta 1965. Nazi Museum, Santa Barbara, CA 1968/71. Stripped hulk stored at Santa Barbara 1968/71. Registered 12Dec75 as N190D to Windward Aviation, Enid, OK. Shipped to Germany 1972 for restoration at Guenzburg 1972/79. Champlin Fighter Museum, Mesa, AZ 22Mar07; registered 25May07. Displayed as Luftwaffe "836017 Yellow 10". Restored to fly at Mesa 2001/04 as "836017 Yellow 10"; completed Apr04 but not test flown. Loan to Museum of Flight, Seattle, WA May04/07. Flying Heritage Collection, Seattle, WA; registered 11Jul07. Removed from Museum of Flight 24Mar08 for trucking to FHC's facility at Everett-Paine Field, WA. It will not be flown because it is the only one of its type left in the world.
- T2-120 Focke-Wulf Fw 190D-9**
(Werk Nr. 601088) Previously FE-120. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition at Bldg 549, Freeman Field Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 20Oct46. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. On loan to USAF Museum, Wright-Patterson AFB, Dayton, Ohio 1968. Displayed at the National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, Ohio.
- T2-121 Focke-Wulf Fw 190D-9**
(Werk Nr 401392) Previously FE-121. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Wright Field for evaluation. Salvaged recommended Aug46. Reported as not suitable for use as a war trophy Mar47; instruments and hydraulic system not installed. Scrapped at Wright Field 1947.
- T2-122 Messerschmitt Bf 109G-10/U4**
(Werk Nr. 611943) Previously FE-122. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Not used for evaluation but instead became a display aircraft, touring various airbases. Transferred to Wright Field by 19Jun46. University of Kansas, Lawrence, KS 1947. Eddie Fisher, Kansas City, MO 1948. RE Ellis, Kansas City, MO. Air Museum/Ed Maloney, Claremont, CA 1958. Air Museum/Ed Maloney, Ontario, CA 1965. Planes of Fame Air Museum, Chino Airport, Chino, CA 1974. Planes of Fame-Grand Canyon, Valle Airport, Grand Canyon, AZ 1997. Static display at Planes of Fame.
- T2-123 Messerschmitt Bf 109K-4**
Previously FE-123. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Not used for evaluation but instead became a display aircraft, touring various airbases. Fate unknown.
- T2-124 Messerschmitt Bf 109G-14/U4**
(Werk Nr. 610824) Previously FE-124. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Not used for evaluation but instead became a display aircraft, touring various airbases. Donated to the Georgia Institute of Technology, Atlanta, GA; awaiting shipment Aug46. Sometime around 1955 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 and soon became derelict due to vandals and exposure to the elements. It was at this time that Wr 610824 lost its original wings. Someone had the local trash company haul it off to the dump. In the mid-1960s the wreck was purchased and shipped to Sun Valley, California. The buyer's 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 project was eventually abandoned and the airframe sold to an unknown private collector. 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, (Werk Nr. 610937). In 1989 it was sold to Evergreen Ventures and restored to flying condition by Vintage Aircraft Restorations Ltd., of Fort Collins, Colorado. Registered May90 as N109MS; cancelled 12Apr99. Restoration work was completed at McMinnville, OR in 1998. Since 1Apr99, the Bf 109G has been on loan to National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, Ohio, coded "Blue 4" of JG 300, "Wild Sau".
- T2-125 Focke-Wulf Fw 190G-3**
(Werk Nr 160016) Previously FE-125. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Used for mobile static displays. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Flown Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois May 1946. The aircraft was displayed at Wright Field 1Aug46 as part of a victory exhibition. Soon after this it was scrapped.
- T2-130 Mitsubishi A6M5 Model 52 'Zero'**
(MSN 4340) Previously FE-130. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH Jul45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. WFU 15Feb46 when one of the landing gear legs was noted out of alignment. Set aside for proposed USAAF aviation museum. Transferred to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois 14Jun46. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Restored to static display during the late 1970s as the first Japanese aircraft to be restored by the NASM. When restored in 1976, the correct tail marking for this Zero were unknown, and the museum chose the tail markings "61-131". At the time, this Zero was painted in the markings of A6M5 Zero MSN 4361, tail code 61-131, captured at Aslito Field on Saipan. Later research indicated this Zero must have had tail code 61-108, while at present it looks to have been 61-106. At one time it had the name "Tokyo Rose" on its engine cowlings,

the number 4340 in numerals on the left side of the aft fuselage, a simple "V" shaped marking on its fin and 'TAIC 7' on its fin above the "V" shaped marking, and the number "12" on its rudder. Later, the TAIC marking was removed and a large "V" marking somewhat resembling the emblem the Japanese Army Air Force 68th Hikou Sentai applied on the tail. The number "12" remained but was partially covered by the lower arm of the tail marking. A white band with red trim was added to the aft fuselage. The spinner and the cowling flaps were red. Displayed at the National Air and Space Museum, Washington, DC, hanging from the 2nd Floor, World War 2 gallery.

- T2-150 Tachikawa Ki-94-II single engine monoplane fighter
Previously FE-150. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46; work to make it airworthy had been stopped. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-151 Mitsubishi Ki-83 (prototype)
Previously FE-151. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-152 Rikugun Ki-93 twin-engine heavy fighter/ground attack aircraft
Previously FE-152. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-153 Tachikawa Ki-87 experimental high-altitude fighter (MSN 8701)
Previously FE-153. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-154 Tachikawa Ki-77
Previously FE-154. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-155 Nakajima Ki-87 high-altitude fighter interceptor
Previously FE-155. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. In storage at Atlantic Overseas Air Materiel Center, Newark Field, NJ 1Sep46. Scrapped at Newark in 1946.
- T2-156 Nakajima Ki-115 Tsurugi kamikaze aircraft (MSN 1002)
Previously FE-156. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1949. Moved to the National Air Museum storage facility at Silver Hill, Maryland.
- T2-300 Mitsubishi J8M1 Sh?sui 1 rocket-powered interceptor fighter (MSN 403)
Previously FE-300. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Displayed at Hollywood, California in August 1946. Recovered from a Los Angeles fairground display and subsequent purchased by Edward Maloney. The aircraft was kept in storage by Edward Maloney the first ten years (1948-1958) and when the Museum opened in its first location in Claremont, California it was brought out for display (1958-1965). The museum then moved to Ontario, California where it could be seen from 1965 to 1970, until it came to Chino, California. Exhibited at the Planes of Fame Museum in Chino since 1975 (except for a short visit to Japan between February and May 1980).
- T2-301 Nakajima Ki-84-Ia Otsu Hayate (Allied code name 'Frank') (MSN 3060)
Previously FE-301. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Public Relations Officer, Air Materiel Command, Wright Field, Dayton, OH. In flyable condition at Wright Field 1Aug46. After flight testing was concluded the aircraft was flown to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. The fate of the aircraft is unknown.
- T2-302 Nakajima Ki-84-I K? Hayate (Allied code name 'Frank') (MSN 2366)
Previously FE-302. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. It flew for the first time in the USA from Middletown on 16Mar46. It was delivered to Patterson Field, Ohio on 20May46 and only seven days later it was transferred to the adjacent Wright Field. After flight testing was concluded the aircraft was flown to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois on 3Jul46. The fate of the aircraft is unknown.
- T2-303 Nakajima Ki-44-II Shoki (Allied code name 'Tojo')
Previously FE-305. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 40Oct46. Scrapped at Park Ridge c1950.
- T2-304 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy')
Previously FE-304. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge c1950.
- T2-N305 Kawanishi N1K2-J Shiden Kai (Allied code name George) (MSN 5341)
Previously FE-N305. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. NAS Willow Grove, PA. Displayed as "343-A15" Dec46. Transferred to the Smithsonian Institution 1980. Moved to the storage facility at Silver Hill, Maryland. On loan to Champlin Fighter Museum, Mesa, AZ 1989. Static restoration completed 1994. Dismantled Jun03 for transporting back to NASM. On display at the Steven F. Udvar-Hazy Center, Chantilly, Virginia 2003.
- T2-N306 Kawanishi N1K2-J Shiden Kai (Allied code name George) (MSN 5128)
Previously FE-N306. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command,

- Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. NAS Patuxent River, MD for evaluation 1946. Naval Research Laboratory, Washington, DC 1957. Derelict in childrens playground. NAS Norfolk, VA. Displayed 1960. On loan to Bradley Air Museum, Windsor Locks, CT Dec75. Renamed New England Air Museum, Windsor Locks, CT 1984. Static restoration 1994/95 by Georgia Metal Shaping GA at Low Pass, GA. National Museum of Naval Aviation, Pensacola, Florida. Stored pending restoration 1998. National Naval Aviation Museum, NAS Pensacola, Florida.
- T2-307 Nakajima Ki-44-1I Shoki (Allied code name 'Tojo')
Previously FE-307. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed national aviation museum. Fate not known.
- T2-308 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy')
Previously FE-308. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Allotted to USAAF recruiting Jul46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge c1950.
- T2-309 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy')
Previously FE-309. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Awaiting disposal 1Aug46. Scrapped at Newark 1946.
- T2-310 Kawasaki Ki-102b high altitude fighter (Allied code name 'Randy')
Previously FE-310. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Awaiting disposal 1Aug46. Scrapped at Newark 1946.
- T2-311 Mitsubishi A6M8 Model 64 Zero-Sen (Allied code name 'Zeke')
Previously FE-311. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Allotted to USAAF recruiting Jul46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge c1950.
- T2-N312 Kawasaki Ki-100-1b Type 5 fighter
Previously FE-N312. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition in the rail yard at Freeman Field Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge c1950.
- T2-N313 Kawasaki Ki-61 Hien (Allied code name 'Tony')
Previously FE-N313. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-N314 Kawasaki Ki-100-1b Type 5 fighter (MSN 13012) Previously FE-N314. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Displayed at University of Illinois, Champaign, Illinois by 1Aug46. Scrapped at Wright-Patterson AFB, Dayton, OH in 1959.
- T2-N315 Kawasaki Ki-100-1b Type 5 fighter
Previously FE-N315. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. At Wright Field in use as a mobile display by 1Aug46. Fate not known.
- T2-N316 Kawasaki Ki-61 Hien (Allied code name 'Tony')
Previously FE-N316. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-N317 Kawasaki Ki-100-1b Type 5 fighter
Previously FE-N317. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-N318 Mitsubishi J2M5 Raiden (Allied code name 'Jack')
Previously FE-N318. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Scrapped at Middletown 1946.
- T2-N319 Mitsubishi J2M5 Raiden (Allied code name 'Jack')
Previously FE-N319. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Scrapped at Middletown 1946.
- T2-N320 Mitsubishi J2M3 Raiden (Allied code name 'Jack')
Previously FE-N320. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge c1950.
- T2-N321 Mitsubishi J2M3 Raiden (Allied code name 'Jack')
Previously FE-N321. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Scrapped at Middletown 1946.
- T2-N322 Mitsubishi A6M7 Model 62 'Zero' (MSN 23186) Previously FE-N322. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. The US Navy exhibited the airplane outdoors at Naval Air Station Willow Grove, Pennsylvania from 1946 to 1962 in natural aluminum finish with tail code ?-1 (though at one time it did read as 1-E). The NASM acquired the aircraft from NAS Willow Grove on 3Mar62 and in 1979 lent it to the Bradley Air Museum in Windsor Locks, Connecticut for restoration. Bradley technicians did not complete the project (due to hurricane damage) before the aircraft was transferred in 1981 to the San Diego Aerospace Museum, where a volunteer crew spent more than 8,500 man-hours over a three-year period restoring the airplane. Exhibited in San Diego.
- T2-N323 Mitsubishi A6M5 Model 52 'Zero'
Previously FE-N323. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania.

- Bailed to the University of Kansas by Sep46. Fate not known.
- T2-N324 Kawanishi N1K1 Ky?f? (Allied code name Rex)**
Previously FE-N324. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.
- T2-325 Kawasaki Ki-45-Kai Hei (Allied code name 'Nick')**
(MSN 3303) Previously FE-325. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Flight Test Section, Middletown 25Apr46. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN 10May46. Awaiting disposition on the ramp at Freeman Field Aug46. Scrapped at Freeman Field in 1946.
- T2-326 Kyushu J7W1 Shinden**
Previously FE-326. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Sep46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland.
- T2-489 Heinkel He 162A-2**
(Werk Nr 120077) Previously FE-489. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. By 24Jul46, it had been refurbished and transferred from Freeman Field to Materiel Command Flight Test Base, Rogers Lake, Muroc, California for flight testing. Test flown by Bob Hoover at Muroc in 1946. University of Kansas, Lawrence, KS 1947. Eddie Fisher, Kansas City, MO 1948. RE Ellis, Kansas City, MO. Air Museum/Ed Maloney, Claremont, CA 1958. Air Museum/Ed Maloney, Ontario, CA 1965. Planes of Fame Air Museum, Chino Airport, Chino, CA 1974. Planes of Fame-Grand Canyon, Valle Airport, Grand Canyon, AZ 1997. Static display at Planes of Fame. In September 2011, it was reported that this aircraft had been purchased by a German museum. However, this appears to have fallen through as this aircraft is still with the Planes of Fame Museum, Chino, California.
- T2-490 Horton Ho 229 V-3 advanced flying wing twin-jet fighter project**
Previously FE-490. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Being restored for museum at Freeman Field Aug46. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution. To the National Air Museum storage facility at Silver Hill, Maryland. When the Mary Baker Engen Restoration Hangar at the Steven F. Udvar-Hazy Center opened on 15Mar11, the outer wing panels were on public view in the new workshop. The wing's center section was moved to the restoration hangar in 2013. The wings and the center section were moved into the Boeing Aviation Hangar in September 2017. On display in the Boeing Aviation Hangar at the Steven F. Udvar-Hazy Center, Chantilly, VA.
- T2-491 Hawker Typhoon Mk IIB.**
Previously FE-491. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Aircraft Evaluation Center, Freeman Field, Seymour, IN Jul44. With changing requirements the Typhoon did not undertake the test programme originally envisaged and following a minor accident after only nine hours flying was put into store. Dismantled and shipped May 1946. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Allocated to the National Air Museum 3Jan49. Noted in storage at what was now the O'Hare International Airport, Chicago Aug53. Eventually placed in crated storage at the National Air Museum storage facility at Silver Hill, Maryland by early 1955. Never on public display whilst in USA. RAF Museum request to Smithsonian for Typhoon to be returned to the UK Apr67 and returned to UK Jan68. Restoration completed and aircraft formerly presented to RAF Museum 19Nov68. Remained in store at ? 27 Maintenance Unit, Shawbury. Exhibited at RAF Museum, Hendon, London November 1972. Excavations by the volunteer Freeman Field Recovery team found the complete missing Typhoon Radiator core and at least one engine cowl among other buried aircraft parts November 2013. Loaned May 2014 to Canada Aviation and Space Museum, Rockcliffe, Ottawa, Ontario. Returned to UK. Loaned to RAF Battle of Britain Memorial Flight, Coningsby, Lincolnshire [2018]. Returned to RAF Museum, Hendon.
- T2-492 Supermarine VS.351 Spitfire Mk VIIc**
(MSN 65/171652) Probably previously FE-492. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN 1945. Set aside for proposed national aviation museum. Flown Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois May 1946. National Air Museum 1949. Stored at National Air Museum storage facility at Silver Hill, Maryland 1952. Restored 1974. Exhibited by National Air and Space Museum at Washington Mall, DC.
- T2-493 Heinkel He 162A-2**
(Werk Nr 120222) Previously FE-493. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge in 1950.
- T2-494 Heinkel He162A-1**
(Werk Nr. 310012) Previously FE-494. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Wright Field. Used as source of spares for T2-489. Salvage recommended Aug46. Set aside for proposed national aviation museum. Reported as not suitable for use as a war trophy Mar47; instruments, hydraulic system, landing gear and engine not installed. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge in 1950.
- T2-495 Messerschmitt Me 163B-1a Komet**
Previously FE-495. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Recorded at Wright Field in use as a mobile display exhibit 1Aug46. It is believed to have been scrapped after use in USAF recruitment displays c1950. The most confusing part of the history of this aircraft was that it was repainted as 'FE-500' at some point in time. Whether this was an error or a deliberate action is unknown.
- T2-496 Messerschmitt Bf 109G-6/R3**
(Werk Nr. 160756) Previously FE-496. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Restoration completed Apr74. On display in the World War II Aviation exhibition at the National Air and Space Museum in Washington, DC. In 1989 the NASM discovered the Werk-Number to be 160756.
- T2-497 Focke-Wulf Fw 190A-3**
Previously FE-497. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN.

- Wright Field for evaluation. Recorded as "in storage in incomplete condition" 1Aug46. Salvaged recommended Aug46. Reported as not suitable for use as a war trophy Mar47; instruments, hydraulic system and engine not installed. Scrapped at Wright Field 1947.
- T2-498 Macchi C.202 Serie XIII.
Previously FE-498. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Out of service in good condition at Freeman Field 1Sep45. Set aside for proposed USAAF aviation museum. Transferred to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Restoration at Silver Hill. Displayed as "FE-498" (1971/1972). Later shown in the markings of the 90^a Squadriglia, 10^o Gruppo, 4^o Stormo, and carrying the serial M.M.9476. Displayed in Gallery 205 above the World War II Aviation diorama at the US National Air and Space Museum, Washington, DC.
- T2-499 Messerschmitt Me 410A-2/U1 Hornisse
(Werk Nr 10018) Previously FE-499. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46. Set aside for proposed USAAF aviation museum. Transferred to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland 1950.
- T2-500 Messerschmitt Me 163B-1a Komet
(Werk Nr. 191301) Previously FE-500. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Materiel Command Flight Test Base, Rogers Lake, Muroc, California. The first attempted flight trial was made 3May46, in the presence of Dr. A. Lippisch, the designer of the aircraft. The flight was not successful because the tow rope from the towing Boeing B-29 was not properly attached and accidentally released prematurely before the Komet became airborne. A further towed flight test was abandoned 4May46 with unresolved mechanical difficulties. Later, the Me 163 was towed to altitude by a Boeing B-29 and then released at 30-35,000 feet for a gliding descent. Although rocket fuel was obtained to enable powered flights to be made, flying trials were abandoned when delamination of the wooden wing structure was found. Norton AFB, CA; stored until being transferred to Smithsonian Institution 1954. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Loaned to the Mighty Eighth Air Force Heritage Museum, Savannah, Georgia 1996. Returned to the National Air and Space Museum. On display in the Boeing Aviation Hangar at the Steven F. Udvar-Hazy Center in Chantilly, VA.
- T2-501 Messerschmitt Me 163B-1a Komet
Previously FE-501. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Wright Field. Used for spare parts on T2-500. Salvage recommended Aug46. Reported as not suitable for use as a war trophy Mar47; instruments, hydraulic system and landing gear not installed. Scrapped at Wright Field 1947.
- T2-502 Messerschmitt Me 163V-24k Komet
(Werk Nr. 310033) Previously FE-502. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Wright Field. Used for spare parts on T2-500. Salvage recommended Aug46. Reported as not suitable for use as a war trophy Mar47; instruments, hydraulic system and landing gear not installed. Scrapped at Wright Field 1947.
- T2-503 Messerschmitt Me 163B-1a Komet
Previously FE-503. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting shipment to Bell Aircraft, Buffalo, NY Aug46. Intended for evaluation for the company's development of the experimental Bell XS-1 rocket powered aircraft. With the death of the Bell Aircraft Chief Test Pilot late August 1946, it is probable that the intended Bell test program using the Me 163 was cancelled.
- T2-504 Heinkel He 162A-2
(Werk Nr 120300) Previously FE-504. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Arriving at Freeman by 1Aug46, the aircraft was permanently grounded when, sometime before September 1946, someone neatly sawed through the outer wing panels. The wings were reattached with door hinges, and the jet was shipped to air shows and military displays around the country. Later taken to Wright Field, Dayton, Ohio. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Presented to the Smithsonian Institute in 1949, remaining in storage at Park Ridge. Transferred to the National Air Museum storage facility at Silver Hill, Maryland in January 1955.
- T2-505 Blohm+Voss Bv 155B V-2.
(Werk Nr. 360052) Previously FE-505. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland.
- T2-610 Messerschmitt Me 262B-1a/U1
(Werk Nr 110306) Previously FE-610. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Scrapped c1950 at Cornell Aeronautical Laboratory, Buffalo, NY.
- T2-611 Junkers Ju 88G-6
(Werk Nr. 620116) Previously FE-611. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46. Scrapped at Freeman Field 1946.
- T2-612 Heinkel He 219A-0 Uhu
(Werk Nr 210903) Previously FE-612. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Used for displays. Wright Field. Awaiting disposition Aug46. Reported as not suitable for use as a war trophy Mar47; instruments, hydraulic system and engine not installed. Scrapped at Wright Field c1950.
- T2-613 Heinkel He 219A-2 Uhu
(Werk Nr 290060) Previously FE-613. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Wright Field. Awaiting disposition Aug46. Reported as not suitable for use as a war trophy Mar47; instruments, hydraulic system and engine not installed. Scrapped at Wright Field 1947.
- T2-614 Heinkel He 219A Uhu
(Werk Nr 290202) Previously FE-614. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Aircraft Evaluation Center, Freeman Field, Seymour, IN. Restoration, awaiting engines at Freeman Field Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Restored by the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland. On display at the Steven F. Udvar-Hazy Center, Chantilly, Virginia.
- T2-N700 Nakajima J1N1-S Gekko night fighter
(MSN 7334) Previously FE-N700. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel

Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. The Maintenance Division at Middletown prepared the J1N1-S Gekko for flight tests, overhauling the plane's engines and replacing the oxygen system, radios, and some flight instruments with American equipment. Mechanics completed this work by 9Apr46. The Navy transferred it to the US Army Air Force in early June, and an army pilot flew the Gekko on 15Jun46, for about 35 minutes. At least one other test flight took place before the Army Air Force flew the fighter at Wright Field, Dayton, OH. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. The Gekko was dumped outside the restoration facility in a large shipping crate in 1953, where it remained until building space became available in 1974. In 1979, National Air and Space Museum staff selected the Gekko for restoration. Following restoration of the museum's Mitsubishi Zero in 1976, the J1N1-S Gekko became the second Japanese aircraft to receive the skilled attentions of NASM restoration craftsmen. The airframe was found to be seriously corroded from having remained outside for twenty years. At that time, it was the largest and most complex aircraft restoration project the NASM had ever undertaken. Work started on 7Sep79, and ended 14Dec83, following 17,000 hours of labor. The Gekko is on display at the Steven F. Udvar-Hazy Center, Chantilly, Virginia.

T2-701 Kawasaki Ki-45-Kai Hei (Allied code name 'Nick')

(MSN 4268) Previously FE-701. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 19Sep46. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland. The fuselage of this aircraft is on display in the World War II Aviation (UH) exhibition at the Steven F. Udvar-Hazy Center in Chantilly, Virginia.

'T2-711'

Messerschmitt Me 262A-1a

(Werk Nr. 111711) Believed to be T2-107 [T2-711 was not an official allocation].

T2-1010 Arado Ar 234B

(Werk Nr 140312) Previously FE-1010. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. After receiving new engines and replacement radio and oxygen equipment, the Arado was flown to Wright Field, Dayton, Ohio, Jul46. Accelerated Service Test Maintenance Section (ASTMS), Flight Test Division, Technical Data Laboratory, Air Materiel Command. Flight testing was completed on 16Oct46; the aircraft remained at Wright Field. Set aside for proposed USAAF aviation museum. Flown Transferred to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois 1947. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Restoration of the NASM Ar 234 began during 1984 and was completed in February 1989. Because all of the original German paint was stripped off the airframe before the aircraft's transfer to the Smithsonian, restoration specialists applied markings of a typical aircraft of 8./KG 76, the first bomber unit to fly the Blitz. The museum displayed the aircraft during 1993 in the main museum building downtown as part of an exhibit titled "Wonder Weapon? The Arado Ar 234." On display at the Steven F. Udvar-Hazy Center, Chantilly, Virginia.

T2-1011 Arado Ar 234B

(Werk Nr 140311) Previously FE-1011. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Salvage recommended Aug46. Scrapped circa 1946/47.

T2-1012 Dornier Do 335A-02 Pfeil

(Werk Nr 240161) Previously FE-1012. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Restoration, awaiting engines at Freeman Field Aug46. Fate not known.

T2-N1200

Nakajima B6N2 Tenzan carrier attack bomber (Allied code name 'Jill')
(MSN 5350) Previously FE-N1200. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed USAAF aviation museum. Under restoration at Middletown Sep46. NAS Patuxent River, MD. NASD Philadelphia, Pennsylvania 7Oct46. Displayed at NAS Willow Grove, Pennsylvania from 1958 till 1980. Transferred to the Smithsonian Institution 1981. In storage in the Paul E. Garber facility of the National Air and Space Museum (NASM), Silver Hill, Maryland without its wings.

T2-N1201

Yokosuka D4Y4 Susei special attack bomber (Allied code name 'Judy')
Previously FE-N1201. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Under restoration at Middletown Aug46. Scrapped at Middletown.

T2-1202 Kawasaki Ki-48 Army Type 99 twin-engine light bomber (Allied code name 'Lily')

Previously FE-1202. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Under restoration at Middletown Aug46. Scrapped at Middletown.

T2-N1203

Yokosuka D4Y4 Susei special attack bomber (Allied code name 'Judy')
Previously FE-N1203. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois Aug46. Scrapped c1950.

T2-N1204

Aichi B7A2 Ryusei torpedo-dive bomber (Allied code name 'Grace')
(MSN 816) Previously FE-N1204. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 25Sep46. Transferred to the Smithsonian Institution 1963. Moved to the National Air Museum storage facility at Silver Hill, Maryland.

T2-1205 Kawasaki Ki-48 Army Type 99 twin-engine light bomber (Allied code name 'Lily')

Previously FE-1205. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped c1950.

T2-N1206

Aichi B7A2 Ryusei torpedo-dive bomber (Allied code name 'Grace')
Previously FE-N1206. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped c1950.

T2-1597 Junkers Ju 188D-2

(Werk Nr 150245) Previously FE-1597. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge c1950.

- T2-1598 Junkers Ju 88D-1/Trop long-range photographic reconnaissance version modified for tropical use. (Werk Nr 430650) Previously FE-1598. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Ferried to Davis-Monthan AFB, Tucson, Arizona for storage Aug46. To the USAF Museum, Wright-Patterson AFB, Dayton, OH Jan60. Preserved in the World War II Gallery at the National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, Ohio.
- T2-1599 Junkers Ju 88A-4 (Werk Nr. 4300227) Previously FE-1599. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46. Scrapped in 1946.
- T2-1600 Heinkel He 111H-16 (Werk Nr. 8433) Previously FE-1600. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46. Probably scrapped at Freeman Field 1946.
- T2-N1700 Kugisho P1Y1-C Ginga twin-engine medium bomber Previously FE-N1700. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Scrapped at Newark.
- T2-N1701 Kugisho P1Y1-C Ginga twin-engine medium bomber Previously FE-N1701. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Scrapped at Newark.
- T2-N1702 Kugisho P1Y1-C Ginga twin-engine medium bomber (MSN 8923) Previously FE-N1702. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. In storage by the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland.
- T2-1703 Nakajima Ki-49 Donryu twin-engine heavy bomber (Allied code name 'Helen') Previously FE-1703. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed USAAF aviation museum. Scrapped at Middletown.
- T2-1704 Nakajima Ki-49 Donryu twin-engine heavy bomber (Allied code name 'Helen') Previously FE-1704. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Recommend for salvage Sep46. Reported as not suitable for use as a war trophy Mar47. The wings had not been received at Middletown; the left engine nacelle was damaged in transit by truck from Newark Field; engines not installed, used for spares and museum. Scrapped at Middletown.
- T2-1705 Nakajima Ki-49 Donryu (Allied code name 'Helen') Previously FE-1705. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. In storage at Newark 1Aug46. Scrapped at Newark.
- T2-2000 Dornier Do 17E-2 (Werk Nr 2095) Previously FE-2000. Named 'Axis Sally'. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Wright Field for evaluation. Salvage recommended Aug46. Reported as not suitable for use as a war trophy Mar47; landing gear and engines not installed. Scrapped at Wright Field 1947.
- T2-2100 Heinkel He 177A-5 Greif long-range heavy bomber. (Werk Nr. 550062) Previously FE-2100. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. It was not flown in the USA. Awaiting disposition on the ramp at Freeman Field Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 40Oct46. Scrapped at Park Ridge c.1950.
- T2-2200 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy') Previously FE-2200. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Scrapped at Middletown Air Materiel Area, Middletown, Pennsylvania 1946.
- T2-2201 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy') Previously FE-2201. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. In storage at Newark 1Aug46. Scrapped at Newark.
- T2-2202 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy') Previously FE-2202. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed USAAF aviation museum. Scrapped at Middletown.
- T2-2203 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy') Previously FE-2203. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. In storage at Newark 1Aug46. Scrapped at Newark.
- T2-2204 Mitsubishi Ki-67 Hiryu twin-engine heavy bomber (Allied code name 'Peggy') Previously FE-2204. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. In storage at Newark 1Aug46. Scrapped at Newark.
- T2-2205 Mitsubishi G4M3 'Rikko' (Allied code name 'Betty') Previously FE-2205. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Set aside for proposed national aviation museum. The airplane was dismembered with a cutting torch but when and precisely why are not known. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois Sep46. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Two major portions survive: the nose including the entire flight deck, and ten feet of the fuselage.
- T2-2206 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy') Previously FE-2206. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. Awaiting disposal 1Aug46. Scrapped at Newark 1946.
- T2-2207 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy') Previously FE-2207. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Awaiting disposal 1Aug46. Set aside for proposed USAAF aviation museum. Scrapped at Middletown 1946.
- T2-2208 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy') Previously FE-2208. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. Awaiting disposal 1Aug46. Reported as not suitable for use as a war trophy Mar47. Scrapped at Newark 1947.

- T2-2209 Tachikawa Ki-74 experimental long-range reconnaissance bomber (Allied code name 'Patsy')
Previously FE-2209. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. Awaiting disposal 1Aug46. Scrapped at Newark 1946.
- T2-2210 Nakajima G8N1 Renzan, heavy bomber (Allied code name 'Rita').
Previously FE-2210. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. Flown from Newark to Patterson Field, Dayton, OH 23Jun46. Set aside for proposed USAAF aviation museum. Scrapped at Patterson Field.
- T2-2600 DFS 108-49 Grunau Baby II B-2 single-seat sailplane
(Werk Nr. 031016) Previously FE-2600. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Exhibited by the National Air and Space Museum at the Steven F. Udvar-Hazy Center, Chantilly, Virginia.
- T2-2601 DFS 108-49 Grunau Baby II B-2 single-seat sailplane
(Werk Nr. 030240) Previously FE-2601. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Registered 24Sep49 as N69720 to the Soaring Society of Dayton, OH. Registration current [Dec18].
- T2-2650 Probably a troop carrying glider
Previously FE-2650. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. In storage at Middletown 1Aug46. Fate not known.
- T2-2651 Probably a troop carrying glider
Previously FE-2651. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. In storage at Middletown 1Aug46. Fate not known.
- T2-2700
Gotha Go 242B transport glider
Previously FE-2700. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH Jul45. Rebuilt in Texas and then returned to Wright Field, Dayton, OH late 1945. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN 17May46 under restoration. Transferred during its initial post restoration test flight to Wright Field, Dayton, OH 10Jul46; towed by a B-17. From Wright Field the glider was piloted by the head of the Glider Branch at Wright Field, to Elmira, NY for display at the National Soaring Meet. Believed to have been taken Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois, but fate unknown, probably scrapped.
- T2-3000 Ilyushin Il-10 ground attack aircraft (NATO code name 'Beast')
Democratic People's Republic of Korea Air Force. 'Yellow 44' of the 57th Aviation Assault Regiment. Abandoned at Kimpo (K-14), Seoul, South Korea following the Inchon landings, before being captured in mid-Sep50 by the US Marines. Captured with both forward 23mm forward guns, and two 7.6 mm forward guns, also the 12.7mm rear turret MG and 4 rockets. Shipped to the USA. Cornell Aeronautical Laboratory, Buffalo, NY, arriving there on 24Jan51. Cornell fully restored the Il-10 to flying condition. Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Dayton, Ohio. Delivered to Wright-Patterson AFB 8May51. Flown eleven times between June and August 1951, during which it was involved in two accidents. On 5Jul51 the Il-10 took off for a test flight. Soon after takeoff the tower informed the pilot that his rear (gunner) canopy was open. Unable to close the rear canopy in flight the pilot chose to land so the canopy could be closed. The pilot accomplished a normal landing and taxied to the parking ramp. The pilot made a right turn to pass a North American AT-6 when the right landing gear folded up, causing major damage to the propeller, right wing, and right wheel fairing. Twelve series of retraction tests failed to reveal any malfunction of the main landing gear system. The landing gear and flap handles are identical in color and construction and located side by side on the cockpit pedestal. It is believed that while attempting to raise the flaps during post landing check the pilot inadvertently moved the landing gear control handle to the up position sufficiently to release the right landing gear down lock and allow the right gear to collapse. On 1Aug51 the Il-10 was being ground checked at Wright-Patterson AFB with water being run through the coolant radiator while the engine was idled at 1600rpm in order to reduce coolant temp subsequent to a power check. The pilot signaled for the crew chief to dismount from the left wing. The crewman was caught by the propeller blast, lost his balance, and was forced to jump from the wing injuring his left ankle, foot and leg. Flown to Phillips Field, Aberdeen Proving Grounds, MD 17Aug51. Transferred to the Terminal Ballistics Laboratory, Aberdeen Proving Grounds, MD. Subjected to vulnerability tests; these tests consisted of gunfire which would have rendered the aircraft unflyable. It was to be returned to ATIC after these tests, but would have been in barely salvageable condition.
- T2-3001 Ilyushin Il-10 ground attack aircraft (NATO code name 'Beast')
Democratic People's Republic of Korea Air Force. 'Yellow 55' of the 57th Aviation Assault Regiment. Abandoned at Kimpo (K-14), Seoul, South Korea following the Inchon landings, before being captured in mid-Sep50 by the US Marines. Captured with both forward 23mm forward guns, and two 7.6 mm forward guns, also the 12.7mm rear turret MG and 4 rockets. Shipped to the USA. Cornell Aeronautical Laboratory, Buffalo, NY, arriving there on 24Jan51. Used as a spares source for the restoration of Il-10 T2-3000 to flying condition. Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Dayton, Ohio. Delivered to Wright-Patterson AFB 8May51. Stored.
- T2-3002 Yakovlev Yak-9P single-engine fighter (NATO code name 'Frank')
Democratic People's Republic of Korea Air Force. Possibly Black 32. Found in airworthy condition by US Marines at Kimpo (K-14), Seoul, South Korea on 17Sep50. Shipped to the USAA for evaluation. Rebuilt by the Cornell Aeronautical Laboratory, Buffalo, NY. First flight in US 21Sep51. The aircraft accumulated 23 hours and 55 minutes of flying time in all, making it's last flight on 12Dec51. Following the conclusion of the tests, the Yak-9P was allotted to the USAF Museum in the mid-1950s. Due to lack of storage space, it was scrapped in 1958. It is alleged that the Yak was offered back to the Soviet Union as a gift by the USAF!
- T2-3400 Junkers Ju 290A-4
(Werk Nr 110196) Previously FE-3400. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. The Ju 290 was displayed at open houses and air shows in 1945 and 1946. By the end of 1946, however, this unusual plane was grounded and was being dismantled for specialized study. The Air Force was still a branch of the Army at that time, and there was no museum program that would provide a resting place for this unusual example of war booty. The aircraft was scrapped on 12Dec46; a German booty trap was still extant in the right wing.
- T2-4010 Junkers Ju 388L-1 Störtebeker
(Werk Nr. 560049) Previously FE-4010. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition at Freeman Field Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 26Sep46. Transferred to the Smithsonian Institution 3Jan49. Moved to the National Air Museum storage facility at Silver Hill, Maryland Nov54.
- T2-4012 Messerschmitt Me 262A-1a/U3
Previously FE-4012. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. This aircraft was selected to participate in classified tests against the Lockheed P-80, and underwent a nose section change with T2-111. The aircraft was given an overall reconditioning for the tests. After the AAF completed the flight testing, the aircraft was disassembled and shipped to Hughes Aircraft in Culver City, CA for storage. There the plane was reassembled and the engines were ground-run, but the plane wasn't flown. Rumors have persisted over the years that

there was a desire on the part of Howard Hughes to fine tune the Me 262 and enter it in a Thompson Trophy race against the AAF's P-80. However, there appears to be no factual basis for it, and the timing of it all just doesn't fit. The Hughes company never flew the aircraft. In May of 1949, RKO Pictures requested permission to use it in the production of a motion picture. In July the Air Force agreed and the aircraft spent the next two years with RKO during the filming of the John Wayne film 'Jet Pilot'. The plane was returned to the Air Force after filming. In 1951, airframe destruction tests were proposed, although these were cancelled in early May. The jet was then released as an instructional airframe to Cal Aero Technical Institute at Glendale airport, where it was used as a hands-on teaching tool for student aircraft mechanics. In 1955, the plane was acquired by Edward Maloney for his Planes of Fame collection, and was partially restored, and statically displayed incorrectly as WkNr 111617 at Chino, CA. In November 2000 Microsoft executive Paul G. Allen purchased the plane for his Flying Heritage Collection, located at Paine Field, Washington. Being restored to flying condition, to be powered a pair of original Jumo engines. Registered 15Dec00 as N94503; current [Dec18].

T2-4600 Henschel Hs 129B-1/R2 ground-attack aircraft

(Werk Nr 03880) Previously FE-4600. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN 1946. Allotted for storage at Davis-Monthan AFB, Tucson, Arizona but force landed at Gallatin, Tennessee 24Jul46 while being ferried to Davis-Monthan. The aircraft ran out of fuel due to suspected tank leakage and was slightly damaged during the subsequent forced landing. It was taken Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois on 5Aug46. When the storage depot was required for other purposes during the Korean War, the aircraft was put up for disposal as scrap. Only the nose section was saved from a scrap yard and bought by Earl Reinhart in June 1951, where it remained in storage at his home in Mundelein, Illinois. In 1966 it went on display at the Victory Air Museum, Mundelein, Illinois, which was formed by Earl Reinert and Paul Polidori. It remained on display until the Museum was dispersed following the death of Paul Polidori in a flying accident in 1985. In May 1986 the cockpit was purchased by Martin J. Mednis of Sidney and taken to Australia. It is now being restored for display in his 'Der Adler Luftwaffe Museum'.

T2-4610 Messerschmitt Bf 108B-1 Taifun trainer and light transport

(Werk Nr. 8378) Previously FE-4610. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46. Damaged in crash during 1950s. Planes of Fame Museum, Chino, CA. Under restoration; needs drawings for restoration of fuselage.

T2-4611 Bücker Bü 181C-5 Bestmann trainer and light transport

Previously FE-4611. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland.

T2-4612 Bücker Bü 181 Bestmann trainer and light transport

Previously FE-4612. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Salvage recommended Aug46. Scrapped at Freeman Field 1946.

T2-4613 Flettner Fl 282V-23 Kolibri reconnaissance helicopter

(Werk Nr. 280023) Previously FE-4613. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition at hangar 4, Freeman Field Aug46. Evaluated by Prewitt Aircraft Company, Wallingford, PA; flown from Benedict Airport, Booth Corners. Damaged in an accident Apr48. National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, Ohio.

T2-4614 Flettner Fl 282V-23 Kolibri reconnaissance helicopter

(Werk Nr. 280008) Previously FE-4614. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition at hangar 4, Freeman Field Aug46. Evaluated by Prewitt Aircraft Company, Wallingford, PA; flown from Benedict Airport, Booth Corners. Used for spare parts to service FE-4613. Evaluated by Grand Central Aircraft Inc 1947. Sold 1955.

T2-4615 Doblhoff Wnf 342V-4. The world's first tip jet powered helicopter.

Previously FE-4615. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Evaluated at Wright Field 1946. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. On 9Sep46, the General Electric Company (specifically, the Thermal Power Systems Division of its General Engineering and Consulting Laboratory) was permitted by the USAAF to evaluate the Wnf 342V-4 in connection with that company's work on the power plant of the Kellett XR-17 helicopter, which would later become the Hughes XH-17. It was transported by a Fairchild C-82 to Schenectady, New York on 6Dec46, where it was tested and studied by General Electric under Army Air Force Contract. Used as a test rig for component development to aid the XH-17 program. Last reported in 1949.

T2-4616 Focke-Achelis Fa 330A Bachstelze autogyro kite

Previously FE-4616. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Sent to Eastern Rotorcraft, Pennsylvania in 1947. Smithsonian Institution. To National Air Museum storage facility at Silver Hill, Maryland. National Air and Space Museum. Restored 1975. On display in the Boeing Aviation Hangar at the Steven F. Udvar-Hazy Center, Chantilly, Virginia.

T2-4617 Focke-Achelis Fa 330A-1 Bachstelze autogyro kite

(Werk Nr. 100436) Previously FE-4617. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Displayed at the USAF Museum, Wright-Patterson AFB, Dayton, OH.

T2-4618 Focke-Achelis Fa 330A Bachstelze autogyro kite

(Wk. Nr. 100404) Previously FE-4618. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Conducted a number of flight tests at Wright Field in 1946, during which it was equipped with a wheeled landing gear and towed by a truck. However the relatively large landing gear upset the center-of-gravity and made the aircraft difficult to takeoff and land. After four successful flights the aircraft rolled on landing and sustained some damage. The aircraft was repaired and sent to MacDill AFB, FL for further testing in 1948. There it was towed behind a boat, minus the wheeled undercarriage, for consideration as an aid for US Air Force small rescue boats in spotting downed airmen in the water. Unfortunately in August 1948 the towline broke and the aircraft sank in Tampa Bay, but the pilot managed to escape. The aircraft mysteriously disappeared from where it sank and rumors state that it may have turned up in an army surplus store over twenty years later.

T2-4800 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')

Previously FE-4800. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 18Sep46. Scrapped at Park Ridge c1950.

T2-4801 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')

Previously FE-4801. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field,

Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois Sep46. Scrapped at Park Ridge c1950.

T2-4802 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')
Previously FE-4802. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Scrapped at Park Ridge c1950.

T2-N4803 Nakajima C6N1-S Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
(MSN 4161) Previously FE-N4803. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Set aside for proposed national aviation museum. Flown to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 22Aug46. Transferred to the Smithsonian Institution 1949. Moved to the National Air Museum storage facility at Silver Hill, Maryland.

T2-N4804 Nakajima C6N1 Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
Previously FE-N4804. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. At Wright Field for evaluation by 1Aug46. Scrapped at Wright Field.

T2-4805 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')
Previously FE-4805. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Assigned for salvaged 1Aug46. Reported as not suitable for use as a war trophy Mar47. The fuselage nose was damaged in transit by truck from Newark Field; engines not installed. Scrapped at Middletown.

T2-4806 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')
Previously FE-4806. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Awaiting disposal 1Aug46. Scrapped at Newark.

T2-4807 Mitsubishi Ki-46-III Type 100 reconnaissance aircraft (Allied code name 'Dinah')
Previously FE-4807. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Available for release to industry for evaluation 10Mar46. In storage at Middletown 1Aug46. Middletown Air Materiel Area, Middletown, Pennsylvania. Scrapped at Middletown.

T2-4808 Nakajima C6N1 Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
Previously FE-4808. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Available for release to industry for evaluation 10Mar46. Awaiting disposal 1Aug46. Scrapped at Newark.

T2-4809 Nakajima C6N1 Saiun carrier-based reconnaissance aircraft (Allied code name 'Myrt')
Previously FE-4809. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Available for release to industry for evaluation 10Mar46. Allotted to USAAF recruiting Jul46. In storage at Middletown 1Aug46. Set aside for proposed USAAF aviation museum Sep46. Scrapped at Middletown.

T2-4810 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')
Previously FE-4810. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Awaiting disposal 1Aug46. Scrapped at Newark 1946.

T2-4811 Kyushu Q1W1 patrol bomber (Allied code name 'Lorna')
Previously FE-4811. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Awaiting disposal 1Aug46. Scrapped at Newark 1946.

T2-4812 Mitsubishi Ki-46-IV Type 100 (Allied code name 'Dinah')
Previously FE-4812. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. In storage at Middletown 1Aug46. Scrapped at Middletown.

T2-5004 DFS 108-14 Schulgleiter 38
Previously FE-5004. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed USAAF aviation museum. Dismantled and moved to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland.

T2-5005 DFS 108-14 Schulgleiter 38
Previously FE-5005. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Last reported at Wright Field, Dayton, OH 1948. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland.

T2-5038 Focke-Achelis Fa 330A Bachstelze autogyro kite
Previously FE-5038. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Bailed to California Aero Inc., Glendale, CA 15Oct47. Delivered to the Cal-Aero Technical Institute, Grand Central Airport, Glendale, CA 2Jan48. To have been used in developing a powered development, the XBK-1 Kite. Not proceeded with. Subsequent fate is unknown.

T2-5039 Horten Ho IIIIf swept-wing sailplane without fuselage or tail. Fitted with a flat-prone couch for the pilot.
(Werk Nr. 32) Previously FE-5039. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Inexplicably, ATI lost interest and declared "the Horten Tailless Gliders are of no value to us," according to the "Weekly Activity Report - Technical Intelligence - Week Ending 26 June 1945." The Ho III f and Ho III h vanished into an historical black hole for the next two years. The story resumes on October 22, 1947, when Stanley A. Hall wrote a report called "Horten Tailless Sailplanes." Hall explained that the US Air Force loaned the Horten III f, III h, and VI V2 to the Northrop Aeronautical Institute, across the road from the Northrop Aircraft Company in Hawthorne, California. This loan answered a "joint petition of Northrop Aircraft Inc., and the Southern California Soaring Association [SCSA]." The two organizations wanted the sailplanes "for purposes of inspection by West Coast engineers who, in interests of the development of all-wing aircraft, sought for evidence of similarity between the design practices of American and German engineers". Northrop personnel planned to test-fly the two Horten III gliders but they arrived "damaged beyond reasonable repair [and] too badly damaged to make photography worthwhile." Despite their condition, a throng of aeronautical professionals turned out to inspect them. Among the curious crowds were Northrop engineers and students of the Northrop Aeronautical Institute, members of the Society of Automotive Engineers and the Institute of Aeronautical Sciences. Many SCSA members turned out too, including engineers from Douglas, North American, Lockheed, and Consolidated. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. In January 1994, NASM shipped the Horten glider collection (H II L, III f, III h, and the VI V2) to the Museum für Verkehr und Technik Berlin, later renamed the Deutsches Technikmuseum (DTM), and that museum worked to restore and preserve these artifacts until 2004. On display in the Boeing Aviation Hangar at the Steven F. Udvar-Hazy

Center, Chantilly, VA.

T2-5040 Horten Ho VI V2 swept-wing sailplane without fuselage or tail.

(Werk Nr. 34) Previously FE-5040. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Inexplicably, ATI lost interest and declared "the Horten Tailless Gliders are of no value to us," according to the "Weekly Activity Report - Technical Intelligence - Week Ending 26 June 1945." The Ho III f and Ho III h vanished into an historical black hole for the next two years. The story resumes on October 22, 1947, when Stanley A. Hall wrote a report called "Horten Tailless Sailplanes." Hall explained that the US Air Force loaned the Horten III f, III h, and VI V2 to the Northrop Aeronautical Institute, across the road from the Northrop Aircraft Company in Hawthorne, California. This loan answered a "joint petition of Northrop Aircraft Inc., and the Southern California Soaring Association [SCSA]." The two organizations wanted the sailplanes "for purposes of inspection by West Coast engineers who, in interests of the development of all-wing aircraft, sought for evidence of similarity between the design practices of American and German engineers". Northrop personnel planned to test-fly the two Horten III gliders but they arrived "damaged beyond reasonable repair [and] too badly damaged to make photography worthwhile." Despite their condition, a throng of aeronautical professionals turned out to inspect them. Among the curious crowds were Northrop engineers and students of the Northrop Aeronautical Institute, members of the Society of Automotive Engineers and the Institute of Aeronautical Sciences. Many SCSA members turned out too, including engineers from Douglas, North American, Lockheed, and Consolidated. Much attention fell on the Horten VI V2. The sailplane was intact and in fair condition and Northrop considered flying it but decided not to because of safety issues. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. In January 1994, NASM shipped the Horten glider collection (H II L, III f, III h, and the VI V2) to the Museum für Verkehr und Technik Berlin, later renamed the Deutsches Technikmuseum (DTM), and that museum worked to restore and preserve these artifacts until 2004. On display in the Boeing Aviation Hangar at the Steven F. Udvar-Hazy Center, Chantilly, VA.

T2-5041 Horten Ho IIIh swept-wing sailplane without fuselage or tail.

(Werk Nr. 31) Previously FE-5041. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Inexplicably, ATI lost interest and declared "the Horten Tailless Gliders are of no value to us," according to the "Weekly Activity Report - Technical Intelligence - Week Ending 26 June 1945." The Ho III f and Ho III h vanished into an historical black hole for the next two years. The story resumes on October 22, 1947, when Stanley A. Hall wrote a report called "Horten Tailless Sailplanes." Hall explained that the US Air Force loaned the Horten III f, III h, and VI V2 to the Northrop Aeronautical Institute, across the road from the Northrop Aircraft Company in Hawthorne, California. This loan answered a "joint petition of Northrop Aircraft Inc., and the Southern California Soaring Association [SCSA]." The two organizations wanted the sailplanes "for purposes of inspection by West Coast engineers who, in interests of the development of all-wing aircraft, sought for evidence of similarity between the design practices of American and German engineers". Northrop personnel planned to test-fly the two Horten III gliders but they arrived "damaged beyond reasonable repair [and] too badly damaged to make photography worthwhile." Despite their condition, a throng of aeronautical professionals turned out to inspect them. Among the curious crowds were Northrop engineers and students of the Northrop Aeronautical Institute, members of the Society of Automotive Engineers and the Institute of Aeronautical Sciences. Many SCSA members turned out too, including engineers from Douglas, North American, Lockheed, and Consolidated. Set aside for proposed national aviation museum. Transferred to the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution 1May49. Moved to the National Air Museum storage facility at Silver Hill, Maryland. In storage by the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland. In January 1994, NASM shipped the Horten glider collection (H II L, III f, III h, and the VI V2) to the Museum für Verkehr und Technik Berlin, later renamed the Deutsches Technikmuseum (DTM), and that museum worked to restore and preserve these artifacts until 2004. On display in the Boeing Aviation Hangar at the Steven F. Udvar-Hazy Center, Chantilly, VA.

T2-6430 Nakajima Ki-43-II-Otsu Hayabusa (Allied code name 'Oscar')

(MSN 6430) Previously FE-6430. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Available for release to industry for evaluation 10Mar46. NAS Anacostia, MD May46. Moved into storage at the aircraft storage area, 803rd Specialized Depot, Orchard Place Airport, Park Ridge, Illinois 22Jul46. From 1950 until 1957 it stood displayed at Kirtland AFB, New Mexico. In 1958 it was donated to the National Air Museum and was refurbished by the Wisconsin Air National Guard, painted in the markings of the Sentai Hombu (Headquarter Unit) of the 63rd Sentai with 13 on the tail and a white fuselage band. (The 63rd Sentai was one of four Sentai flying Oscars at Hollandia). Exhibited at the EAA Museum in Hales Corner, Milwaukee, Wisconsin 1970. Later at the EAA AirVenture Museum in Oshkosh, Wisconsin to 2003. Loaned to the Museum of Flight in Seattle, Washington 2004 to 2008. Displayed at the Pima Air and Space Museum, Tucson, Arizona.

The following aircraft are known to have been captured by the USAAF/USAF. Some were shipped to the USA for evaluation but do not appear to have been allocated Foreign Equipment serials. Other were retained in theater, many painted in USAAF colors, some of which were operated by their captors.

Bachem Ba 349B Natter

This rocket powered aircraft launched vertically, along a rail. It was made so that when the flight was over, the pilot bailed out and the aircraft parachuted back to earth.

T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Awaiting disposition on the ramp at Freeman Field Aug46.

Bücker Bü 131B Jungmann trainer

Salvaged by a USAAF pilot from a dump near Berlin. Flown to Paris, France. Shipped to the USA. Registered as NX372; cancelled. Damaged beyond repair 1947.

Bücker Bü 181 Bestmann trainer and light transport

Captured at Nürnberg -Roth. Salvaged by a USAAF Sergeant and hidden in a wheat field when instructed to destroy the aircraft. Handed over to one of Watson's Whizzers and flown to Salzburg, Austria. Later flown to RAF Biggin Hill, Kent. Returned to Germany and used as a hack. Destroyed when flown into a power line south of Munich.

Darmstadt-München DM-1 / Lippisch DM-1 delta glider

Aerodynamic test vehicle for the Lippisch P 13 ramjet fighter. The DM1 was built as a single-seat glider from steel-tubing, plywood and bakelite impregnated plywood, with a cockpit in the extreme nose of the junction of the triangular mainplanes and fin. Launching the DM1 was to be by piggy-back or aero-tow. Captured at the DFS test facility at Prien, Germany. After occupation by US Troops in May 1945, work continued at the DM1 on behalf of the US military government, with General Patton and Charles Lindbergh visiting Prien to see the project. Completed in early November 1945, the DM1 was shipped in a wooden box from Rotterdam, Netherlands to the USA on the Liberty ship SS King Hathaway,

arriving Boston, Massachusetts 19Jan46. Langley Field, Virginia. The flow behaviour of the DM1 was examined in the National Advisory Committee for Aeronautics full-size wind tunnel. While at Langley, the DM1 underwent significant changes. The original design used airfoils of very thick section, especially the vertical stabilizer, which ran all the way to the nose of the aircraft and served double duty as the cockpit. For high speed flight, thicker airfoils are known to have very high drag, which proved to be true on the DM1. The design was progressively modified in an effort to lower drag. One of the first changes was to remove the large vertical stabilizer and replace it with one of much smaller size in a more conventional layout, and adding a normal cockpit canopy taken from a Lockheed P-80 Shooting Star. Further work introduced sharp extensions along the leading edge of the wing, which had the side-effect of showing periodic generation of very large vortexes over the wing. The significance of this effect would not be fully understood until the 1950s. The DM1 influenced design of the Convair delta fighters such as XP-92, XF-92A, XFV, F2Y, F-102 and F-106. After completion of testing the DM1 was transferred to the Smithsonian Institution. Displayed at the USAF Museum, Wright-Patterson AFB, Dayton, OH 1950s. In storage by the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland.

Deutsche Forschungsanstalt Für Segelflug DFS 228 V1 rocket-powered high-altitude reconnaissance aircraft
Registered as D-ZBFQ. Surrendered to US troops at Ainring, Germany. Shipped to US ATIU at Nellingen, near Stuttgart 18Jun45. Loaned to Royal Aircraft Establishment (RAE), Farnborough by 14Jun46. Noted in the scrap area at Farnborough Mar47. Slingsby Sailplanes, Ltd, Kirkbymoorside, Yorkshire prior to shipment to USA. No evidence that the aircraft was shipped to USA.

DFS 108-49 Grunau Baby II B-2 single-seat sailplane
(Werk Nr. 031014) Built by Flugzeugbau Petera GmbH, 1944. Shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Damaged during shipment to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Registered c1953 as N9070H to the Pennsylvania Glider Council, PA. Rebuilt and first flown at Davis-Edwards Airport, Long Island 12Jul57. Registration current [Dec18].

Dornier Do 217N-1 night-fighter
Geschwaderkennung SO+QY. Captured by the USAAF in May 1945.

Dornier Do 335A-1 Pfeil
(Werk Nr. 240121) Assembled at Dornier's plant in Oberpfaffenhofen, Germany, this aircraft was captured by American forces at the plant on 22Apr45. Flown to Neubiberg under US control. Transferred 7Sep45 to the RAF as AM225. Flown via Strasbourg to Reims, France 7Sep45. Became unserviceable, later flown to Merville, France 13Dec45. Force landed on arrival at Merville with nose landing gear retracted. Scrapped at Merville

Dornier Do 335A-12 Pfeil two-seat trainer
(Werk Nr. 240112) Assembled at Dornier's plant in Oberpfaffenhofen, Germany, this aircraft was captured by American forces at the plant on 22Apr45. The Royal Air Force traded 15 Focke-Wulf Fw 190 single engine fighters to the USAAF for this aircraft. Flown to Neubiberg under US control. Transferred 7Sep45 to the RAF as AM223. Flown via Strasbourg to Reims, France 7Sep45. Flown via RAF Manston, Kent, to Royal Aircraft Establishment (RAE), Farnborough 8Sep45. Displayed at the German Aircraft Exhibition, Farnborough 29Oct-9Nov45. Crashed after the rear engine overheated and caught fire at Cove, near Farnborough [1KIS].

Fiat G 50 Freccia fighter
Captured by the Royal Air Force and flown by an unknown unit. Transferred to 87th Fighter Squadron, 79th Fighter Group, Castel Benito, Tripoli, Libya Feb43. During engine ground runs, the aircraft ran away and collided with a Curtiss P-40. Not repaired.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Displayed at Freeman Field late in 1945.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. On display at the US Army Air Defense Artillery Museum, Fort Sill, Oklahoma.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. On display outside at the southwest corner of the Putnam County Courthouse in Greencastle, Indiana.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. Smithsonian Institution. On display at the National Air and Space Museum, Washington, DC.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. On display at the Air Zoo in Portage, Michigan.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. On display at the Kansas Cosmosphere and Space Center, Hutchinson, Kansas.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. On display at the Pima Air and Space Museum, Tucson, Arizona.

Fieseler Fi 103 (FZG 76) V-1 flying bomb
Captured on the production line at Dannenberg, Germany. Shipped to the USA. On display at the Flying Heritage Collection, Paine Field, Everett, Washington.

Fieseler Fi 103R Re IV Reichenberg pilot-guided suicide fighter
Captured on the production line at Dannenberg, Germany. Shipped to the USA. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Displayed at Freeman Field late in 1945.

Fieseler Fi 103R Re IV Reichenberg pilot-guided suicide fighter
Captured on the production line at Dannenberg, Germany. Shipped to the USA. On display at the Flying Heritage Collection, Paine Field, Everett, Washington.

C92 Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Recorded on 31May45.

C903 Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged 9Aug45.

C5904 Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Excluded from inventory 31Dec45.

C5905 Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Excluded from inventory 31Dec45.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged by Watson's Whizzers near Halle, Germany May45. Flown to Meresburg and used as a hack.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged by Watson's Whizzers near Halle, Germany May45. Flown to Meresburg and used as a hack.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged by Watson's Whizzers near Halle, Germany May45. Flown to Meresburg and used as a hack.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged by Watson's Whizzers near Halle, Germany May45. Flown to Meresburg and used as a hack.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged by Watson's Whizzers near Halle, Germany May45. Flown to Meresburg and used as a hack.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged by Watson's Whizzers near Halle, Germany May45. Flown to Meresburg and used as a hack.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Salvaged by Watson's Whizzers near Halle, Germany May45. Flown to Meresburg and used as a hack.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
USAAF markings, coded 6*3/4.

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
(Werk Nr 4642) Geschwaderkennung KF+XL. Fantasy of Flight Museum, Polk City, Florida. Registered as N156FS; current [Dec18].

Fieseler Fi 156 Storch, STOL reconnaissance aircraft
Built by Morane-Saulnier as a MS 500. Captured on the production line at Puteaux, near Paris, France 1944.
Presented to General Dwight D. Eisenhower for personal use. May have been the aircraft at Andrews Field, MD held in flyable condition. Set aside for proposed USAAF aviation museum. Fate not known.

Focke-Achgelis Fa 223E Drache, transport helicopter
V-14 prototype. Geschwaderkennung DM+SR. Delivered to Transportstaffel 40 (TS/40), Mühldorf, Bavaria, Germany 16Apr45.
Surrendered at Ainring, Germany 9May45. Ferried to Munich-Riem 11May45, Riem to Leipheim and on to the US ATIU at Nellingen, near Stuttgart 13May45, Nellingen to Villacoublay-Velizy 15Jun45. Flown to Querqueville (A-23), Cherbourg, France 16Jun45. Operation Seahorse. Not loaded and returned to Villacoublay 20Jun45. Transferred to the British 29Jun45. Assigned as AM233. Flown Villacoublay to Le Havre/Octeville 4Sep45, continuing to Airborne Forces Experimental Establishment, Beaulieu, Hampshire via Abbeville, France and Lympne, Kent 6Sep45. Reserialled 28Sep45 as VM479. Crashed at Beaulieu 40Oct45 with failure of the rotor drive transmission system.

Focke-Achgelis Fa 223E Drache, transport helicopter
(Werk Nr 0051) Transportstaffel 40 (TS/40), Mühldorf, Bavaria, Germany. Captured at Ainring, Germany.
US ATIU at Nellingen, near Stuttgart. Suffered a technical failure during a ferry flight from Nellingen, near Stuttgart to Kassel 23May45. Force landed near Heilbronn with a rotor problem and later dismantled. Shipped to the USA. Not flown but components evaluated by Prewitt Aircraft Company, Wallingford, PA.

CA3 Focke-Wulf Fw 190
Written off 1Nov45.

CA11 Focke-Wulf Fw 190
Salvaged 16Jul45.

CA45 Focke-Wulf Fw 190
Salvaged 16Jul45.

1-1-45 Focke-Wulf Fw 190F
(Werk Nr. 681497) Coded White 11 of 5.II/JG 4. This aircraft was flown during Operation Bodenplatte and damaged by flak during the attack over St. Trond airfield, Belgium 1Jan45. The engine died and the pilot had to make an emergency landing. The aircraft was captured by the 404th Fighter Group and painted overall bright orange-red to distinguish it from enemy Focke-Wulf Fw 190s. The aircraft was given serial 1-1-45 with code 00*L. It appears that the aircraft was never flown and was left behind when the 404th Fighter Group left St-Trond.

Focke-Wulf Fw 190A-8
SG 4. Captured and operated by the 356th Fighter Squadron, 354th Fighter Group, Meurthe-et-Moselle, France.

Focke-Wulf Fw 190
Code 'I'. Possibly captured in Italy c1943. Noted in USAAF markings.

Focke-Wulf Fw 190
(Werk Nr 181550) Code 'B'. Captured in North Africa by ground crew of the 85th Fighter Squadron, 79th Fighter Group, Twelfth Air Force.

Focke-Wulf Fw 190A-5
Captured at Gerbini, Catania, Sicily Aug43 and made airworthy by ground crew of the 85th Fighter Squadron, 79th Fighter Group, Twelfth Air Force. To avoid any possibility of the aircraft being taken to be the enemy, the aircraft was painted overall red with yellow wings and red wingtips as well as a yellow fuselage band and horizontal stabilizer. It carried USAAF markings as well as the flying skull emblem of the 85th Fighter Squadron. Named 'Jones Flying Circus'. Flown from Foggia ? 3/Salsola to Bari, Italy for shipment to the USA 20Nov44.

Focke-Wulf Fw 190A-5
Captured in Sicily by the USAAF. This aircraft was painted by the 325th Fighter Squadron with a bright red cowl and red, white and blue stripes on the tail fin and an American star over an orange square on the fuselage. The plane was grounded with worn out tires. Later, several pilots tried to start the aircraft, but during taxiing the canopy fell off and the plane was eventually abandoned.

Focke-Wulf Fw 190F

Captured at Nürnberg-Roth, Germany. Crashed landing at Nürnberg-Roth Jun45; with a defective propeller mechanism leaking oil over the windshield, the pilot was unable to see ahead and inadvertently landed on a row of oil drums marking out the cleared runway.

Focke-Wulf Fw 190F

Captured at Nürnberg-Roth, Germany. Flown via St Dizier and Villacoublay to Querqueville (A-23), Cherbourg, France for shipment to USA. Crashed landing en route at Villacoublay when the German pilot forgot to lower the landing gear Jun45.

Focke-Wulf Fw 190F

Captured at Nürnberg-Roth, Germany. Watson's Whizzers. When attempting to check the landing gear operation during servicing, a booby trap blew off a wing.

Focke-Wulf Fw 190F-9/R1

(Werk Nr 347763) Flown from Germany to Boxted, England May45. Operated by 56th Fighter Group, Eighth Air Force. WFU after the engine seized.

Focke-Wulf Ta 154a night fighter

Captured in damaged condition at Lage, Germany, by the 54th Air Disarmament Squadron. Shipped to the French port of Cherbourg. Operation Seahorse. Shipped to the USA on the Liberty ship SS Richard J Gatling 12Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey. Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Fate unknown.

Heinkel He 111

Flown in and surrendered at Nürnberg-Roth 8May45. Flown by Watson's Whizzers to Boxted, Essex 8Jun45 for a pilot to keep a dental appointment with his previous unit, the 56th FG. Believe stripped at Boxted for souvenirs.

Heinkel He 111H-20/R1

(Werk Nr. 701152) Built 1944 as a H-20/R1 variant to carry sixteen paratroops and three crew. Geschwaderkennung NT+SL. Captured in the Munich area of Germany. 54th Air Disarmament Squadron. Flown by Watson's Whizzers to Querqueville (A-23), Cherbourg, France from where it was to be shipped to the United States aboard the Royal Navy escort carrier HMS Reaper. Not loaded due to lack of space. Flown by the 56th Fighter Group, 8th Air Force from Cherbourg to Boxted, Essex 2Jul45 [the 56th FG had been aiding Colonel Watson in his collecting]. Painted in the same colour scheme as that of the Thunderbolts of the 61st Fighter Squadron of the 56th Fighter Group with squadron code 'HV'. A logo on the fuselage is the letter W inside a C inside an O from the initials of Major J. Carter of the 61st Fighter Squadron, Major Williamson of the 62nd Fighter Squadron and Captain Ordway, Engineer Officer of the 61st Fighter Squadron. Displayed at Open Day events at several US bases 1Aug45. Due to the impending return of 56th FG personnel to the USA the Heinkel was flown to RAF North Weald, part of a ploy to avoid its scrapping. Transferred to Royal Air Force and flown to Heston 14Oct45. Flown from Heston to Farnborough 3Nov45 for inclusion in the German Aircraft Display in the RAE display; the aircraft's last flight. Selected for museum use May47. Stored at ? 47 Maintenance Unit, RAF Sealand, Flintshire May47, later to RAF Stanmore Park then RAF Wroughton 1955. Moved to RAF Fulbeck for further storage 1958 then RAF Biggin Hill by 1960. To RAF Henlow for possible use in 'Battle of Britain' film ground shots May67. Storage at RAF St Athan, Wales Jul68. Allotted RAF Maintenance Serial 8471M on 13Feb76. Battle of Britain Museum, Hendon May78. Exhibited in the RAF Museum at Hendon, London.

Heinkel He 162

'27'. Damaged at the end of the war. Captured by American forces in North Africa; noted at Castel Benito, Tripoli, Libya.

56

Heinkel He 177A-5 Grief

(Werk Nr. 550256) Geschwaderkennung GP+RZ. Surrendered to the French Resistance at Toulouse-Blagnac, France Sep44. Overhauled by SNCASE at Toulouse and test flown 28Nov44 by Col Watson. Ferried to Villacoublay 28Nov44. 10th Depot Repair Squadron. Flown to RAE Farnborough, England 14Jan45. To Bovington 19Jan45. Flown to Paris-Orly 9Feb45 on first leg of intended delivery flight to USA. Delayed by the need for an engine change, when the aircraft attempted to take off a tire burst, the aircraft ground looped, breaking the fuselage into two, and was damaged beyond repair 28Feb45.

Junkers Ju 87 Stuka dive-bomber.

Geschwaderkennung S7+EP. Captured in North Africa, 1943.

Junkers Ju 87 Stuka dive-bomber.

Surrendered at Nürnberg-Roth 8May45. Intended to be flown by General Quesada, CO of the P-51 Group at the field. The Stuka was still loaded with bombs which had been booby trapped. When the P-51 unit mechanics attempted to lower one of the bombs, it exploded, destroying the aircraft.

Junkers Ju 87R2/Trop Stuka, dive-bomber.

(Werk Nr. 5954) Abandoned in North Africa and found by British forces in 1941. Donated by the British government and sent to the USA during the war. Not flown by USAAF because of engine damage. It was fully restored in 1974 by the EAA of Wisconsin. On display in the Chicago Museum of Science and Industry, Illinois.

Junkers Ju 188A

(Werk Nr. 0590) Geschwaderkennung F8+CM, KG 40. Captured at Bolzano, Italy. Flown to Florence for intended shipment to the USA. Fate not known.

C901

Klemm Kl 35 sporting and training aeroplane
Salvaged 14Apr45.

Lioré-et-Olivier LeO 451T medium bomber

Geschwaderkennung OK+ZD. Captured in Sicily 1943. Flown by the 57th Fighter Group, Twelfth Air Force.

357

Macchi C.200 Saetta fighter

Delivered to the Regia Aeronautica. Captured in Italy. Painted with USAAF star and RAF fin flash.

Macchi C.200 Saetta fighter

Delivered to the Regia Aeronautica as MM 8146. 372a Squadriglia, Italy. 165a Squadriglia, North Africa Nov42. Abandoned at Benghazi, Libya following the battle of El Alamein. It appears that it remained in its 372a Squadriglia markings. Captured by British forces. Shipped to the USA. Exhibited around the country to sell War Bonds. Donated to the city of Worcester, MA late 1940s to be exhibited in a fair. Subsequently it was bought by Mr. Garganico, who exhibited it in the childrens playground at his Princeton Auto Museum, Oxford MA. Bradley Air Museum, Windsor Locks, CT Nov65. New England Air Museum, Bradley, CT 1983. Sold in 1989 to

Jeet Mahal, Vancouver, BC, Canada. He shipped the aircraft on 4Dec89 to Venego, Italy, to be restored by a team from Aeromacchi (the original builder), who rolled out the aircraft two years later on 12Dec91. US Air Force Museum, Wright-Patterson AFB, Dayton, OH Oct92. Displayed in the WWII Gallery at the National Museum of the United States Air Force.

GA-2 Messerschmitt Bf 108B-1 Taifun trainer and light transport
(Werk Nr. 8378) Overhauled at Villacoublay by 23Mar45. Used as a communications aircraft by Air Technical Intelligence teams. Flown to Quereville (A-23), Cherbourg, France. Operation Seahorse. Shipped to the USA on the Royal Navy escort carrier HMS Reaper 19Jul45 arriving at the Military Ocean Terminal, Bayonne, New Jersey 31Jul45. Barged to Atlantic Overseas Air Materiel Center, Newark Field, NJ. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 1Aug45. Assigned FE-4610.

Messerschmitt Bf 108 Taifun trainer and light transport
Salvaged by Watson's Whizzers at Meresburg, Germany and used as a hack.

Messerschmitt Bf 108 Taifun trainer and light transport
Transferred from USAAF to Royal Air Force. In Egypt 10Jan46 with MEDME as ? 4.

Messerschmitt Bf 109E-4/N
(Werk Nr 1190) Manufactured by Erla Maschinewerk at Leipzig 18Sep39 as a Bf 109E-3; modified to E-4/N. 'White 4' of II./JG 26, Marquise-Est, France. Shot down by a Royal Air Force Spitfire of ? 92 Squadron over Beachy Head during the Battle of Britain and crash landed in a field at East Dean, East Sussex 30Sep40. Damage to the aircraft was superficial and after on-site inspection it was decided to transport the aircraft to the Royal Aircraft Establishment at Farnborough for further assessment. Shipped to Canada, later to USA, to be displayed in damaged condition as part of the Bundles for Britain campaign which was to raise welfare donations for the civilian population in Britain. Post-war located at the Flight Research Station, Arnprior, ONT and stored. Inspected by the Canadian War Museum but rejected and sold to England 1961. After a long period in storage and several failed attempts to start restoration near Bournemouth, Dorset, it was purchased by the Imperial War Museum (IWM) in 1997 with the financial assistance of the National Heritage Memorial Fund. The Aircraft Restoration Company (ARCO) was awarded the restoration contract. After much discussion, it was decided that only the port half of the fighter is to be restored to 1940 vintage. The starboard side would remain in its current condition complete with the markings and graffiti acquired during its wartime tour of the US and Canada. The finished restoration was unveiled in a diorama setting at the Imperial War Museum, Duxford on 17Mar98.

AE479 Messerschmitt Bf 109E-3
(Werk Nr 1304) 'White 1' of 1./JG 76 flown by Feldwebel Karl Hier, force landed near Werth, Bas-Rhin, France and captured by the French 22Nov39. Studied and flown by the Armée de l'Air, serial 1 at the Centre d'Essais du Matériel Aérien (CEMA), Orléans-Bricy, France. Loaned by the French Government to the Royal Air Force at Amiens, France 2May40 as serial AE479. Ferried to Aeroplane and Armament Experimental Establishment (A&AEE), Boscombe Down, England 3May40. Royal Aircraft Establishment (RAE), Farnborough 14May40. Air Fighting Development Unit (AFDU), Northolt, Middlesex 20Sep40. Royal Aircraft Establishment (RAE), Farnborough 20Nov40. Damaged landing at Farnborough 5Jan41; repaired using tail unit of Werk Nr 1480. Air Fighting Development Unit (AFDU), Duxford, Cambridgeshire 24Jul41. ? 1426 (Enemy Aircraft) Flight, Duxford, Cambridgeshire 11Dec41. Transferred to the USAAF Jan42. Flown to ? 47 Maintenance Unit, RAF Sealand, Flintshire 28Jan42 for preparation for shipping. Shipped to the United States on board the SS Drammesfjord departing London 7Apr42. Foreign Equipment Unit, Engineering Division, Wright Field, Dayton, OH 14May42. First Axis aircraft to be flown at Wright Field. Damaged beyond repair in a forced landing at Cambridge, Ohio 3Nov42.

Messerschmitt Bf 109E
(Werk Nr 36313) Shot down by the Royal Air Force during the Battle of Britain 1940. ? 13 Maintenance Unit, Henlow, Bedfordshire. Transferred to the USAAF Jan42. Shipped to the United States on board the SS Drammesfjord 7Apr42. Foreign Equipment Unit, Engineering Division, Wright Field, Dayton, OH 14May42.

Messerschmitt Bf 109G-14/AS
Croatian Air Force. Surrendered in Italy. Painted with an American flag.

Messerschmitt Bf 109G-6
(Werk Nr. 166133) Rumanian Air Force. Flown to Italy when the Rumanians renounced the Axis Treaty. A passenger was Lt Col Gunn who had been a POW and went to Italy to arrange repatriation of US prisoners in Rumania.

Messerschmitt Bf 109
Code '4'. 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.

Messerschmitt Bf 110
(Werk Nr. 3341) Geschwaderkennung S9+CK, SKG 210. Shot down in England during the Battle of Britain 15Aug40. Shipped to the USA 1941. Used by Vultee Aircraft Corporation for engineering analysis. Fate unknown.

Messerschmitt Bf 110D
ZG 1. Twelfth Air Force Fighter Training School, Constantine, Algeria. Used to give realistic combat training. Crash landed and WFU.

Messerschmitt Me 163 Komet
(Werk Nr. 191301) Captured in Germany. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 14Aug45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Dismantled in good condition at Freeman Field 1Sep45. Displayed to celebrate victory at the USAAF Air Forces Fair Wright Field, Dayton, Ohio 13-21Oct45.

Messerschmitt Me 163 Komet
Captured in Germany. Transferred to Meresburg, Germany, an Allied collection point for captured equipment. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 14Aug45. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Dismantled in good condition at Freeman Field 1Sep45.

Messerschmitt Me 262A-1a
Captured at Giebelstadt without an engine. Dismantled and freighted in a Curtiss C-46 Commando to Bovingdon, Hertfordshire. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH 21May45.

Messerschmitt Me 262A

Dismantled and shipped on German submarine U-234 bound for Japan, departing Kristiansand, Norway 15Apr45. When Germany capitulated, the U-boat was in mid-Atlantic. The captain chose to surrender to the Americans, surfaced and headed west. After a rendezvous with the US destroyer Sutton, it was escorted into Portsmouth, MA 17May45. The fate of the Me 262 is unknown.

Messerschmitt Me 410A Hornisse

(Werk Nr 263) Geschwaderkennung 2N+HT, ZG 76. Captured by ? 601 Squadron, Royal Air Force. Transferred to USAAF 12th Bombardment Group at Gerbini, Catania, Sicily Sep43. Crashed attempting to takeoff on its first flight for the 12th BG on 10Oct43, killing the 12th BG Operations Officer.

Messerschmitt P.1101 single-seat, single-jet fighter project

The Me P.1101 V1 was about 80% complete when the Oberammergau complex was discovered by American troops on 29Apr45. A few days before the allies were 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. 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. 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. Air Technical Service Command, Wright Field, Dayton, OH. 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 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. 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. Sometime in the early 1950s, the remainder of the Messerschmitt Me P.1101 V1 was scrapped.

Nagler-Rolz NR 54 V2 Tornistergeraet (Portable Equipment) helicopter

A folding man-portable helicopter. Surrendered by the designer to British forces at his home at Zell-am-See, Austria. Transferred to the USAAF. Shipped to the USA. Foreign Equipment Branch, Technical Data Laboratory, Air Technical Service Command, Wright Field, Dayton, OH. Foreign Evaluation Center, Air Technical Service Command, Freeman Field, Seymour, IN. Set aside for proposed USAAF aviation museum. Dismantled and moved to the aircraft storage area, 803rd Special Depot at Orchard Place Airport, Park Ridge, Illinois. Transferred to the Smithsonian Institution. Displayed at USAF Museum, Wright-Patterson AFB, Dayton, OH 1950s. Moved to the National Air Museum storage facility at Silver Hill, Maryland.

Savoia Marchetti SM 79 Sparviero three-engined medium bomber

Delivered to the Regia Aeronautica as MM 21750. Captured at Gerbini, Catania, Sicily Aug43 by 79th Fighter Group, Twelfth Air Force. Flown to Palagonia, Catania, Sicily 10Sep43 by the Group's Operations Officer.

Savoia Marchetti SM 79 Sparviero three-engined medium bomber

Delivered to the Regia Aeronautica as MM 22174. Captured by ? 145 Squadron Royal Air Force at Castel Benito, Tripoli, Libya 8Feb43. Coded 'ZX'; named 'Gremlin HQ'. Used extensively as a communications hack. Transferred to a local USAAF unit but destroyed by fire before it could be flown.

Savoia Marchetti SM 82 Canguro three-engined bomber/transport

Delivered to the Regia Aeronautica as MM 60317. Noted in non-flyable condition at Patterson Field, Dayton, OH 1944. To Reconstruction Finance Corporation 26Oct44.

Siebel Si 204 light transport

Salvaged by Watson's Whizzers for use as a hack. Sabotaged before it could be flown to Meresburg.

51-224 Societa Industrie Meccaniche Aeronautiche Navali (SAIMAN) 200 two-seat primary trainer
Captured at Ponte Olivio, Sicily Aug43. Painted with USAAF star and bars. Named 'Patches'.

Tachikawa Ki-9 intermediate training aircraft (Allied code name 'Spruce')
Noted in USAAF markings at Pusan-West [K-1], South Korea in 1951. South Korean Air Force.

Post-war US Navy Trials BuNos allocated to captured Luftwaffe types for testing by the Flight Test Division, NAS Patuxent River, MD.

- 121441 Messerschmitt Me 262B-1b two-seat trainer
Captured Luftwaffe aircraft.
(Werk Nr. 110165. US Navy Flight Test Division, NAS Patuxent River, MD Dec45. Not flown for evaluation by US Navy.
- 121442 Messerschmitt Me 262A-1a
Captured Luftwaffe aircraft.
Previously Watson Whizzer 111. US Navy Flight Test Division, NAS Patuxent River, MD Dec45.
- 121443 Messerschmitt Me 262A
Captured Luftwaffe aircraft.
Previously FE108 (ntu). Tactical Test Division, NAS Patuxent River, MD.
- 121444 Messerschmitt Me 262A
Captured Luftwaffe aircraft.
(Werk Nr. 111367) Previously Watson Whizzer 333. US Navy Flight Test Division, NAS Patuxent River, MD Dec45. A&T Division, NAS Patuxent River, MD 21Jun46.
- 121445 Arado Ar234B
Captured Luftwaffe aircraft.
Previously Watson Whizzer 202. Flown from Newark Field, NJ to NAS Patuxent River, MD. US Navy Flight Test Division, NAS Patuxent River, MD.
- 121446 Arado Ar234B
Captured Luftwaffe aircraft.
Previously Watson Whizzer 303. US Navy Flight Test Division, NAS Patuxent River, MD.
- 121447 Dornier Do 335A-02
Captured Luftwaffe aircraft.

(Werk Nr. 240102) Previously FE-1013. US Navy Flight Test Division, NAS Patuxent River, MD Dec45.
 121448 Messerschmitt Me 262B-1a two-seat trainer
 Captured Luftwaffe aircraft.
 (Werk Nr. 110639) Previously Watson Whizzer 555. US Navy Flight Test Division, NAS Patuxent River, MD Dec45.

The following aircraft were shipped by the US Navy to the USA for evaluation. None appear to have been allocated BuAer or Foreign Equipment serials. The serials quoted below are likely to have been shipment loading numbers, some prefixed with the letters 'A' & 'N'.

A3 Aichi M6A1-K Nanzan special attack training bomber
 The Nanzan was surrendered to an US Navy occupation force in Japan. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. NAS Patuxent River, MD for evaluation.
 NAS Seattle Oct46 for storage. Scrapped at Seattle.

14 Mitsubishi A6M5 Model 52 (Allied code name 'Zeke')
 Captured at Yatabe. Shipped to the USA. NAS Patuxent River, MD. NAS Willow Grove, PA 4Dec46. Fate not known.

19 Kawanishi N1K2-J Shiden Kai (Allied code name 'George')
 NAS Patuxent River, MD. Naval Proving Ground, Dahlgren, VA 11Oct46.

20 Kawanishi N1K2-J Shiden Kai (Allied code name 'George')
 NAS Patuxent River, MD. Naval Proving Ground, Dahlgren, VA 11Oct46.

21 Mitsubishi A6M5 Model 52 (Allied code name 'Zeke')
 NAS Patuxent River, MD. NAS New Orleans, LA 23Oct46 for static display. Fate not known.

22 Kugisho D4Y3 Suisei (Allied code name 'Judy')
 Captured at Nagoya. Shipped to the USA. NAS Patuxent River, MD. Naval Proving Ground, Dahlgren, VA 31Oct46.

24 Mitsubishi J8M1 Sh?sui 1 rocket-powered interceptor fighter
 NAS Patuxent River, MD. NAS Glenview, IL 30Oct46 for static display. Fate not known.

A25 Mitsubishi J8M1 Sh?sui 1 rocket-powered interceptor fighter
 NAS Patuxent River, MD. Fate not known.

26 Yokosuka D4Y4 Susei special attack bomber (Allied code name 'Judy')
 Captured at Nagoya. Shipped to the USA. NAS Patuxent River, MD. Naval Proving Ground, Dahlgren, VA 11Oct46.

29 Mitsubishi A6M2 Model 21 Zero-Sen (Allied code name 'Zeke')
 (MSN 5450) 361st Kokutai, coded 61-131. Found on Saipan in 1944. Shipped to the USA. National Museum of Naval Aviation, NAS Pensacola, Florida. On display in the National Naval Aviation Museum, NAS Pensacola, Florida painted as EII-140.

32 Kawanishi N1K2-J Shiden Kai (Allied code name 'George')
 Probably captured at Omura. Shipped to the USA. NAS Patuxent River, MD. NAS Willow Grove, PA 4Dec46. Fate not known.
 [this may be the same aircraft as T2-N305]

34 Kawanishi N1K2-J Shiden Kai (Allied code name 'George')
 Probably captured at Omura. Shipped to the USA. Fate not known.

40 Kawanishi N1K1 Ky?f? (Allied code name 'Rex')
 (MSN 565) Shipped to the USA. NAS Patuxent River, MD. NASD Philadelphia, Pennsylvania 7Oct46. On display at NAS Willow Grove, PA 1958. National Museum of Naval Aviation, Pensacola, Florida. Stored pending restoration 1999. National Naval Aviation Museum, NAS Pensacola, Florida.

41 Kawanishi N1K2-J Shiden Kai (Allied code name 'George')
 Captured at Himeji. Shipped to the USA. NAS Patuxent River, MD. Naval Proving Ground, Dahlgren, VA 11Oct46.

42 Yokosuka D4Y4 Susei special attack bomber (Allied code name 'Judy')
 Captured at Nagoya. Shipped to the USA. NAS Patuxent River, MD. NAS Norfolk, VA 23Oct46 for onward shipping to NAS Charleston, SC for use as a static display. Fate not known.

45 Kawanishi N1K1 Ky?f? (Allied code name 'Rex')
 Captured at Sasebo. Shipped to the USA. NAS Patuxent River, MD. Naval Shipyard Boston, MA 23Oct46 for use as a static display. Fate not known.

47 Aichi M6A Seiran submarine-launched attack floatplane
 (MSN 1600228) Surrendered to an US Navy occupation force in Japan. Ferried from Fukuyama to Yokosuka. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. NAS Patuxent River, MD for evaluation. NAS Alameda for display 31Oct46. Transferred to the Smithsonian Institution Nov62. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Restoration work on the Seiran began Jun89 and was completed Feb00. On display in the Steven F. Udvar-Hazy Center, Chantilly, Virginia.

N52 Aichi B7A2 Ryusei torpedo-dive bomber (Allied code name 'Grace')
 Captured at Kisarazu. Shipped to the USA. NAS Patuxent River, MD for evaluation. NAS Mustin Field, Pennsylvania for display 8Jan47. Fate not known.

70 Aichi E16A2 Zuun naval reconnaissance floatplane (Allied code name 'Paul')
 (MSN 816) 634th Kokutai, coded 634-16. Captured by the US Navy. Test flown by ATAIU-SEA in 1945. Shipped from Yokosuka, Japan to the USA 16Nov45 on USS Core (CVE-13) arriving NAS Alameda, California. NAS Patuxent River, MD for evaluation. NAS Norfolk, VA 8Jan47 for onward shipping to Floyd Bennett Field, New York for use as a static display. Fate not known.

A-103 Nakajima J9Y Kikka
 Shipped to the USA. NAS Patuxent River, MD. NAS North Island, San Diego, CA 18Oct46.

A-104 Nakajima J9Y Kikka
 Shipped to the USA. NAS Patuxent River, MD. NAS Willow Grove, PA 23Oct46.

108 Nakajima Ki-84 (Allied code name 'Frank')
 Captured at Utsunomiya. Shipped to the USA. NAS Patuxent River, MD. NAS Norfolk, VA 23Oct46 for onward shipment to NAS Jacksonville, FL for static display. Fate not known.

109 Nakajima Ki-84 (Allied code name 'Frank')
 Captured at Utsunomiya. Shipped to the USA. NAS Patuxent River, MD. NAS Glenview, IL 30Oct46 for static display. In poor condition and available for disposition Nov47. Fate not known.

Arado Ar 196A-5
 (Werk Nr 623167) Built by Fokker, Amsterdam, Netherlands 1944. Stammkennzeichen PO+HG. Bordfliegergruppe 196, Geschwaderkennung T3+BH. The Allies recovered two Ar 196A-5s found on board the German battlecruiser Prinz Eugen when she surrendered at Copenhagen, Denmark. When the US Navy took custody of Prinz Eugen, they were more interested in the catapult system used to launch the floatplane rather than the Ar 196A-5 but they saved the two aircraft anyway. The ship sailed to the US leaving Bremerhaven, Germany on 13Jan46 and arrived at the Philadelphia Naval Ship Yards on 3Feb46. The aircraft had only 14 hours of operational flying time and US Navy pilots added just four more hours during catapult testing and evaluation at the Naval Air Materiel Center, Philadelphia, Pennsylvania. The US Navy repainted the airplane with markings copied from a different aircraft. That floatplane was GA+DX (Werk Nr. 68967). After years in storage, the Navy transferred the airplane to the Smithsonian Institution in 1961. Stored at the National Air and Space Museum Paul E. Garber Facility, Silver Hill, Maryland.

Arado Ar 196A-5
(Werk Nr 623183) Built by Fokker, Amsterdam, Netherlands 1944. Bordfliegergruppe 196, Geschwaderkennung T3+CH. The Allies recovered two Ar 196A-5s found on board the German battlecruiser Prinz Eugen when she surrendered at Copenhagen, Denmark. When the US Navy took custody of Prinz Eugen, they were more interested in the catapult system used to launch the floatplane rather than the Ar 196A-5 but they saved the two aircraft anyway. The ship sailed to the US leaving Bremerhaven, Germany on 13Jan46 and arrived at the Philadelphia Naval Ship Yards on 3Feb46. Flight tested off the coast of Delaware. From 1949 it was stored in the open at NAS Willow Grove, Pennsylvania. Under deteriorating general conditions its identifier changed successively to TW+SH, T3+HK and GA+DX. In 1989 the aircraft was transferred to the National Museum of Naval Aviation (NMNA), later the National Naval Aviation Museum at Pensacola, Florida, being severely damaged in the process. In March 2013 the navies of the USA and Germany reached an agreement by which the aircraft was transported to Germany on loan to the Marinefliegergeschwader 3 ("Graf Zeppelin") for restoration at the Aeronauticum in Nordholz, south of Cuxhaven, Germany. For various reasons, the proposed restoration by the Aeronauticum failed. At the beginning of 2016 the commander of Marinefliegergeschwader initiated the founding of a non-profit association. The task of the Förderverein Arado 196 eV is to restore the Arado 196 at the Aeronauticum. After completion of the restoration the aircraft will go on display in Germany for an indefinite period before return back to the USA.

Messerschmitt Bf 108B-1 Taifun trainer and light transport
(Werk Nr. 2246) Built Jun40. Geschwaderkennung NF+MP. Captured by US Army in Tunisia. Repaired and used as a communications aircraft by US Navy VCS-8, El Aouina, Tunis, Tunisia; later in Sicily. Shipped to the USA. Registered 1945 as NX54208. Reregistered Sep85 as N108HP; cancelled 7Jun93 on export to Germany. In 1990 it was bought by Lufthansa and shipped to Frankfurt, then Hamburg, Germany to be restored. Registered Jun93 as D-EBEI; current [Dec18]. Used in filming the TV movie Elly Beinhorn - Alleinflug, the story of Elly Beinhorn, the first German aviator to fly around the world which made her a national hero in the 1930s.

Kawanishi H8K2 (Allied code name 'Emily')
(MSN 426) Captured by US forces at Takuma, Shikoku 1945. Coded T-31. Flown to Yokosuka 13Nov45. Shipped from Yokosuka, Japan to the USA Nov45 on USS Cumberland Sound (AV-17), arriving NAS Whidbey Island, Washington. Evaluated at NAS Patuxent River, MD and NAS Norfolk, VA. External storage NAS Chambers Field, Norfolk, Virginia 1947. Transferred to Smithsonian Institution 1962. Shipped to Tokyo, arrived 12Jul79. External display at Museum of Maritime Science, Tokyo, Japan 1979. Displayed at JMSDF Museum, Kanoya AB, Kagoshima 3Mar04.

Kawanishi N1K1 Kyofu (Allied code name 'Rex')
(MSN 514) Shipped to the USA. NAS Patuxent River, MD for evaluation 1946. NAS Norfolk, VA; stored. Transferred to the Smithsonian Institution 1972. In storage by the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland.

Kawanishi N1K1 Kyofu (Allied code name 'Rex')
(MSN 562) Shipped to the USA. NAS Norfolk, VA. Stored 1965. Transferred to the Smithsonian Institution. Moved to the National Air Museum storage facility at Silver Hill, Maryland. Loaned by the National Air and Space Museum to the Fleet Admiral Chester W. Nimitz Naval Museum, Fredericksburg, TX 12Feb76. On display until placed in storage in the early 1990s. Ownership transferred to the National Museum of Naval Aviation. Refurbished, cleaned and repainted 2009. On display at the National Museum of the Pacific War, Fredericksburg, Texas.

Kawanishi N1K1-J Shiden (Allied code name 'George')
(MSN 7287) Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45.

Kawanishi N1K1-J Shiden (Allied code name 'George')
(MSN 7317) Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45.

Kawanishi N1K2-J Shiden Kai (Allied code name 'George')
(MSN 71) Awaiting shipment from Yokosuka, Japan to the USA Oct45.

Kawanishi N1K2-J Shiden Kai (Allied code name 'George')
(MSN 533) Awaiting shipment from Yokosuka, Japan to the USA Oct45.

Kawasaki Ki-61-I Tei (Allied code name 'Tony')
This 19th Sentai aircraft (the markings of its previous unit, the 55th Sentai, were still faintly visible on the aircrafts tail while still in Japanese markings) was captured by the US Marines at Yontan airfield on Okinawa in 1945 and restored to flying status by personnel of VMF-322 and VMF-323, complete with blue fuselage, white tail, horizontal stabilizers and engine band and red spinner, rudder and elevators and US markings, becoming known as the 'Yontan Tony', 'Tony Toy' or 'Flying Toy'. The only damage done to the aircraft was one shot to the radiator. The aircraft was most likely scrapped when the Marines at Yontan and Kadena airfields ran out of Ki-61 spare parts.

Kawasaki Ki-61-Ia Hien (Allied code name 'Tony')
(MSN 5017) Found complete by US forces Sep45. This aircraft was the last remaining Tony in Japan and was put on display at Yokota Air Base, Fussa, Japan. It was initially set up on the base in Japanese markings after being captured at Yokota at the end of the war. Sometime in 1947, it was deemed offensive to American personnel and repainted in bogus USAF markings as '2210'. In 1953, the Tony was returned to the Japanese people through civilian representatives of the Japan Aeronautic Association (Nippon Kohku Kyohkai). Moved to Hibiya Park in Tokyo near the Imperial Palace for display 1953. Iruma Air Base, Saitama Prefecture, Japan. On display after restoration Nov64. Nobuo Harada/ Kawaguchiko Museum 1982. Kamikaze Museum, Chiran, Kagoshima 1987. Loaned to Kawasaki Industries, Kobe 2015. Restoration by Kawasaki completed Oct16. On Display at Kakamigahara Aerospace Science Museum, Honshu 2017. Stored dismantled pending museum renovations.

- I-10 Kugisho MX7 Model 11 Ohka (Cherry Blossom) rocket powered suicide attacker (Allied code name 'Baka')
Captured by US forces at Yontan Airfield on Okinawa 1Apr45. Shipped to the USA. On display at Yanks Air Museum, Chino, California.
- I-13 Kugisho MX7 Model 11 Ohka (Cherry Blossom) rocket powered suicide attacker (Allied code name 'Baka')
1081 Captured by US forces. Shipped to the USA. On display at US Marine Corps Museum, Quantico, Virginia.
Moved to the National Museum of the Marine Corps, Triangle, Virginia.
- I-18 Kugisho MX7 Model 11 Ohka (Cherry Blossom) rocket powered suicide attacker (Allied code name 'Baka')
(MSN 1049) Captured by US forces. Shipped to the USA for public display during War Bond drives. Displayed at Victory Air Museum, Mundelein, Illinois. On display at Planes of Fame Air Museum, Chino, California.
- I-130 Kugisho MX7 Model 11 Ohka (Cherry Blossom) rocket powered suicide attacker (Allied code name 'Baka')
Captured by US forces at Yontan Airfield on Okinawa 1Apr45. Transferred to United Kingdom. Shipped to the UK for evaluation. At the Royal Aircraft Establishment Rocket Propulsion Research Establishment, Westcott, Bucks for Apr63. RAF Cosford, Salop for display in the Aerospace Museum 1976. Allocated Instructional serial 8486M 17Feb76. On display in the Royal Air Force Museum, Cosford.

Kugisho MX7 Model 11 Ohka (Cherry Blossom) rocket powered suicide attacker (Allied code name 'Baka')
 Captured by US forces at Yontan Airfield on Okinawa 1Apr45. Transferred to United Kingdom. Shipped to the UK for evaluation. At the Science Museum, London by 1963. To the Science Museum's reserve store at Hayes, Middlesex 1982. Fleet Air Arm Museum and put on display Jun82.

BAPC159 Kugisho MX7 Model 11 Ohka (Cherry Blossom) rocket powered suicide attacker (Allied code name 'Baka')
 Captured by US forces at Yontan Airfield on Okinawa 1Apr45. Transferred to United Kingdom. Shipped to the UK for evaluation. At the Defence Ordnance Disposal School, renamed as the Defence School at Chattenden, Kent. To the Imperial War Museum, Duxford, Cambridgeshire 2011.

Kugisho MX7-K1 Kai Wakazakura (Young Cherry) suicide attack training glider (Allied code name 'Baka').
 Captured by US forces. Shipped to the USA. Rebuilt to represent a Model 11 but retaining the landing skid. On display in the World War II Gallery at the National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, OH.

Kugisho MX7-K1 Kai Wakazakura (Young Cherry) suicide attack training glider (Allied code name 'Baka').
 (MSN 5100) Captured by US forces. Shipped to the USA. US Navy Museum, Washington, DC. On display in the National Museum of the US Navy, Washington Navy Yard, Washington, DC.

Kugisho MX7-K2 Model 43 Ohka (Cherry Blossom) suicide attack trainer (Allied code name 'Baka').
 (MSN 61) Captured by US forces. Shipped to the USA. Transferred to the Smithsonian Institution 1974. In storage at the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland. Stored in poor condition and without wings.

Mitsubishi A6M Zero
 Assigned to Aslito, Saipan. On 18Jun44 it was captured, together with other Japanese aircraft, by US Marines at Aslito Field, Saipan. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44.

Mitsubishi A6M Zero
 Assigned to Aslito, Saipan. On 18Jun44 it was captured, together with other Japanese aircraft, by US Marines at Aslito Field, Saipan. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44.

Mitsubishi A6M Zero
 Assigned to Aslito, Saipan. On 18Jun44 it was captured, together with other Japanese aircraft, by US Marines at Aslito Field, Saipan. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44.

Mitsubishi A6M Zero
 Assigned to Aslito, Saipan. On 18Jun44 it was captured, together with other Japanese aircraft, by US Marines at Aslito Field, Saipan. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44.

Mitsubishi A6M Zero
 Assigned to Aslito, Saipan. On 18Jun44 it was captured, together with other Japanese aircraft, by US Marines at Aslito Field, Saipan. Shipped from the Garapan anchorage off Saipan, Mariana Islands to the USA 8Jul44 on USS Copahoe (CVE-12), arriving NAS San Diego, California, 28Jul44.

Mitsubishi J2M3 Raiden (Allied code name 'Jack')
 (MSN 3014) Captured at Atsugi. Shipped to the USA. Frank Williams Trade Technical College, Los Angeles, CA. Exhibited at Travel Town, Los Angeles, CA. Air Museum/Ed Maloney, Claremont, CA 1958. Air Museum/Ed Maloney, Ontario, CA 1965. Planes of Fame Air Museum, Chino Airport, Chino, CA 1980. Static display at Planes of Fame.

Mitsubishi J8M Shusui
 On 3Nov45, in the harbour of Yokosuka, two Mitsubishi J8M rocket fighter aircraft, captured at the Mitsubishi Nagoya plant. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. Upon arrival in the USA one went to the US Navy, the other to the USAAF. The US Navy aircraft was seen at NAS Glenview, Illinois in October 1946 but was later scrapped.

Nakajima J5N1 Tenrai experimental fighter developed from the J1N1
 Prototype. Shipped from Yokosuka, Japan to the USA 3Nov45 on USS Barnes (CVE-20), arriving Norfolk, Virginia 7Dec45. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Disposition unknown.

Nakajima J5N1 Tenrai experimental fighter developed from the J1N1
 Prototype. Shipped to the USA. T-2 Office of Air Force Intelligence, Technical Data Laboratory, Air Materiel Command, Wright Field, Dayton, OH. Middletown Air Materiel Area, Middletown, Pennsylvania. Disposition unknown.

Nakajima J9Y Kikka
 Japan's first jet-powered aircraft was developed late in the war and the first prototype had only flown once before the end of the conflict. Another prototype was almost ready for flight and American forces discovered about 25 other Kikkas inside a Nakajima factory building in various stages of assembly. This airframe was constructed for load testing, not for flight tests. Shipped to the USA. NAS Patuxent River, MD. NAS Norfolk, VA; stored. Transferred to the Smithsonian Institution 1960. Put in storage by the National Air and Space Museum at the Paul E. Garber Preservation, Restoration, and Storage Facility, Silver Hill, Maryland. On display in the Boeing Aviation Hangar at the Steven F. Udvar-Hazy Center in Chantilly, VA.

Nakajima J9Y Kikka
 Shipped to the USA.

Nakajima/Showa L2D2, license-built version of the Douglas DC-3 (Allied code name 'Tabby')
 Captured at Zamboanga, Philippines. Noted in USAAF markings in 1945.

Tachikawa Ki-106. Wooden airframe version of the Nakajima Ki-84 Hayate.
 One of three prototypes. Shipped to the USA. NAS Norfolk, VA. Fate not known.

Captured During the Cold War

2057 Mikoyan MiG-15bis (NATO code name 'Fagot')
 Surrendered at Kimpo (K-14), Seoul, South Korea 21Sep53 by a defecting North Korean pilot to claim a reward of \$100,000.

Flown to Kadena AB, Okinawa. Repainted in USAF markings with serial 616. Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Dayton, Ohio. Evaluated at Kadena. Disassembled and airlifted to Dayton Dec53. When flight testing was complete, the United States then offered to return the airplane to its rightful owners but no country claimed the plane. In Nov57 it was transferred to the USAF Museum for public exhibition. On display in the Korean Gallery at the National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, Ohio.

FU-599 Yakovlev Yak-23 jet fighter (NATO code name 'Flora')

Romanian Air Force, 135th Jet Fighter Regiment, Caransebe?. Flown to Yugoslavia by a pilot who requested political asylum as soon as he landed. The jet had all its markings removed and was put through a rigorous flight test program by the Testing and Evaluation Center (VOC), including weaponry trials (the Yak-23 had two NR-23 guns in the lower nose, 23mm caliber with 90 rounds each). Three different Yugoslav pilots 21 sorties totaling 9 hours. In October 1953, Yugoslavian authorities contacted the local CIA residence, offering the Yak for evaluation. The CIA, in its turn, called upon the Air Technical Intelligence Center (ATIC) at Wright-Patterson AFB, Dayton, OH. Thus "Project Alpha" was born. The crated Yak was airlifted by a C-124 belonging to the 4th Troop Carrier Squadron, 62nd Troop Carrier Wing based at Larson AFB, Washington; the last leg of the mission being flown from a US base near Munich to Yugoslavia at night. Three Yugoslavian personnel accompanied the dismantled Yak to Wright-Patterson AFB. The Flora was given removable USAF markings and serial FU-599. For those outside the program who asked, it was the Bell X-5 prototype. A total of 8 test flights were performed, with the first on 4Nov53 and the last on 25Nov53. After this last flight, the US markings were removed, the plane disassembled and crated for transport back to Yugoslavia. Another C-124 from the same unit was called upon to deliver the crates. Apart from the crew, 6 to 12 foreigners (almost certainly Yugoslavs) and an unidentified USAF Colonel boarded the plane at Wright Patterson. The route was the same - flying to the USAF base near Munich, then at night to Yugoslavia, where they were intercepted and led by two propeller-driven fighters. The pilot believes he landed at Pancevo, where the Yak and the foreigners disembarked.

T2-3000 Ilyushin IL-10 ground attack aircraft (NATO code name 'Beast')

Democratic People's Republic of Korea Air Force. 'Yellow 44' of the 57th Aviation Assault Regiment. Abandoned at Kimpo (K-14), Seoul, South Korea following the Inchon landings, before being captured in mid-Sep50 by the US Marines. Captured with both forward 23mm forward guns, and two 7.6 mm forward guns, also the 12.7mm rear turret MG and 4 rockets. Shipped to the USA. Cornell Aeronautical Laboratory, Buffalo, NY, arriving there on 24Jan51. Cornell fully restored the IL-10 to flying condition. Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Dayton, Ohio. Delivered to Wright-Patterson AFB 8May51. Flown eleven times between June and August 1951, during which it was involved in two accidents. On 5Jul51 the IL-10 took off for a test flight. Soon after takeoff the tower informed the pilot that his rear (gunner) canopy was open. Unable to close the rear canopy in flight the pilot chose to land so the canopy could be closed. The pilot accomplished a normal landing and taxied to the parking ramp. The pilot made a right turn to pass a North American AT-6 when the right landing gear folded up, causing major damage to the propeller, right wing, and right wheel fairing. Twelve series of retraction tests failed to reveal any malfunction of the main landing gear system. The landing gear and flap handles are identical in color and construction and located side by side on the cockpit pedestal. It is believed that while attempting to raise the flaps during post landing check the pilot inadvertently moved the landing gear control handle to the up position sufficiently to release the right landing gear down lock and allow the right gear to collapse. On 1Aug51 the IL-10 was being ground checked at Wright-Patterson AFB with water being run through the coolant radiator while the engine was idled at 1600rpm in order to reduce coolant temp subsequent to a power check. The pilot signaled for the crew chief to dismount from the left wing. The crewman was caught by the propeller blast, lost his balance, and was forced to jump from the wing injuring his left ankle, foot and leg. Flown to Phillips Field, Aberdeen Proving Grounds, MD 17Aug51. Transferred to the Terminal Ballistics Laboratory, Aberdeen Proving Grounds, MD. Subjected to vulnerability tests; these tests consisted of gunfire which would have rendered the aircraft unflyable. It was to be returned to ATIC after these tests, but would have been in barely salvageable condition.

T2-3001 Ilyushin IL-10 ground attack aircraft (NATO code name 'Beast')

Democratic People's Republic of Korea Air Force. 'Yellow 55' of the 57th Aviation Assault Regiment. Abandoned at Kimpo (K-14), Seoul, South Korea following the Inchon landings, before being captured in mid-Sep50 by the US Marines. Captured with both forward 23mm forward guns, and two 7.6 mm forward guns, also the 12.7mm rear turret MG and 4 rockets. Shipped to the USA. Cornell Aeronautical Laboratory, Buffalo, NY, arriving there on 24Jan51. Used as a spares source for the restoration of IL-10 T2-3000 to flying condition. Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Dayton, Ohio. Delivered to Wright-Patterson AFB 8May51. Stored.

T2-3002 Yakovlev Yak-9P single-engine fighter (NATO code name 'Frank')

Democratic People's Republic of Korea Air Force. Possibly Black 32. Found in airworthy condition by US Marines at Kimpo (K-14), Seoul, South Korea on 17Sep50. Shipped to the USAA for evaluation. Rebuilt by the Cornell Aeronautical Laboratory, Buffalo, NY. First flight in US 21Sep51. The aircraft accumulated 23 hours and 55 minutes of flying time in all, making it's last flight on 12Dec51. Following the conclusion of the tests, the Yak-9P was allotted to the USAF Museum in the mid-1950s. Due to lack of storage space, it was scrapped in 1958. It is alleged that the Yak was offered back to the Soviet Union as a gift by the USAF!

References:

Information from Vesto Haas and Stewart Lanham. Captured aircraft data, much of which came from War Prizes by Phil Butler, and from: captured-wings.wikia.com/wiki/
indianamilitary.org/FreemanAAF/
silverhawkauthor.com/axis-warplane-survivors-german-aircraft

