

The USA Numbers

A Brief Introduction

USA Numbers were allocated by RAF Intelligence teams to aircraft located in Northern Germany and Denmark. Details were then forwarded to Colonel Harold Watson and if required by the Americans the aircraft were handed over to the USAAF.

code / type / W.Nr. / unit & code / details

USA 1 - Messerschmitt Me262A - W.Nr.500443 - coded "Yellow 5" of unknown unit - not taken up by the US, shipped to the UK and then on to South Africa.

USA 2 - Messerschmitt Me262B-1a/U1 - W.Nr.110306 - coded "Red 6" of IV./NJG11 - also allocated 999 in the Watson Whizzer series. Shipped to the US and allocated FE-610

USA 3 - Messerschmitt Me262B-1b - W.Nr.110165 - unknown code and unit - shipped to the US and allocated BuAer.No.121441

USA 4 - Messerschmitt Me262B-1/U1 - W.Nr.110635 - coded "Red 10" of IV./NJG11 - not handed over to Col.Watson

USA 5 - Arado Ar234B - W.Nr.140489 - unknown code and unit - allocated either 202 or 303 and shipped to the US

USA 6 - Arado Ar234B - W.Nr.unknown - unknown code and unit - no further details

USA 7 - Arado Ar234B - W.Nr.unknown - unknown code and unit - no further details

USA 8 - Heinkel He219A-0 - W.Nr.210903 - factory coded SP+CR - shipped to the US and allocated FE-612

[USA 9 - Heinkel He219A-2](#) - W.Nr.290060 - factory coded CS+QG - shipped to the US and allocated FE-613

USA 10 - Heinkel He219A - W.Nr.290202 - unknown code - shipped to the US and allocated FE-614. In storage at NASM Silver Hill

USA 11 - Focke-Wulf Ta152H-0 - W.Nr.150003 - shipped to the US and allocated FE-112. In storage at NASM Silver Hill

USA 12 - Focke-Wulf Fw190D-9 - W.Nr.unknown - shipped to the US and allocated either FE-119 or FE-120

[USA 13 - Focke-Wulf Fw190D-9](#) - W.Nr.401392 - coded "Black 5" of JG26 - shipped to the US and allocated FE-121

USA 14 - Focke-Wulf Fw190D-13 - W.Nr.836017 - coded "Yellow 10" of JG26 - shipped to the US and allocated FE-118. On static display at Fighter Museum, Arizona

[USA 15 - Focke-Wulf Fw190D-9](#) - W.Nr.500618 - shipped to the US and allocated either FE-120 or FE-119

USA 16, USA 17, USA 18, USA 19 - possible allocation to Me410's

USA 20 - untraced

USA 21 - Junkers Ju88G-6 - W.Nr.unknown - shipped to the US and allocated FE-611

USA 022 - Junkers Ju290A-4 - W.Nr.110196 - factory coded PI+PS - shipped to the US and allocated FE-3400

USA 23 to USA 39 - untraced

USA 40 - Arado Ar234B-2 - W.Nr.140311 - unknown code of II./KG76 - allocated Watson Whizzer No.404 and later allocated FE-1011

USA 41 to USA 49 - untraced

USA 50 - Arado Ar234B-2 - W.Nr.140312 - unknown code of II./KG76 - shipped to the US and allocated FE-1010

During WWII, the U.S. Army Air Forces (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, 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.

On April 22, 1945, the USAAF combined technical and post-hostilities intelligence objectives under the Exploitation Division with the code name LUSTY. Operation LUSTY began with the aim of exploiting captured German scientific documents, research facilities, and aircraft. The Operation had two teams. One, under the leadership of Colonel Harold E. Watson, a former Wright Field test pilot, collected enemy aircraft and weapons for further examination in the US The other recruited scientists, collected documents, and investigated facilities. Having been part of ATI in 1944, Colonel Watson eagerly accepted the Operation LUSTY assignment.

WATSON'S "WHIZZERS"

In 1944, intelligence experts at Wright Field had developed lists of advanced aviation equipment they wanted to examine. Colonel Watson and his crew, nicknamed "Watson's Whizzers," comprised of pilots, engineers, and maintenance men, used these "Black Lists" to collect aircraft. He organized his "Whizzers" into two sections: one collected jet aircraft and the other procured piston engine aircraft and non-flyable jet and rocket equipment.

After the war, the "Whizzers" added Luftwaffe test pilots to their team. One was Hauptman Heinz Braur. On May 8, 1945, Braur flew 70 women, children, and wounded troops to Munich-Riem airport. After he landed, Braur was approached by one of Watson's men who gave him the choice of either going to a prison camp or flying with the "Whizzers." Braur thought flying more preferable. Three Messerschmitt employees also joined the "Whizzers:" Karl Baur, the Chief Test Pilot

of Experimental Aircraft; test pilot Ludwig "Willie" Huffman; and engineering superintendent, Gerhard Coulis. Test pilot Herman Kersting joined later. When the "Whizzers" located nine [Me 262 jet aircraft](#) at Lechfeld airfield, these German test pilots had the expertise to fly them.

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

DISPOSITION OF FOREIGN EQUIPMENT

In 1945, the enemy aircraft shipped to the US were divided between the Navy and the Army Air Forces. General Hap Arnold ordered the preservation of one of every type of aircraft used by the enemy forces. The Air Force brought their aircraft to Wright Field, and when the field could no longer handle additional aircraft, many were sent to Freeman Field, Seymour, Indiana. In the end, Operation LUSTY collectors had acquired 16,280 items (6,200 tons) to be examined by intelligence personnel who selected 2,398 separate items for technical analysis. Forty-seven personnel were engaged in the identification, inspection, and warehousing of captured foreign equipment.

In 1946, when Freeman Field was scheduled to close, Air Technical Service Command (ATSC) had to move the aircraft. The larger aircraft were sent to Davis-Monthan Field, Tucson, Arizona, and the fighter aircraft sent to the Special Depot, Park Ridge, Illinois (now O'hare airport) which was under the control of ATSC's Office of Intelligence. The Special Depot occupied buildings that Douglas Airplane Company had used to build C-54 aircraft. The aircraft were stored in these two locations until they could be disposed of in accordance with General Arnold's order.

With the start of the Korean War in 1950, the Air Force needed the Special Depot; so the aircraft had to be moved outside. In 1953, some of the aircraft were moved to the National Air and Space Museum in Silver Hill, Maryland, and the remaining aircraft were scrapped. (<http://www.wpafb.af.mil/museum/history/wwii/lusty.htm>)

A Brief Introduction

Watsons Whizzers was a popular name given to the group of pilots, engineers and maintenance men who worked under Colonel Harold E Watson to perform "Project Lusty", the retrieval of German aircraft engines and other aviation equipment for shipment and study in the US.

After servicing, the Me262's were renamed by the Watson Whizzer pilots as well as given identity numbers in the series 000, 111, 222 etc. After 999 had been reached a new series of numbers was started with 101.

code/type/W.Nr./unit & code/details

[000 - Messerschmitt Me262A-1a/U4](#) - V-083 - named "Wilma Jean" and then "Happy Hunter II". Crashed in Europe and was not shipped to the US

111 - Messerschmitt Me262A-1a - W.Nr.unknown - named "Beverley Anne" and then "Screamin' Meanie". Shipped to the US Navy as BuAer.No.121442. On static display at the USAAF Museum, Wright-Patterson AFB

[222 - Messerschmitt Me262A-1a/U3](#) - W.Nr.unknown - named "Marge" and then "Lady Jess IV". Shipped to the US Navy as BuAer.No.121443

[333 - Messerschmitt Me262A-1a](#) - W.Nr.unknown - named "Feudin 54th A.D.Sq", "Pauline" and then "Deeloverly". Shipped to the US Navy as BuAer.No.121444

[444 - Messerschmitt Me262A-1a/U3](#) - W.Nr.unknown - named "Connie the Sharp Article" and then "Pick II". Shipped to the US and allocated [FE-4012](#). On static display at the Planes of Fame museum at Chino

[555 - Messerschmitt Me262B-1a](#) - W.Nr.110639 - named "Vera" and then "Willie". Crashed on landing at Cherbourg but repaired and shipped to the US. On static display at NAS Willow Grove

666 - Messerschmitt Me262A-1a/U3 - W.Nr.500098 - named "Joanne" and then "Cookie VII". Shipped to the US and allocated a yet untraced FE-number. Possible FE-4011. Crashed Pittsburg and written off August 1945

777 - Messerschmitt Me262A-1a - W.Nr.unknown - named "Doris" then "Jabo Bait". Shipped to the US and allocated FE-110

[888 - Messerschmitt Me262A-1a](#) - W.Nr.500491 - coded "Yellow 7" of IV./JG7 - named "Dennis" and then "Ginny H". Shipped to the US and allocated FE-111. On static display at NASM Washington DC

999 - Messerschmitt Me262B-1a/U1 - W.Nr.110306 - coded "Red 6" of IV./JG11 - surrendered to RAF and allocated USA 2. Named "Ole Fruit Cake" and after being shipped to the US allocated FE-610.

101 - Messerschmitt Me262B-1a - W.Nr.110165 - allocated USA 3 by RAF. Named "What Was it?" and later possible BuAer.No.121441. Scrapped November 1946

[202 - Arado Ar234B](#) - W.Nr.unknown - named "Jane I" and shipped to US Navy, allocated BuAer.No.121445

[303 - Arado Ar234B](#) - W.Nr.unknown - named "Snafu I" and shipped to the US Navy, allocated BuAer.No.121446

404 - Arado Ar234B - W.Nr.140311 - surrendered to RAF and allocated USA 40. Shipped to the USAAF and allocated FE-1011

505 - Arado Ar234B - W.Nr.140312 - surrendered to RAF and allocated USA 50. Shipped to the USAAF and allocated FE-1010

A/C:

ORIGINAL
NATION:

ORIG.CODE:

FAC.NR:

W.NR:

USA CODE:

UNIT:

FAITH:

B-17F-115-BO "PHYLLIS MARIE" Note 1	USA	BI-E	42-30713			ex 568BS/390BG captured at Werben (Germany) 8Mar.1944	recaptured intact 4May1945 Altenburg
B-24D-1-CO "BLOND BOMBER II"	USA	V	41-23659			ex 343BS/98BG captured at Pachino (Italy) 20Feb.1943 received Italian coding I-RAIN for transfer to Germany	found at Rechlin heavy damaged
B-24H-5-DT	USA	none	41-28641 German Code: A3+KB			ex 732BS/453BG captured in occupied Europe 4Feb.1944 went to KG 200 used to supply Rhodes	recaptured by Allies at Salzburg
B-24	USA		German Code: A3+PB				wreck found by US troops near Halle 1945
B-25C-5-NA	USA		42-53426			Lost due to engine trouble on 19Apr.1943. This was the first mission of the 340th BG. The a/c belly landed near Djedeida airfield on the Medjerda River which is roughly 15 miles from Tunis. It was examined by Luftzeugstab 108(trop).	On 6May1943 American troops closed in on Djedeida and liberated the airfield.
BA-349B	Germany					Freeman Airfield	
BA-349B	Germany					Wright Airfield	
BF-109E-3	Germany	White 1	1304			On 22Nov.1939, Fw Karl Hier of 1./JG76 landed near Woerth, Bas-Rhin, some 12 miles on the French side of the border. first test-flown by the French at Orleans-Bricy in French colours but retained its I/JG76 insignia, constructor's number and white figure 1.	The aircraft was handed over to the RAF at Amiens on 2May1940 and the following day Brown flew this aircraft to the A & AEE at Boscombe Down. On 14May1940 the plane was flown to the RAE and given the serial AE479. On 7 April 1942 the plane was shipped to the USA.
BF-109G	Roemen.		66130 or 66133 or 66139			Pictures indicate the serial as 66133, a color drawing as 66139 and as an aircraft that is used by a defector. A decal sheet says it is 66130 and was captured and used by Lt.-Col. James Gunn who was flown in this a/c as a passenger. The radio and cockpit covers where removed.	He was flown by Captain Cantacuzino a Rumanian ace with 64 victories to the 15th AF HQ to arrange speedy release of the Allied POW's in Rumania
BF-109G-10/R-2	Germany	5F+12				NAGr. 14 Furth 1945	
BF-109	Germany	4					
BF-110D-0	Germany	S9+CK	3341			2./Erpr. Gr. 210, shot down on 15Aug.40 and shipped to the USA and delivered to Vultee in 1941.	
BU-131	Germany	4				US fieldunit	
BU-181	Germany	??+UZ	502074			Captured at Salzwedel	
Buffalo B-239	Belgium						found wrecked at Darmstadt
DO-335A-0	Germany					Captured by the USAAF at Rheims, it was handed over to the RAF (AM223), being test-flown and subsequently flown to Merville, France.	On its delivery flight to the RAE on 13Dec.1945 Due to hydraulic trouble, which prevented the nosewheel to be lowered, the aircraft was damaged in the subsequent forced-landing and apparantly never repaired.
DO-335A-12	Germany		240112			Captured by the USAAF at Oberpfaffenhofen and subsequently handed over to the RAF (AM225).	During a familization flight on 18Jan.1946 the rear engine caught fire and the elevator controls burnt through. The aircraft plunged vertically into a school at Cove, Hampshire, killing Group Captain Alan F. Hards.
FA-223V-14	Germany		00051			Operated by Lufttransportstaffel 40 from Ainring, Upper Austria, where it was captured by American	

						troops in May 1945. With US markings it was flown to the Airborne Forces Experimental Establishment at Beaulieu, being the first helicopter to fly across the Channel. After arriving in the United Kingdom RAF markings were applied.	
FW-190	Germany	KM+EY				captured in Tunisia	
FW-190A-8	Germany					Jutta (Pips Priller)	Junk pile Flensburg summer 1945
FW-200C-8	Germany					with Fug Hohentwiel	
HE-111	Germany	D-ARAJ				captured in Tunisia	
HE-111H-3	Germany					captured in Algeria	
HE-162A-2	Germany		120027			seen under US guard	
HE-162A-2	Germany	23	120222				
HE-177A-3	Germany	GP+RZ	550256			surrendered to the French Resistance at Toulouse-Blagnac in September 1944.	Having been prepared for transfer to the US, it suffered a take-off accident in February 1945 and damaged beyond repair. This aircraft was replaced with RAF Heinkel He177 TS-439 which was shipped to the USA and became FE-2100.
Horten HO-IV	Germany		25			first flown on 28Apr.1943 at Gottingen as D-10-1451, later becoming LA-AC. At the end of the war it was stored in its trailer at Gottingen in the hands of the Horten Brothers and was handed over to Robert Kronfeld, on the condition that it would be returned to them by Kronfeld when it was possible to do so. It was brought to Farnborough by an RAE Halifax and made its first flight there on 11Oct.1945. It appeared in the static display shed A during the German Aircraft Exhibition during October/November 1945 before returning to an extensive flight test programme (as VP543) usually towed by a Fi156 AM101/VP546 or occasionally a Tiger Moth.	In April 1946 it was allocated the serial number VP543 and flew at Farnborough until 1947. It was sold to a private owner in the US in 1950 and allocated N79289. Preserved at the Planes of Fame Museum, at Chino, California.
Horten HO-IX-V-1	Germany					Repaired after suffering damage in an accident during the flight test program and is seen here with outer wing panels detached and nosewheel removed as discovered in a hangar near Leipzig by the US Army	This prototype was subsequently destroyed, being considered of "no interest".
HS-129	Germany					captured in Tunisia	
JU-52/3m	Germany	8T+BK, T2B				ex KGrzbV 800 / III/TG 2 captured in Tunisia	
JU-87D-3/Trop.	Germany					captured in Tunisia spring 1943 named "Jocelyn"	
KI-67 "Peggy"	Japan						
LeO 451T	France		German Code: ON+ZD				captured by US forces on Sicily 1943, used as hack for 57FG
MC.202 Wacky Macchi	Italy					Captured by the 31st Fighter Group stationed in Italy. The Mc202 was repainted to match the scheme used on the Group's Spitfire Mk. IXs.	
ME-163B-1a	Germany	white 54					

ME-410	Germany	2N+HT	263			captured intact by No. 601 Sq RAF at Gerbini on 25Aug.1943.	Was passed to the USAAF 12th BG and whilst taking off on its first flight (retaining RAF markings) it crashed killing the pilot.
P-38J-25 modified to F54-3	USA		44-23725			Lt. Martin J. Monti defected on 13Oct.1944in this 354 Air Service SQN. He landed at Milan, did this a/c become T9+MK?	possible the one that was recaptured by U.S. troops near Schwangau, Austria.'
P-47D	USA		German Code: T9+FK			Versuchsverband / Ob.d.L. (later Versuchsverband OKL ?)	recaptured at Bad Woerishoefen May1945 shipped to USA
P-47D	USA		German Code: T9+LK			Versuchsverband / Ob.d.L. (later Versuchsverband OKL ?)	recaptured at Göttingen 1944
Piper J-2	Denma.	OY-DUP	1319 German Code: GP+QG				recaptured by US troops
SI-204D	Germany	SK+ES				captured at Neubieburg	
ME-262A-1a/U-4	Germany	V-083	170083		000	"Wilma Jeanne" Watsons Wizzards	
AR-234B-1b "Jane 1"	Germany				202	evaluated by the US Navy at the Patuxent River test centre.	
ME-262A-1a/U-3	Germany				222	"Marge" later "Lady Jess IV" Watsons Wizzards	
AR-234B "Snafu 1"	Germany				303	evaluated by the US Navy at the Patuxent River test centre.	
ME-262A-1a	Germany				333	"Feudin" 54th A.D. SQN	
ME-262A-1a/U-3	Germany				444	"Connie the Sharp Article" later "Pick II" Watsons Wizzards	
ME-262B-1a	Germany	35 (outlines)	110639		555	"Vera" later "Willie" Watsons Wizzards	
ME-262A-1a/U-3	Germany		500098		666, FE-4011	"Joanne" later "Cookie VII" shipped to USA	
BU-181	Germany				7A113 10155-74305		
ME-262A-1a	Germany		500491		888, FE-111, T2-111	shipped to USA "Ginny H" Watsons Wizzards	
BF-109F-4	Germany		7640		EB1, EB100	captured by the Russians and after being tested handed over to the Americans.	
BF-109G-6/Trop.	Germany		16416		EB102	4./JG 77. The machine was heavy damaged and was "forgotten" during the retreat from Soliman on 8May1943 it was captured there in North Africa and sent to the USA	
HS-129B-1/R-2	Germany				EB-105	shipped to USA	
MC.202	Italy				EB-300, FE-300	shipped to USA	
BA-349B	Germany				FE-1, T2-1	tested in USA, other a/c of the type where also ferried to USA for display purposes	
DO-335A-1	Germany		240161 or 240101		FE-1012	shipped to USA	
DO-335A-2	Germany	VG+PH	240102		FE-1013	surrendered to US Forces at the Dornier factory at Oberpfaffenhofen in May 1945. It was allocated USN BuAer 121447 for testing with the Tactical Test Division at NAS Patuxent River.	Today this is the only surviving Do335 and it can be found in storage at Silver Hill... 102
ME-410A-1	Germany				FE-102	arrived Wright field Jan43	

HS-129B-1	Germany				FE-103	arrived wright field 20Aug.43	
FW-190G-3	Germany				FE-104	arrived wright field 20Aug.43	
JU-88D-1	Germany				FE-105	arrived wright field 15Oct.45	
JU-88	Germany				FE-106	shipped to USA	
ME-262A-1a	Germany				FE-107, T2-107	shipped to USA	
ME-262	Germany				FE-108	shipped to USA	
ME-262	Germany				FE-109	shipped to USA	
ME-262A-1a	Germany				FE-110, T2-110	shipped to USA	
FW-190F	Germany				FE-113	shipped to USA	
FW-190F	Germany				FE-114	shipped to USA	
FW-190F	Germany				FE-115	shipped to USA	
FW-190F-8	Germany		12043		FE-116, T2-116	shipped to USA	
FW-190F-8/R-1	Germany		931884		FE-117, T2-117	shipped to USA	
FW-190D-9	Germany		601088		FE-120, T2-120	shipped to USA	
B2N2 "Jill"	Japan				FE-1200, T2-1200	shipped to USA	
D4Y4 "Judy"	Japan				FE-1201, T2-1201	shipped to USA	
KI-48 "Lily"	Japan				FE-1202, T2-1202	shipped to USA	
D4Y4 "Judy"	Japan				FE-1203, T2-1203	shipped to USA	
B7A2 "Grace"	Japan				FE-1204, T2-1204	shipped to USA	
KI-48 "Lily"	Japan				FE-1205, T2-1205	shipped to USA	
B7A2 "Grace"	Japan				FE-1206, T2-1206	shipped to USA	
BF-109G-10/U-4	Germany		611943		FE-122, T2-122	Shipped to USA maybe seen at the Planes of Fame Museum at Chino Airport, 25 miles east of Los Angeles. Exactly when this Gustav became surplus to the Air Force is not known but during the early 1950s it was given to a mid-western university for use by its aeronautical department. In 1959 Edward Maloney, curator of The Air Museum, bought the aircraft and it was then discovered that several parts were missing including a propeller (VDM 9-12159 A) and spinner.	In the course of cleaning it was determined that its original German camouflage scheme was dark green and light blue with a yellow nose. A yellow "13" was painted on the fuselage and the aircraft bore identification plates which indicated that it was reconditioned as a G-10 during December 1944.
BF-109K-4	Germany				FE-123, T2-123	shipped to USA	
BF-109G-14	Germany		610937		FE-124, T2-124	shipped to USA hybride (610937 is BF-109G- 10/U-4, used 127914 G-14/U-4 fuselage)	
FW-190D-9	Germany	Black 10	500613		FE-125, T2-125	10/JG 26 found at Celle, North East of Hannover	shipped to USA
FW-190G-3	Germany		160016		FE-125, T2-125	shipped to USA	
A6M5 "Zeke"	Japan				FE-130, TAIC-7	shipped to USA	
KI-94 II	Japan				FE-150, T2-150	shipped to USA	

KI-83	Japan				FE-151, T2-151	shipped to USA	
KI-93	Japan				FE-152, T2-152	shipped to USA	
KI-87	Japan				FE-153, T2-153	shipped to USA	
KI-77	Japan				FE-154, T2-154	shipped to USA	
KI-87	Japan				FE-155, T2-155	shipped to USA	
KI-115a	Japan				FE-156, T2-156	shipped to USA	
KI-87	Japan				FE-157	shipped to USA	
JU-188D-2	Germany		150245		FE-1597, T2-1597	shipped to USA	
JU-88D-1/trop.	Roemen.		430650		FE-1598, T2-1598	A defecting Rumanian pilot flew this plane to Cyprus on 22Jul.1943. It was flown to Wright Field	Restaurated, at the Air Force Museum as F6 + AL
JU-88A-4	Germany		4300227		FE-1599	shipped to USA	
HE-111H-16	Germany	??+DC, red 4	8433		FE-1600, T2-1600	shipped to USA	
P1Y1 "Frances"	Japan				FE-1700, T2-1700	shipped to USA	
P1Y1 "Frances"	Japan				FE-1701, T2-1701	shipped to USA	
P1Y1 "Frances"	Japan				FE-1702, T2-1702	shipped to USA	
KI-49 "Helen"	Japan				FE-1703, T2-1703	shipped to USA	
KI-49 "Helen"	Japan				FE-1704, T2-1704	shipped to USA	
KI-49 "Helen"	Japan				FE-1705, T2-1705	shipped to USA	
AR-234B	Germany				FE-1948	shipped to USA	
DO-17Z	Germany				FE-2000, T2-2000	shipped to USA	
A6M5 "Zeke"	Japan				FE-201	arrived wright field 19Feb.45	
HE-177A-5/R-6	Germany	F8 + AP	550062		FE-2100	II/KG 40 (RAF serial TS439)	shipped to USA
KI-67 "Peggy"	Japan				FE-2200, T2-2200	shipped to USA	
KI-67 "Peggy"	Japan				FE-2201, T2-2201	shipped to USA	
KI-67 "Peggy"	Japan				FE-2202, T2-2202	shipped to USA	
KI-67 "Peggy"	Japan				FE-2203, T2-2203	shipped to USA	
KI-67 "Peggy"	Japan				FE-2204, T2-2204	shipped to USA	
G4M3 "Betty"	Japan				FE-2205, T2-2205	shipped to USA	
KI-74 "Patsy"	Japan				FE-2206, T2-2206	shipped to USA	
KI-74 "Patsy"	Japan				FE-2207, T2-2207	shipped to USA	
KI-74 "Patsy"	Japan				FE-2208, T2-2208	shipped to USA	
KI-74 "Patsy"	Japan				FE-2209, T2-2209	shipped to USA	
G8N1 "Rita"	Japan				FE-2210, T2-2210	shipped to USA	
DFS 108-49 Grunau Baby	Germany		31016		FE-2600, T2-2600	shipped to USA	
DFS 108-49 Grunau Baby ???	Germany				FE-2601, T2-2601	shipped to USA	

Glider	Japan				FE-2650, T2-2650	shipped to USA	
Glider	Japan				FE-2651, T2-2651	shipped to USA	
GO-242B-4	Germany				FE-2700, T2-2700	shipped to USA	
J8M1	Japan				FE-300, T2-300	shipped to USA	
IL-10	Russia				FE-3000, T2-3000	shipped to USA	
KI-84 "Frank"	Japan				FE-301, T2-301	shipped to USA	
KI-84 "Frank"	Japan				FE-302, T2-302	shipped to USA	
KI-44 "Tojo"	Japan				FE-303, T2-303	shipped to USA	
KI-102b	Japan				FE-304, T2-304	shipped to USA	
N1K2-J "George"	Japan				FE-305, T2-305	shipped to USA	
N1K2-J "George"	Japan				FE-306, T2-306	shipped to USA	
KI-44 "Tojo"	Japan				FE-307, T2-307	shipped to USA	
KI-102b	Japan				FE-308, T2-308	shipped to USA	
KI-102b	Japan				FE-309, T2-309	shipped to USA	
KI-102b	Japan				FE-310, T2-310	shipped to USA	
A6M8 "Zeke"	Japan				FE-311, T2-311	shipped to USA	
KI-100	Japan				FE-312, T2-312	shipped to USA	
KI-61 "Tony"	Japan				FE-313, T2-313	shipped to USA	
KI-100 I	Japan				FE-314, T2-314	shipped to USA	
KI-100	Japan				FE-315, T2-314	shipped to USA	
KI-61 "Tony"	Japan				FE-316, T2-316	shipped to USA	
KI-100	Japan				FE-317, T2-317	shipped to USA	
J2M5 "Jack"	Japan				FE-318, T2-318	shipped to USA	
J2M5 "Jack"	Japan				FE-319, T2-319	shipped to USA	
J2M3 "Jack"	Japan				FE-320, T2-320	shipped to USA	
J2M3 "Jack"	Japan				FE-321, T2-321	shipped to USA	
A6M7 "Zeke"	Japan				FE-322, T2-322	shipped to USA	
A6M5 "Zeke"	Japan				FE-323, T2-323	shipped to USA	
N1K1 "Rex"	Japan				FE-324, T2-324	shipped to USA	
KI-45 KA1c "Nick"	Japan				FE-325, T2-325	shipped to USA	
J7W1	Japan				FE-326, T2-326	shipped to USA	
Spitfire MK VII	UK		EN474		FE-400	shipped to USA	
Typhoon	UK				FE-401	shipped to USA	
JU-388L-1	Germany		560049		FE-4010, T2-4010	shipped to USA. Captured by US Forces at Allgemeine Transport Gesellschaft factory at Merseburg from where it	Survives today and is held in storage at the NASM facility at Silver Hill.

						was transferred for servicing with the 10th Air Depot Group in May 1945.	
ME-262A-1a/U-3	Germany				FE-4012, T2-4012	shipped to USA	
HS-129B-1/R-2	Germany				FE-4600	shipped to USA	
BF-108B-1	Germany		8378		FE-4610, T2-4610	shipped to USA	
BU-181	Germany				FE-4611, T2-4611	shipped to USA	This aircraft is currently undergoing restoration at Silver Hill
BU-181	Germany				FE-4612, T2-4612	shipped to USA	
FL-282V-23	Germany	CI+TW	280023		FE-4613, T2-4613	shipped to USA	
FL-282V-12	Germany	CJ+SF	280008		FE-4614, T2-4614	Tr.St. 40, shipped to USA	
Doblhof WMF-342V-4					FE-4615	shipped to USA	
FA-300A	Germany				FE-4616, T2-4616	shipped to USA wheels were added to captured Fa-330's by the USAAF to facilitate towed flight trials along the runways at Wright Field.	
FA-300A	Germany				FE-4617, T2-4617	shipped to USA wheels were added to captured Fa-330's by the USAAF to facilitate towed flight trials along the runways at Wright Field.	
FA-300A	Germany				FE-4618, T2-4618	shipped to USA wheels were added to captured Fa-330's by the USAAF to facilitate towed flight trials along the runways at Wright Field.	
Q1W1 "Lorna"	Japan				FE-4800, T2-4800	shipped to USA	
KI-49-III "Dinah"	Japan				FE-4801, T2-4801	shipped to USA	
KI-49-III "Dinah"	Japan				FE-4802, T2-4802	shipped to USA	
C6N1 "Myrt"	Japan				FE-4803, T2-4803	shipped to USA	
C6N1 "Myrt"	Japan				FE-4804, T2-4804	shipped to USA	
Q1W1 "Lorna"	Japan				FE-4805, T2-4805	shipped to USA	
KI-49-III "Dinah"	Japan				FE-4806, T2-4806	shipped to USA	
KI-49 "Dinah"	Japan				FE-4807, TS-4807	shipped to USA	
C6N1 "Myrt"	Japan				FE-4808, T2-4808	shipped to USA	
C6N1 "Myrt"	Japan				FE-4809, T2-4809	shipped to USA	
Q1W1 "Lorna"	Japan				FE-4810, T2-4810	shipped to USA	
Q1W1 "Lorna"	Japan				FE-4811, T2-4811	shipped to USA	
KI-49-IV "Dinah"	Japan				FE-4812, T2-4812	shipped to USA	
HE-162A-2	Germany		120077		FE-489, T2-489	shipped to USA	
Horten HO-IX-V-3 (Gotha GO-229V-3)	Germany				FE-490, T2-490	shipped to USA, to Freemans field	
Typhoon	UK		MN235		FE-491	shipped to USA, later returned after evaluation	
HE-162A-1	Germany				FE-493, T2-493	shipped to USA	

HE-162A-2	Germany		120017		FE-494, T2-494	shipped to USA	
ME-163B-1a	Germany				FE-495, T2-495	shipped to USA	
BF-109G-6	Germany	Yellow 4			FE-496, T2-496	shipped to USA given from NASM in the end of 1973/spring 1974, is the "yellow 4" from the defector Fhj.-Uffz. Rene Darbois, 3./JG 4. The pictures showing the a/c after the removal of the camo in the end 1945/spring 1946. (falsly reported as Werknr: 160163)	After this the Bf 109G-6 was given the 803rd Special Depot in Park Ridge, Illinois, in a complete but "naked" condition. After the beginning of the Korean War the collection of Air Force was given to an store area in Suitland, Maryland. In 1950-1953 the planes were dismantled, packed up in containers and sent to Paul F.Garbers restoration firm.
FW-190A-3	Germany				FE-497, T2-497	shipped to USA	
MC.202	Italy				FE-498, T2-498	shipped to USA	
ME-410A-2/U-1 (or A-3?)	Germany	F6+WK	10018		FE-499, T2-499	2/FAGr.122, captured in Italy in 1943. Shipped to USA	
ME-163B-1a	Germany		191301		FE-500, T2-500	shipped to USA	
DFS-108-14 SG-38	Germany				FE-5004, T2-5004	shipped to USA	
DFS-108-14 SG-38 ???	Germany				FE-5005, T2-5005	shipped to USA	
ME-163B-1a	Germany				FE-501, T2-501	shipped to USA	
ME-163B-1a	Germany				FE-502, T2-502	shipped to USA	
ME-163B-1a	Germany				FE-503, T2-503	shipped to USA	
FA-300A	Germany				FE-5038	shipped to USA wheels were added to captured Fa-330's by the USAAF to facilitate towed flight trials along the runways at Wright Field.	
FA-33A	Germany				FE-5038, T2-5038	shipped to USA	
Horten HO-IIIIf	Germany		32		FE-5039, T2-5039	shipped to USA	
HE-162A-2	Germany		120230		FE-504, T2-504	shipped to USA	
Horten HO-VI-V2	Germany		34		FE-504, T2-5040	shipped to USA	
Horten HO-IIIh	Germany		31		FE-5041, T2-5041	shipped to USA	
BV-155B V-2 (or 3?)	Germany				FE-505, T2-505	shipped to the United Kingdom. It was captured in a semi-completed condition at Hamburg (Finkenwerder) in May 1945 and shipped to the RAE for examination and exhibition. It was subsequently shipped to the USA	
KI-43 "Oscar"	Japan				FE-6430, TS-6430	shipped to USA	
Horten HO-IIIh	Germany				FE-7, T2-7	shipped to USA	
J1N1-S "Irving"	Japan				FE-700, T2-700	shipped to USA	
KI-45 KAI "Nick"	Japan				FE-701, T2-701	shipped to USA	
ME-262A-1a	Germany		111711		FE-711, T2-711	shipped to USA	
HE-111H	Germany		701152		HV-G	61FS seen at Boxted, July 1945.	
JU-290A-4 "Alles Kaputt"	Germany		110165		USA 022, FE-3400	shipped to USA	

ME-262A	Germany		500443		USA 1		
HE-219A	Germany		290202		USA 10, FE-614, T2-614	surrendered to the RAF at Grove, shipped to USA	This airframe survives today and is held in storage at the NASM Silver Hill facility.
TA-152H-0	Germany		150003		USA 11, FE-112, T2-112	captured by the British in 1945 in Denmark, Aalborg, as a category 1 (not to be destroyed) and handed over to the US	Under restoration
FW-190D-9	Germany		211016		USA 12 or 15, FE-119, T2-119	shipped to USA	
FW-190D-9	Germany				USA 12 or 15, FE-120, T2-120		
FW-190D-9	Germany	Black 5	401392		USA 13, FE-121, T2-1392	stab/JG 26	shipped to USA
FW-190D-13	Germany		836017		USA 14, FE-118, T2-118	shipped to USA	
ME-410	Germany				USA 16 to 19	not required by Col. Watson	
ME-262B-1a/U-1	Germany		110306		USA 2, 999, FE-610, T2-610	shipped to USA	
JU-88G-6	Germany				USA 21, FE-611, T2-611	shipped to USA	
ME-262B-1a	Germany		110165		USA 3, 101 121441	used by US Navy	
ME-262B-1a/U-1	Germany		110635		USA 4	not handed over to Col. Watson	
AR-234B-2	Germany		140311		USA 40, 404, FE-1011, T2-1011		
AR-234B	Germany		140489		USA 5 became 101 or 202		
AR-234B-2	Germany		140312		USA 50, FE-1010, T2-1010	Surrendered to the RAF at Stavanger, Norway and identified as "USA 50". Transferred to the USAAF and allocated FE-1010/T2-1010 after arrival in the US where over 20 hours of test flying were completed on this aircraft.	This aircraft can currently be found in storage at Silver Hill and is the only surviving Arado Ar234.
AR-234B	Germany				USA 6 140467 or 140486	used by US Navy	
AR-234B	Germany				USA 7 140467 or 140486	used by US Navy	
HE-219A-0	Germany	SP+CR	210903		USA 8, FE-612, T2-612	surrendered to the RAF at Grove, shipped to USA	
HE-219A-2	Germany	CS+QG	290060		USA 9, FE-613, T2-613	surrendered to the RAF at Grove, shipped to USA	used as spare parts source for "290202"
ME-262	Germany				WR# 121442	One of the six Me-262As assigned to the Naval Air Test Centre at Patuxent River. These	



