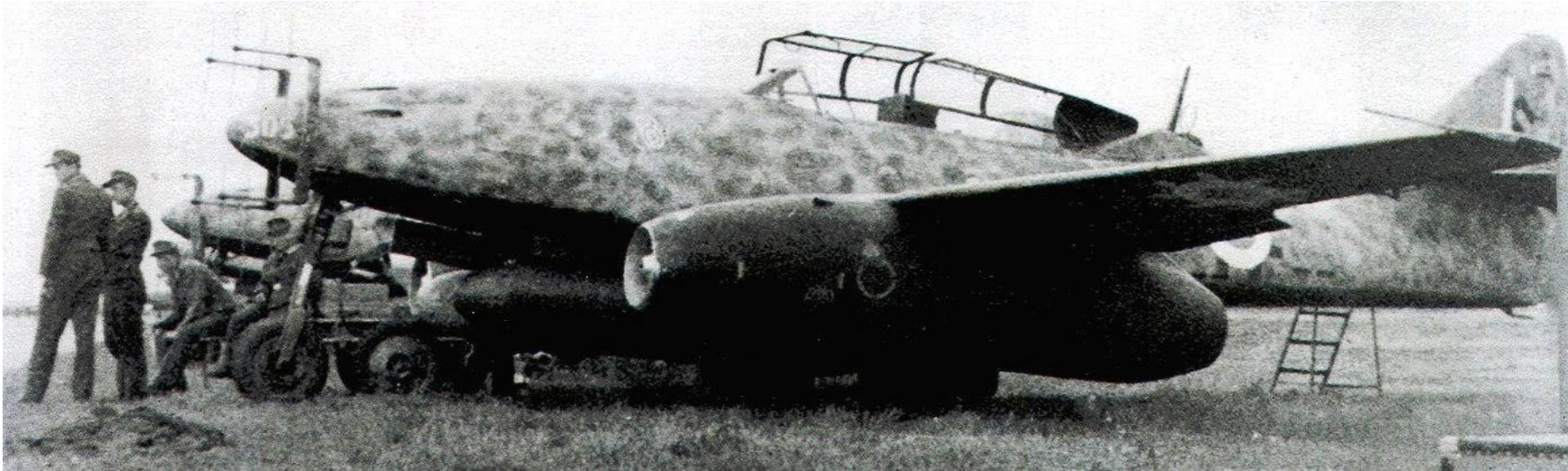


Axis Warplane Survivors, German Aircraft (Part IV), Messerschmitt to Siebel

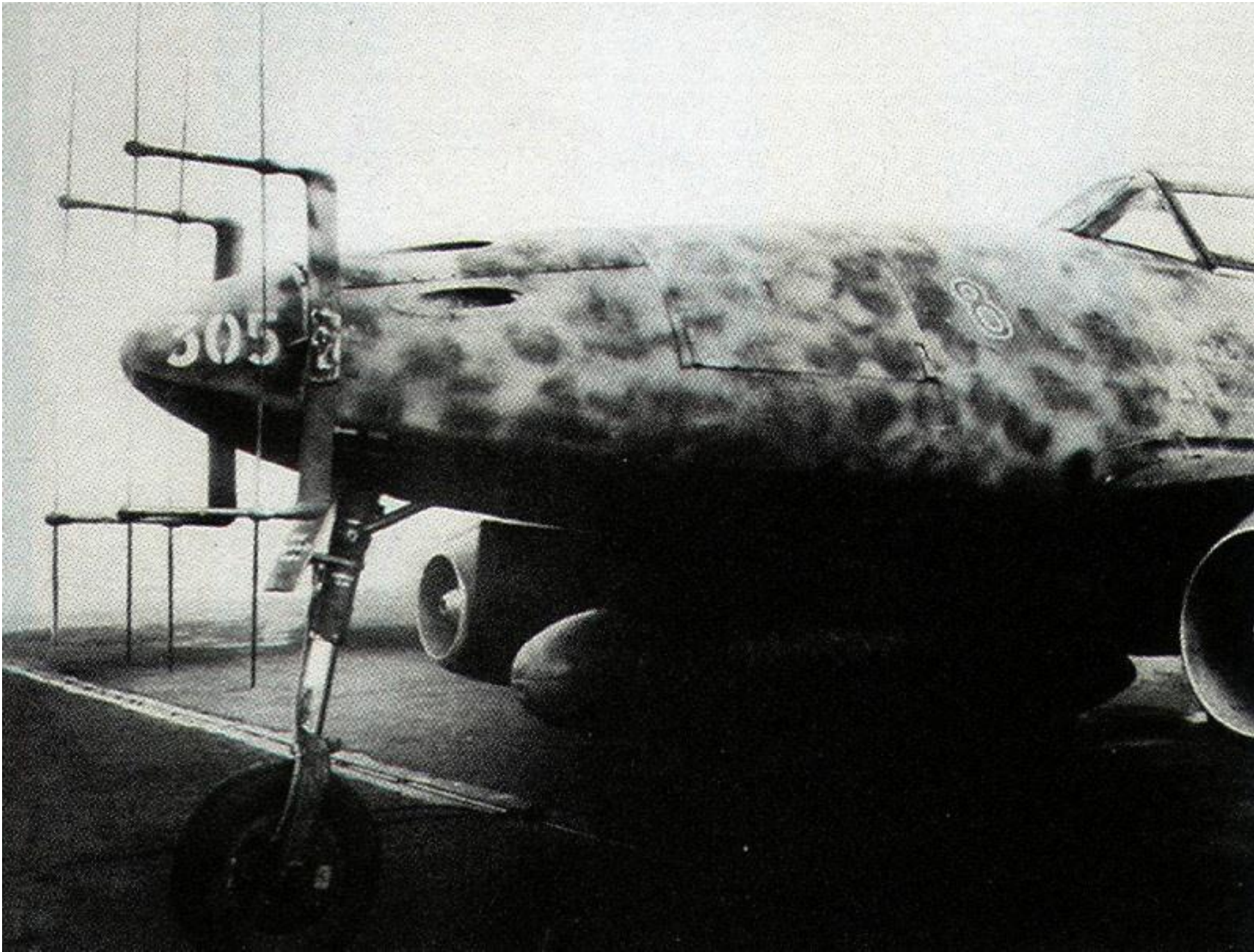
Axis Warplane Survivors, German Aircraft (Part IV)

Data current to 17 Dec 2018.

Messerschmitt Me 262s collected by the RAF



- 1 Canadian Air Group, Canadian Forces Europe
- 1st Canadian Parachute Battalion, 1st Special Service Force and Canadian Airborne Units before 1968
- 4 Canadian Mechanized Brigade Group, Canadian Forces Europe
- Aircraft preserved in Canada 1: Warplanes in British Columbia
- Aircraft preserved in Canada 1: Warplanes in British Columbia, CFB Comox Air Force Museum
- Aircraft preserved in Canada 1: Warplanes in British Columbia, Langley, Canadian Museum of Flight
- Aircraft preserved in Canada 1: Warplanes in British Columbia, Sidney, British Columbia Aviation Museum
- Aircraft preserved in Canada 2: Warplanes in Alberta
- Aircraft preserved in Canada 2: Warplanes in Alberta, Calgary, The Hangar Flight Museum
- Aircraft preserved in Canada 2: Warplanes in Alberta, Canadian Forces Base Cold Lake, Air Force Museum
- Aircraft preserved in Canada 2: Warplanes in Alberta, Edmonton, Alberta Aviation Museum



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



(NJR ZA Photo)

- Aircraft preserved in

Canada 2: Warplanes in

Alberta, Nanton, National

Bomber Command Air

Museum
- Aircraft preserved in

Canada 2: Warplanes in

Alberta, Wetaskiwin,

Reynolds-Alberta Museum
- Aircraft preserved in

Canada 3: Warplanes in

Saskatchewan
- Aircraft preserved in

Canada 4: Warplanes in

Manitoba
- Aircraft preserved in

Canada 4: Warplanes in

Manitoba, Canadian Forces

Base Winnipeg, Air Force

Heritage Museum and Air

Park
- Aircraft preserved in

Canada 4: Warplanes in

Manitoba, Winnipeg, Royal

Aviation Museum of

Western Canada
- Aircraft preserved in

Canada 5: Warplanes in

Ontario
- Aircraft preserved in

Canada 5: Warplanes in

Ontario, Canadian Forces

Base Borden, Base Borden

Military Museum
- Aircraft preserved in

Canada 5: Warplanes in

Ontario, Canadian Forces

Base Trenton, National Air

Force Museum of Canada
- Aircraft preserved in

Canada 5: Warplanes in

Ontario, Mount Hope,

Canadian Warplane

Heritage Museum
- Aircraft preserved in

Canada 5: Warplanes in



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



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



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

Ontario, Ottawa, Canada
Aviation & Space Museum,
Avro to Bristol
Aircraft preserved in
Canada 5: Warplanes in
Ontario, Ottawa, Canada
Aviation & Space Museum,
Canadair to Fairchild
Aircraft preserved in
Canada 5: Warplanes in
Ontario, Ottawa, Canada
Aviation & Space Museum,
Fairey to Noorduynd
Aircraft preserved in
Canada 5: Warplanes in
Ontario, Ottawa, Canada
Aviation & Space Museum,
North American to Zenith
Aircraft preserved in
Canada 5: Warplanes in
Ontario, Ottawa, Canadian
War Museum
Aircraft preserved in
Canada 6: Warplanes in
Québec
Aircraft preserved in
Canada 6: Warplanes in
Québec, Gatineau, Vintage
Wings of Canada
Aircraft preserved in
Canada 7: Warplanes in
New Brunswick
Aircraft preserved in
Canada 8: Warplanes in
Prince Edward Island
Aircraft preserved in
Canada 9: Warplanes in
Nova Scotia
Aircraft preserved in
Canada 9: Warplanes in
Nova Scotia, Greenwood
Military Aviation Museum
Aircraft preserved in
Canada 9: Warplanes in
Nova Scotia, Halifax,

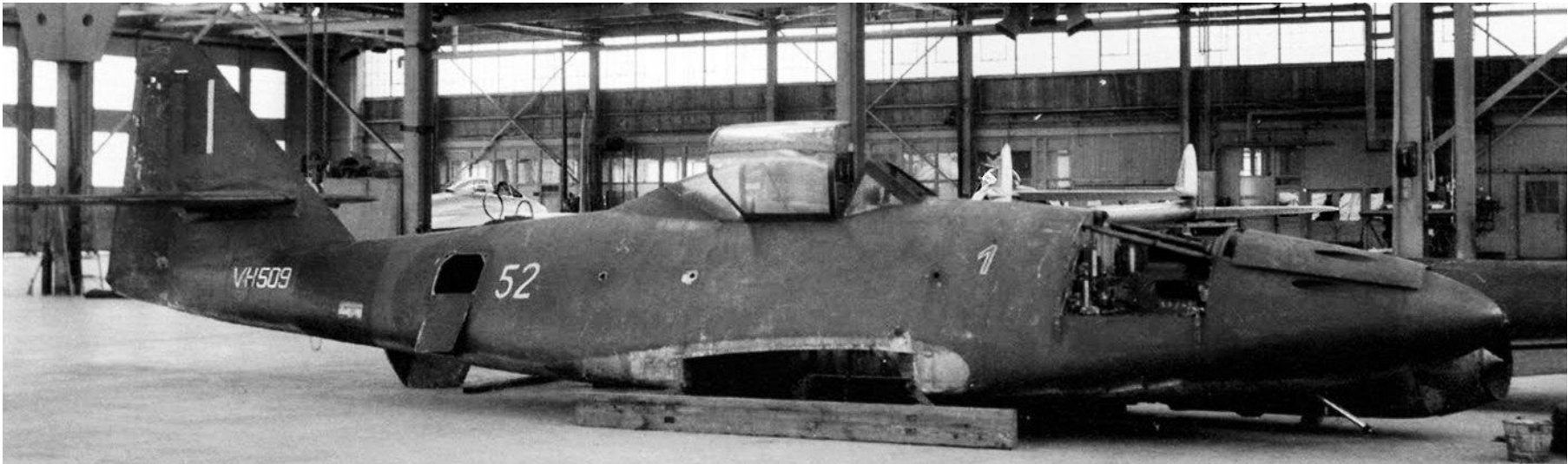


Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. **112372**),"*Red 2*", 10./NJG11, previously JG7, collected at Schleswig-Jagel, Germany. This aircraft was built in 1945. Designated **AM51**, it was flown to Farnborough where it was allocated RAF Serial No. **VK893** and evaluated by the Royal Aircraft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

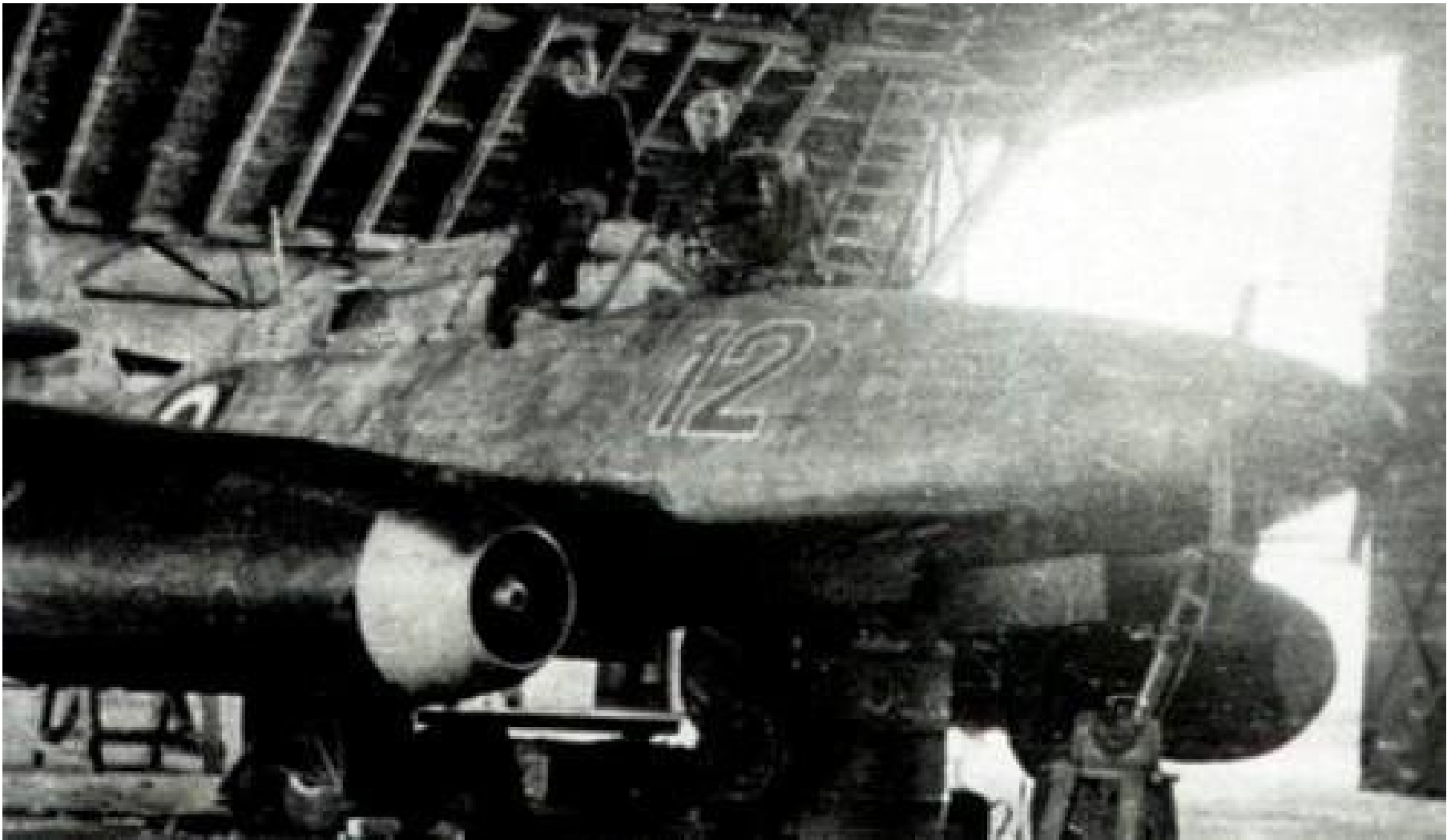
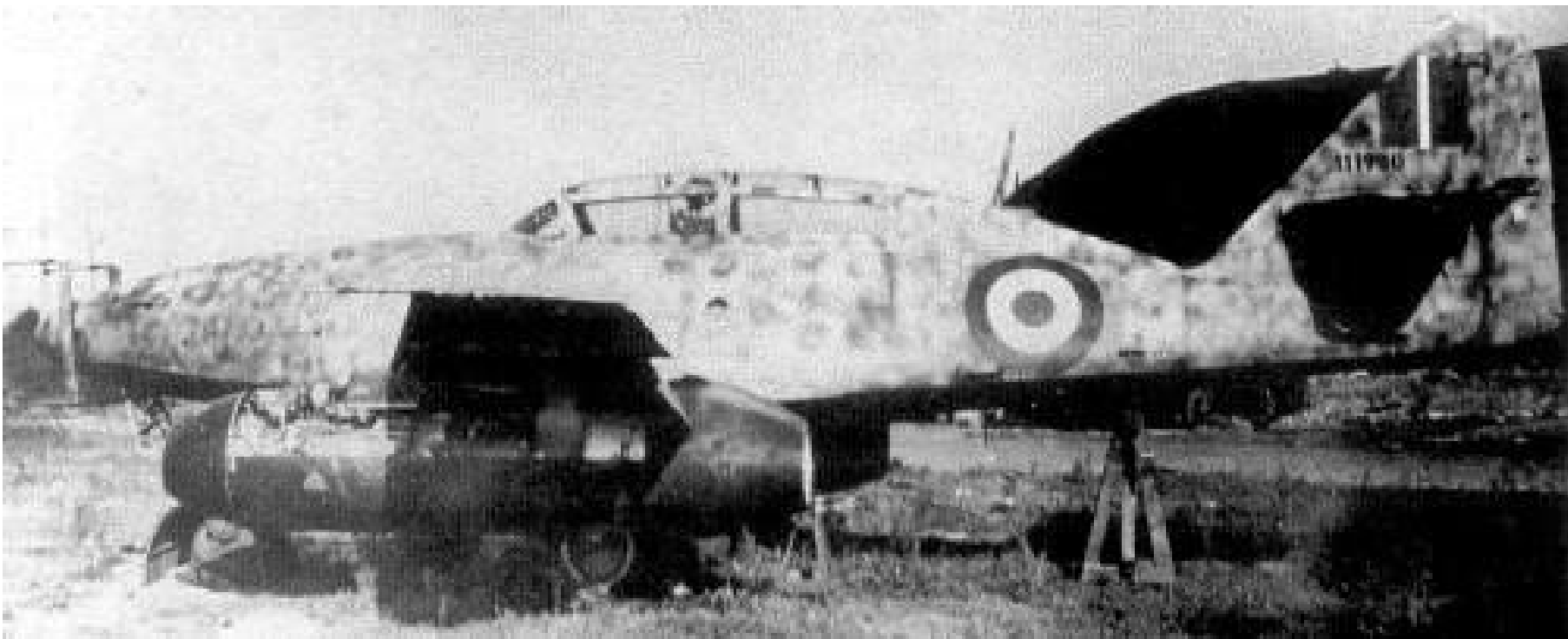
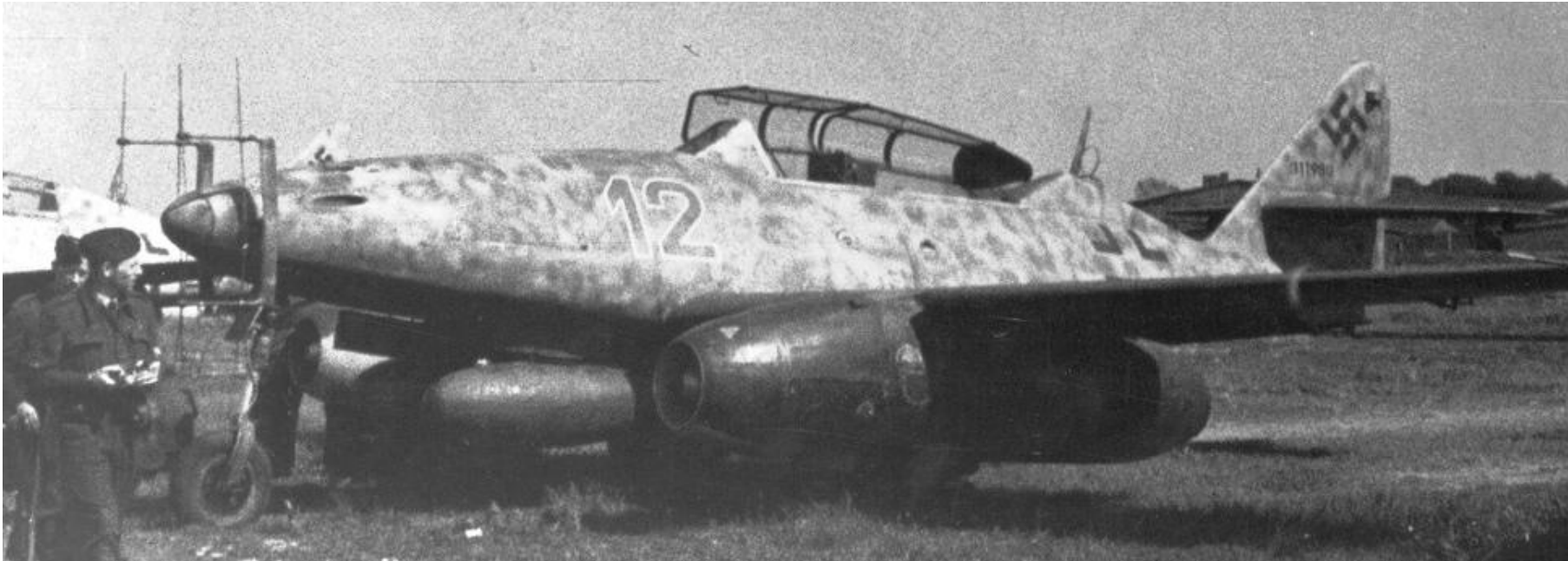


Messerschmitt Me 262A-2a "*Sturmvogel*" (Wk. Nr. **500210**), coded "*Red 1*", painted "*Yellow 17*", 1./JG 7, surrendered at Fassberg, near Celle, Germany, and taken over by No. 616 Squadron, RAF. Designated **AM52**, it was flown to Lübeck on 29 May 1945, then ferried to Schleswig-Jagel, and then on to Farnborough on 9 June 1945. It was allocated RAF Serial No. **VH509** on 14 June, and made at least one test flight in July at Brize Norton. AM 52 was shipped to Canada from Ellesmere Port on board the SS *Manchester Shipper* on 23 August 1946, arriving at Montréal on 1 September. AM 52 was sold to Cameron Logan of New Scotland, Ontario, about 1947, with 300 other war-surplus RCAF aircraft, and was eventually scrapped by him at New Scotland. (RAF Photos)

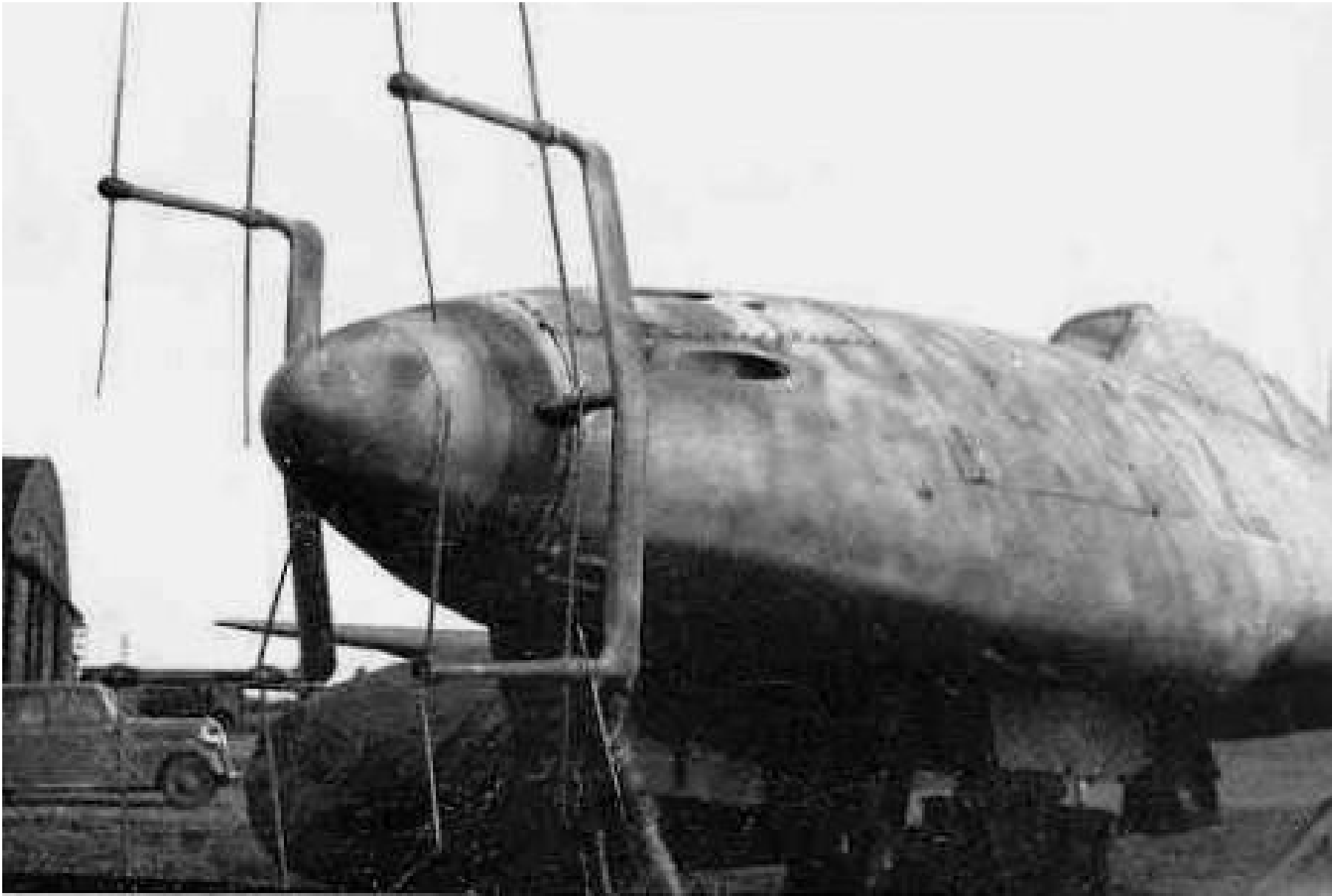
Atlantic Canada Aviation
Museum
Aircraft preserved in
Canada 9: Warplanes in
Nova Scotia, Shearwater
Aviation Museum
Aircraft preserved in
Canada, 10: Warplanes in
Newfoundland & Labrador
Aircraft preserved in
Canada, 11: Northwest
Territories; 12: Nunavut;
13: Yukon Territory
Armoured Fighting
Vehicles and Tanks
preserved in Canada 1:
British Columbia
Armoured Fighting
Vehicles and Tanks
preserved in Canada 2:
Alberta
Armoured Fighting
Vehicles and Tanks
preserved in Canada 3:
Saskatchewan
Armoured Fighting
Vehicles and Tanks
preserved in Canada 4:
Manitoba
Armoured Fighting
Vehicles and Tanks
preserved in Canada 5:
Ontario
Armoured Fighting
Vehicles and Tanks
preserved in Canada 5:
Ontario, Canadian Forces
Base Borden
Armoured Fighting
Vehicles and Tanks
preserved in Canada 5:
Ontario, Canadian Forces
Base Kingston
Armoured Fighting
Vehicles and Tanks
preserved in Canada 5:



Messerschmitt Me 262A-2a "Sturm-vogel" (Wk. Nr. 500210), coded "Red 1", painted "Yellow 17", 1./JG 7, RAF VH509, AM52. AM 52 shown hee disassembled at Downsview, Ontario after 1 Sep 1945. AM 52 was sold to Cameron Logan of New Scotland, Ontario, about 1947, with 300 other war-surplus RCAF aircraft, and was eventually scrapped by him at New Scotland. (Leslie Corness, CANAV Books Collection Photo)



- Ontario, Canadian Forces
- Base Petawawa
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada 5:
- Ontario, Ottawa, Canadian
- War Museum
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada 5:
- Ontario, Ottawa, Canadian
- War Museum, captured
- German kit, Second World
- War
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada 6:
- Québec
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada 7:
- New Brunswick
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada 7:
- New Brunswick, 5
- Canadian Divison Support
- Base Gagetown
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada 8:
- Prince Edward Island
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada 9:
- Nova Scotia
- Armoured Fighting
- Vehicles and Tanks
- preserved in Canada, 10:
- Newfoundland and
- Labrador, 11: Northwest
- Territories, 12: Nunavut,
- and 13: Yukon Territory
- Armoured Fighting
- Vehicles and Tanks



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



- preserved in Canada, 14:
- MASTER LIST (no Photos)
- Armoured Fighting
- Vehicles and Tanks
- preserved overseas used
- by Canadians
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Connecticut
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Louisiana, New Orleans and the National Museum of WWII
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Louisiana, New Orleans, Jackson Barracks Military Museum
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Maine
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Massachusetts
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: New Hampshire
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Rhode Island
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Texas, Austin
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Texas, Camp Mabry, Texas Forces Military Museum
- Artillery and Armoured
- Fighting Vehicles preserved
- in the USA: Texas, Fort Hood, 1st Cavalry Museum
- Artillery and Armoured
- Fighting Vehicles preserved



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



(RAF Photo)

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



(RAF Photo)



(RAF Photo)

- in the USA: Texas, Fort Hood, 3rd Cavalry Museum
- Artillery and Armoured Fighting Vehicles preserved
- in the USA: Vermont
- Artillery of Canada, Library and Archives
- Canada Photos
- Artillery preserved in
- Canada 1: British Columbia, Belleville, Chilliwack, Cranbrook, Esquimalt, Fort Langley, Kamloops, Kaslo, Kelowna, Ladysmith and Maple Ridge
- Artillery preserved in
- Canada 1: British Columbia, Canadian Forces Base Esquimalt, and Work Point Barracks
- Artillery preserved in
- Canada 1: British Columbia, Colwood, Fort Rodd Hill National Historic Site of Canada
- Artillery preserved in
- Canada 1: British Columbia, Nanaimo, Naramata, North Saanich, North Vancouver, Rogers Pass, Sidney, Trail, Ucluelet, Valemont, Vernon and White Rock
- Artillery preserved in
- Canada 1: British Columbia, New Westminster
- Artillery preserved in
- Canada 1: British Columbia, Vancouver
- Artillery preserved in
- Canada 1: British Columbia, Victoria
- Artillery preserved in
- Canada 2: Alberta, Barrhead, Bellevue, Bragg

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



(RCAF Photo)



(RCAF Photo)

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



(Cameron Logan Photo)

Messerschmitt Me 262A-1a "*Schwalbe*" (Wk. Nr. 111690), coded "*White 5*", 1./JG 7, AM80, eventually came into the hands of Mr. Logan of Aylmer, Ontario as shown in this photo. He kept it behind his home until at least 1953. Eventually it was destroyed and the remains were buried on his property.

Creek, Brooks, CFB Cold

Lake, Didsbury, Fort

Macleod, Fort

Saskatchewan, Frank, High

Prairie, Lougheed and

Mannville

Artillery preserved in

Canada 2: Alberta, Calgary

Artillery preserved in

Canada 2: Alberta,

Edmonton

Artillery preserved in

Canada 2: Alberta,

Lethbridge

Artillery preserved in

Canada 2: Alberta, Peace

River, Provost, Redcliffe,

Red Deer, Sangudo,

Sedgewick, Stavely, Taber,

Thorhild, Two Hills,

Vauxhall, Vermilion and

Wainwright

Artillery Preserved in

Canada 3: Saskatchewan,

Battleford, Estevan, Fort

Qu'appelle, Indian Head,

Kamsack, Lembourg and

Meota

Artillery Preserved in

Canada 3: Saskatchewan,

Moose Jaw, Ponteix,

Saltcoats, Wynard and

Yorkton

Artillery Preserved in

Canada 3: Saskatchewan,

Regina

Artillery Preserved in

Canada 3: Saskatchewan,

Saskatoon

Artillery preserved in

Canada 4: Manitoba,

Brandon and Carman

Artillery preserved in

Canada 4: Manitoba,

Canadian Forces Base



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



Shilo, Royal Canadian
Artillery Museum
Artillery preserved in
Canada 4: Manitoba,
Churchill, Prince of Wales
Fort, National Historic Site
of Canada
Artillery preserved in
Canada 4: Manitoba,
Darlingford, Douglas,
Neepawa, Pilot Mound,
Selkirk, Seven Sisters,
Shilo, Upper Fort Garry
and York Factory
Artillery preserved in
Canada 4: Manitoba,
Winnipeg
Artillery preserved in
Canada 5: Ontario, Acton,
Alexandria, Amherstburg,
Arden, Arnprior and Arthur
Artillery preserved in
Canada 5: Ontario, Barrie,
Bath, Beamsville,
Belfountain, Belle River,
Belleville, Blenheim,
Bracebridge, Brantford,
Brockville, Burlington and
Burks Falls
Artillery preserved in
Canada 5: Ontario,
Caledonia, Cambridge Galt,
Cardinal, Carleton Place,
Cayuga, Chapleau,
Chatham, Cobalt, Cobourg
and Coe Hill
Artillery preserved in
Canada 5: Ontario,
Canadian Forces Base
Borden
Artillery preserved in
Canada 5: Ontario,
Canadian Forces Base
Petawawa
Artillery preserved in
Canada 5: Ontario,



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



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

Colborne, Collingwood,
Cookstown and Cornwall
Artillery preserved in
Canada 5: Ontario,
Dundas, Dunnville,
Durham, Eganville, Elliot
Lake, Emo, Espanola,
Essex, Finch, Flesherton,
and Fordwich
Artillery preserved in
Canada 5: Ontario, Fort
Erie
Artillery Preserved in
Canada 5: Ontario, Fort
George
Artillery preserved in
Canada 5: Ontario,
Gananoque, Georgetown,
Georgina, Goderich,
Goodenham, Gorrie, Grand
Bend and Guelph
Artillery preserved in
Canada 5: Ontario,
Haileybury, Haliburton,
Hamilton, Hannover,
Harold, Hariston,
Hawkesbury, Holstein and
Huntsville
Artillery preserved in
Canada 5: Ontario,
Ingersoll, Innisfil and
Iroquois
Artillery preserved in
Canada 5: Ontario, Kars,
Swords and Ploughshares
Museum
Artillery preserved in
Canada 5: Ontario,
Kenora, Keswick, Kettleby,
Kincardine, Kingsville, and
Kitchener
Artillery preserved in
Canada 5: Ontario,
Kingston
Artillery preserved in
Canada 5: Ontario,



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



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

Kingston, Canadian Forces

Base Kingston

Artillery preserved in

Canada 5: Ontario,

Kingston, Fort Frontenac

Artillery preserved in

Canada 5: Ontario,

Kingston, Fort Henry

Artillery preserved in

Canada 5: Ontario,

Kingston, RMC, Fort

Frederick

Artillery preserved in

Canada 5: Ontario,

Kingston, Royal Military

College grounds

Artillery preserved in

Canada 5: Ontario,

Lakeview, Lincoln, Lisle,

London, Longlac, L'Orignal,

Lucan, Lucknow and

Lunenburg

Artillery preserved in

Canada 5: Ontario, Madoc,

Manitoulin Island,

Mannotick, Massey,

Meaford, Merrickville,

Midland, Milton,

Mississauga, Moose

factory, Morrisburg, Mount,

Mount Forest and Mountain

Grove

Artillery preserved in

Canada 5: Ontario, New

Liskeard, New Lowell,

Niagara-on-the-Lake,

Niagara Falls and Norfolk

Artillery preserved in

Canada 5: Ontario,

Oakland, Omemee,

Orangeville, Orillia,

Oshawa and Oshweken

Artillery preserved in

Canada 5: Ontario, Ottawa

Artillery preserved in

Canada 5: Ontario,

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



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

Czech Avia S-92s

Ottawa, The Canadian War

Museum

Artillery preserved in

Canada 5: Ontario, Owen

Sound, Pelham, Pembroke,

Penetanguishene, Perth,

Petawawa, Peterborough,

Petrolia and Picton

Artillery preserved in

Canada 5: Ontario, Port

Colborne, Port Dover, Port

Hope and Priceville

Artillery preserved in

Canada 5: Ontario, Rainy

River, Richards Landing,

Sarnia, Sault Ste. Marie,

Shelburne, Shirley's Bay,

Simcoe, Smith Falls,

Southampton, St.

Catherines and St. Thomas

Artillery preserved in

Canada 5: Ontario, Stoney

Creek, Stratford, Strathroy

and Stratton

Artillery preserved in

Canada 5: Ontario,

Tavistock, Thunder Bay,

Tilsonburg, Toledo,

Trenton, Uxbridge, Verner

and Victoria Harbour

Artillery preserved in

Canada 5: Ontario,

Toronto

Artillery preserved in

Canada 5: Ontario,

Wallaceburg, Wasaga

Beach, Waterdown,

Waterford, Waterloo,

Watson's Corners,

Welland, Whitby, Whitney,

Wilberforce, Williamstown,

Windsor and Wingham

Artillery preserved in

Canada 5: Ontario,

Woodbridge and

Woodstock



(AlfvanBeem Photo)



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



(Alan Wilson Photo)

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

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

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

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

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

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

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

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



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

French Me 262s

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



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

Père, Pointe-à-la-Croix,
Pointe-à-la-Frégate,
Quyon, Rimouski and
Rivière du Loup
Artillery preserved in
Canada 6: Québec,
Montréal and Fort de l'Île
Sainte-Hélène
Artillery preserved in
Canada 6: Québec,
Montréal, Royal Canadian
Ordnance Corps Museum
Artillery preserved in
Canada 6: Québec, Québec
City Fortifications
Artillery preserved in
Canada 6: Québec, Québec
City, la Citadel
Artillery preserved in
Canada 6: Québec,
Saguenay, Saint Claude,
Saint-Jean-sur-Richelieu,
Saint-Paul-de-l'Île-aux-
Noix, Sayabec, Sept-Îles,
Shawville, Shawinigan,
Sherbrooke, Sorel, Sorel-
Tracy, Saint-Agathe-des-
Monts and Saint-Félicien
Artillery preserved in
Canada 6: Québec, Saint
Hubert, Saint-Hyacinthe,
Saint-Jérôme, Sainte-
Thérèse and Sutton
Artillery preserved in
Canada 6: Québec, Saint-
Jean-sur-Richelieu, Collège
militaire royal de Saint-
Jean
Artillery preserved in
Canada 6: Québec,
Témiscaming, Terrebonne,
Trois-Rivières, DRDC
Valcartier, Victoriaville,
Warwick, Waterloo and
Windsor



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

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

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

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

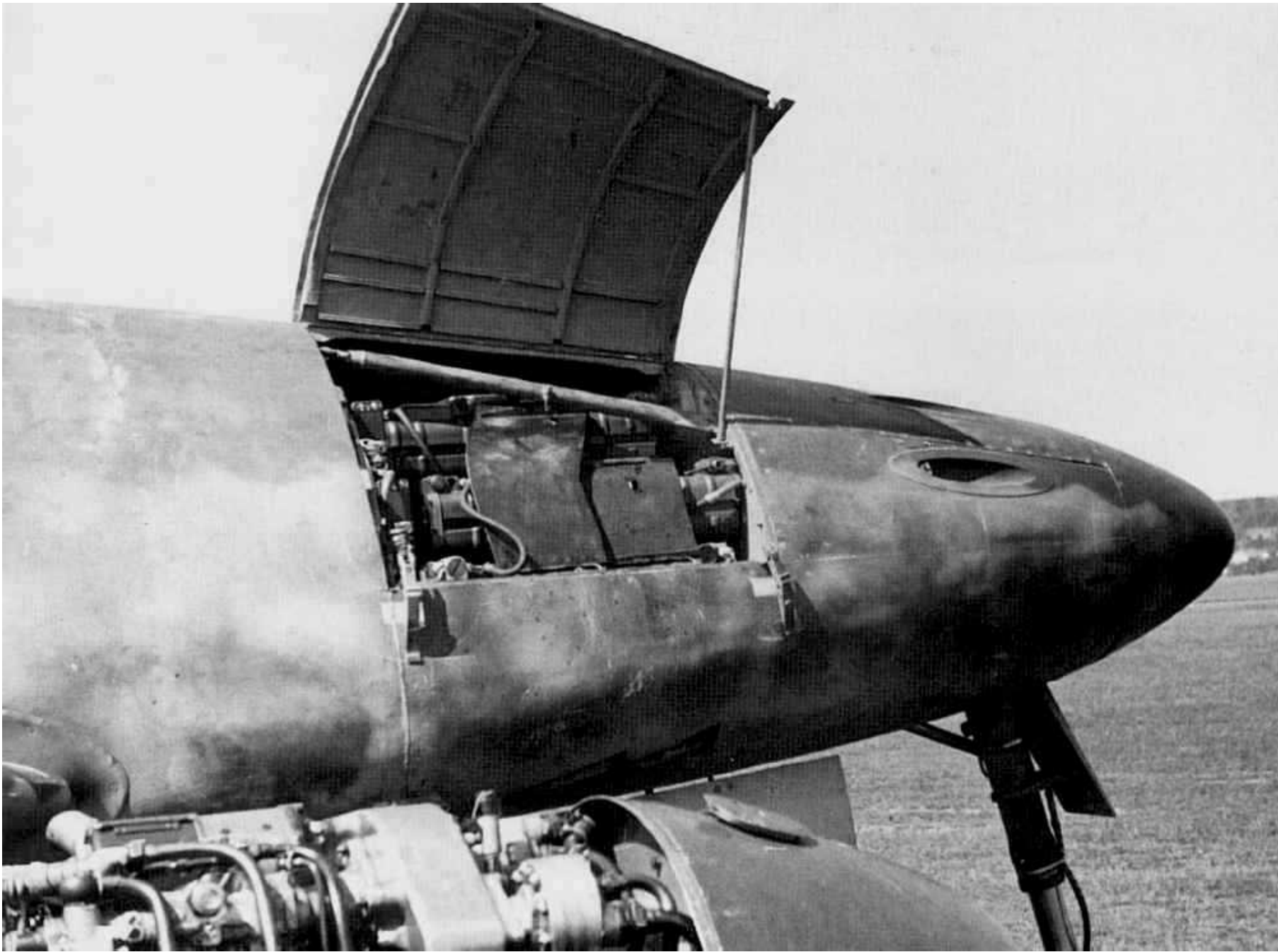
Messerschmitt Me 262A-1a, (Wk. Nr. unknown), No. 6, brought by rail to France and partially rebuilt, fate unknown.

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

Me 262s preserved in Germany



Artillery preserved in
Canada 6: Québec, Lévis
Artillery preserved in
Canada 7: New Brunswick,
5 CDSB Gagetown, Royal
Regiment of Canadian
Artillery School (RCAS)
Artillery preserved in
Canada 7: New Brunswick,
5 CDSB Gagetown, the 4th
Artillery Regiment (General
Support)
Artillery preserved in
Canada 7: New Brunswick,
5 CDSB Gagetown, the
Infantry School
Artillery preserved in
Canada 7: New Brunswick,
5 CDSB Gagetown, the
New Brunswick Military
History Museum
Artillery preserved in
Canada 7: New Brunswick,
Allison, Bathurst,
Campbellton, Cap Pelé,
Caraquet, Centreville and
Chipman
Artillery preserved in
Canada 7: New Brunswick,
Aulac, Fort Beausejour
Artillery preserved in
Canada 7: New Brunswick,
Fredericton, Grand Anse,
Grand Falls, Hopewell
Cape, Kedgwick, Minto,
Miramichi, Moncton and
New Maryland
Artillery preserved in
Canada 7: New Brunswick,
North Head, Oromocto,
Perth-Andover, Rogersville
and Rothesay
Artillery preserved in
Canada 7: New Brunswick,
Saint John



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

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

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

Artillery Preserved in
Canada 8: Prince Edward
Island, Charlottetown

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

Artillery Preserved in
Canada 8: Prince Edward
Island, Summerside

Artillery preserved in
Canada 9: Nova Scotia,
Annapolis Royal

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

Artillery preserved in
Canada 9: Nova Scotia,
Digby

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

Artillery preserved in
Canada 9: Nova Scotia,
Halifax

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



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

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



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

Me 262s captured by the USAAF

Artillery preserved in
Canada 9: Nova Scotia,
Halifax, Fort George, the
Citadel
Artillery preserved in
Canada 9: Nova Scotia,
Halifax, Maritime Museum
of the Atlantic
Artillery preserved in
Canada 9: Nova Scotia,
Halifax, Naval Museum
Artillery preserved in
Canada 9: Nova Scotia,
Halifax, Point Pleasant Park
Artillery preserved in
Canada 9: Nova Scotia,
Halifax, Royal Artillery Park
Artillery preserved in
Canada 9: Nova Scotia,
Halifax, The Army Museum
Artillery preserved in
Canada 9: Nova Scotia,
Halifax, York Redoubt
Artillery preserved in
Canada 9: Nova Scotia,
Liverpool, Louisbourg, New
Victoria, Parrsboro,
Peggy's Cove, Pictou, Port
la Tour, River John and
Riverport
Artillery preserved in
Canada 9: Nova Scotia,
Lunenburg
Artillery preserved in
Canada 9: Nova Scotia,
Sambro Island, Shelburne,
Sydney, Trenton, Truro,
Wallace, Whycocomagh,
Windsor, Wolfville and
Yarmouth
Artillery preserved in
Canada, 10: Newfoundland
& Labrador, Argentia, Bay
Bulls, Bay Roberts, Bell
Island, Bonavista, Botwood
and Burgeo



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



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



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

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

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

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

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

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

Artillery preserved in
Canada, French Guns

Artillery preserved in
Canada, German First
World War Trophies

Artillery preserved in
Canada, German Second
World War Trophies

Artillery preserved in
Ireland

Artillery preserved in
Mexico



Messerschmitt Me 262A-1a, (Wk. Nr. 110956), IIIJG2, "*White 17*", Franz-Holzinger, Lechfeld 29 Apr 1945. This aircraft may have been flown by Heinz Bar. (USAAF Photos)



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

Me 262s, USA



Artillery preserved in

Portugal

Axis Warplane

Survivors, German Aircraft

(Part I), Arado to Focke-

Wulf

Axis Warplane

Survivors, German Aircraft

(Part II), Focke-Wulf to

Junkers

Axis Warplane

Survivors, German Aircraft

(Part III), Junkers to

Messerschmitt

Axis Warplane

Survivors, German Aircraft

(Part IV), Messerschmitt to

Siebel

Canadian Aerospace

Artists Association, Harold

A. Skaarup Artwork

Canadian Airborne

Regiment, 12-plane mass

drop on an exercise over

CFB Borden, 1988

Canadian Forces

Parachute Team, The Sky

Hawks, 1977-1979

Canadian Intelligence

Corps (C Int C)

Canadian MiG Flights

Canadian Military

Motorcycles

Canadian Provost Corps

(C Pro C)

Canadian War Trophies

Canadian Warplanes

(Books and Illustrations)

Canadian Warplanes 1:

The Biplane Era Fighters,

Bombers and Patrol

Aircraft

Canadian Warplanes 1:

The Biplane Era,

Armstrong Whitworth Atlas

and Siskin fighters



Canadian Warplanes 1:
The Biplane Era, Boeing
Aircraft of Canada
(Blackburn) Shark
Canadian Warplanes 1:
The Biplane Era, Bristol
F.2B Fighter
Canadian Warplanes 1:
The Biplane Era, Canadian
Car & Foundry (Grumman)
Goblin
Canadian Warplanes 1:
The Biplane Era, Canadian
Vickers (Supermarine)
Stranraer
Canadian Warplanes 1:
The Biplane Era, Fairey
Swordfish
Canadian Warplanes 1:
The Biplane Era, Felixstow
F.3 Flying Boats
Canadian Warplanes 1:
The Biplane Era, Fokker
D.VII War Prizes
Canadian Warplanes 1:
The Biplane Era, Hawker
Tomtit, Hawker Fury,
Hawker Hart, Hawker
Audax and Hawker Hind
Canadian Warplanes 1:
The Biplane Era, Nieuport
Bebe, Nieuport 12 and
Nieuport 17 fighters
Canadian Warplanes 1:
The Biplane Era, Royal
Aircraft Factory B.E.2c,
F.E.2b, R.E.8 and S.E.5a
fighters
Canadian Warplanes 1:
The Biplane Era, Sopwith
fightersSopwith Camel,
Dolphin, 1-1/2 Strutter,
Pup, Snipe and Triplane
Canadian Warplanes 1:
The Biplane Era, Westland
Wapiti



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

Watson's Whizzers

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

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

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

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

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

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

Canadian Warplanes 2:

The Biplane Era Trainers,

Transports and Utility

Aircraft

Canadian Warplanes 2:

The Biplane Era, Aerial

Experimental Association

(AEA) Silver Dart, June

Bug and Baddeck

Canadian Warplanes 2:

The Biplane Era, Avro

biplanes

Canadian Warplanes 2:

The Biplane Era, Canadian

Vickers floatplanes and

seaplanes

Canadian Warplanes 2:

The Biplane Era, Curtiss

biplanes

Canadian Warplanes 2:

The Biplane Era, de

Havilland biplanes

Canadian Warplanes 2:

The Biplane Era, Fairchild

Trainers, Transports and

Utility Aircraft

Canadian Warplanes 2:

The Biplane Era, Fleet

Fawn and Fleet Finch

trainers

Canadian Warplanes 3:

The Second World War

Fighters, Bombers and

Patrol Aircraft

Canadian Warplanes 3:

The Second World War,

and post-War, Avro Anson

trainers

Canadian Warplanes 3:

The Second World War,

and post-War, Avro

Lancaster

Canadian Warplanes 3:

The Second World War,

and post-war, Beechcraft

CT-128 Expeditor

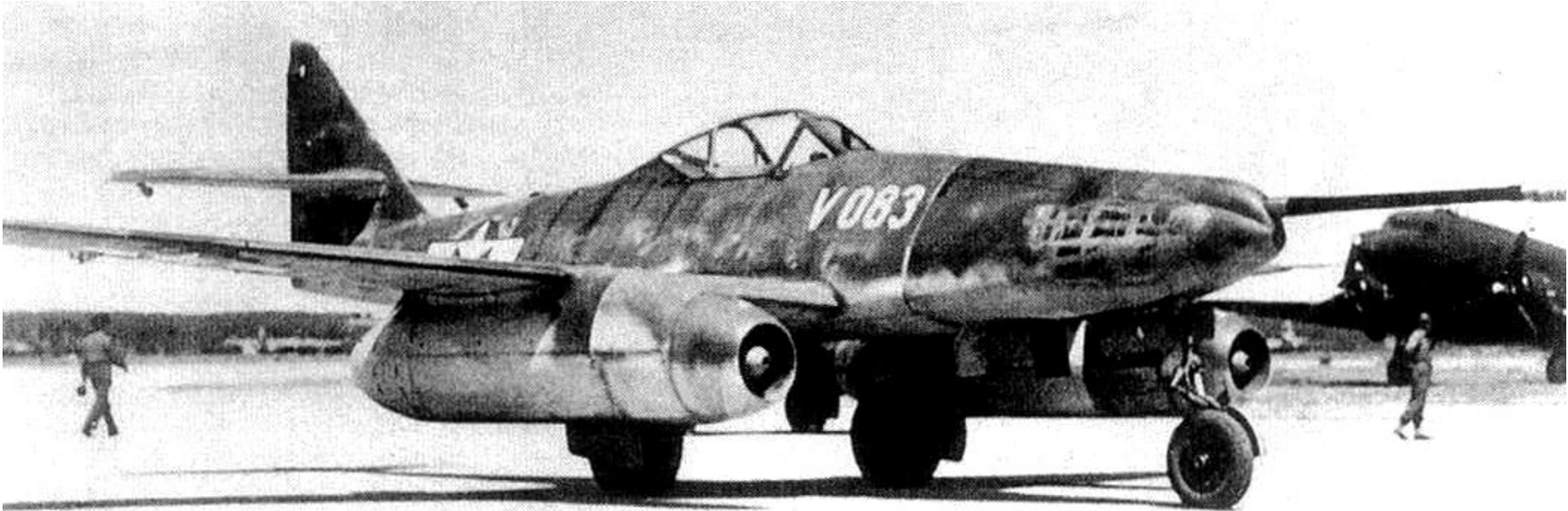
Munich-Riem airport on 8 May 1945. After he landed, Braun was approached by one of Watson’s men who gave him the choice of either going to a prison camp or flying with the “Whizzers.” Braun decided flying would be more preferable. Three Messerschmitt employees also joined the “Whizzers,” with Karl Baur,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

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

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

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

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



Canadian Warplanes 3:

The Second World War,

and post-War, Boeing

Canada PB2B-1 Catalina

and Canadian Vickers PBV-

1A Canso A

Canadian Warplanes 3:

The Second World War,

and post-war, Consolidated

B-24 Liberator

Canadian Warplanes 3:

The Second World War,

and post-War, Hawker

Hurricane

Canadian Warplanes 3:

The Second World War,

and post-War, North

American B-25 Mitchell

Canadian Warplanes 3:

The Second World War,

and post-War, North

American Harvard

Canadian Warplanes 3:

The Second World War,

and post-War, North

American P-51 Mustang

Canadian Warplanes 3:

The Second World War,

and post-War,

Supermarine Spitfire

Canadian Warplanes 3:

The Second World War,

Bristol (Fairchild)

Bolingbroke

Canadian Warplanes 3:

The Second World War,

Bristol Beaufort and Bristol

Beaufighter

Canadian Warplanes 3:

The Second World War,

Curtiss P-40 Kittyhawk

Canadian Warplanes 3:

The Second World War, de

Havilland DH.98 Mosquito

Canadian Warplanes 3:

The Second World War,



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



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

Douglas Boston
Canadian Warplanes 3:
The Second World War,
Douglas Digby
Canadian Warplanes 3:
The Second World War,
Handley Page Halifax
Canadian Warplanes 3:
The Second World War,
Handley Page Hampden
Canadian Warplanes 3:
The Second World War,
Hawker Tempest and
Hawker Typhoon
Canadian Warplanes 3:
The Second World War,
Lockheed Hudson,
Lodestar, Vega and
Ventura
Canadian Warplanes 3:
The Second World War,
Martin Baltimore and
Martin Maryland bombers
Canadian Warplanes 3:
The Second World War,
Short Stirling
Canadian Warplanes 3:
The Second World War,
Vickers Wellington
Canadian Warplanes 3:
The Second World War,
Westland Lysander
Canadian Warplanes 3:
The Second World War,
Westland Whirlwind
Canadian Warplanes 4:
The Second World War
Trainers, Transports and
Utility Aircraft
Canadian Warplanes 4:
The Second World War,
Airspeed and WACO
Gliders
Canadian Warplanes 4:
The Second World War,
Airspeed Oxford



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

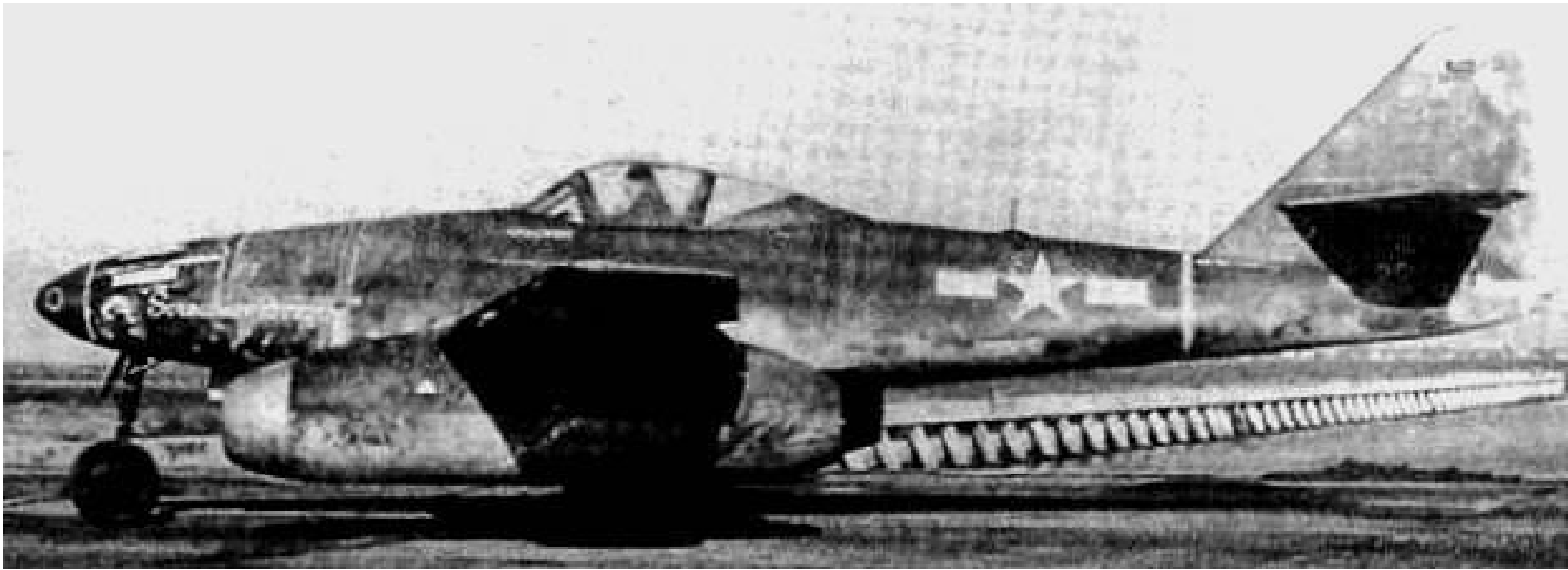


Messerschmitt Me 262A-1a/U4, (Wk. Nr. unknown), "Pulkzerstörer", bomber destroyer version armed with one 50-mm Mauser Mk. 214 cannon. USAAF "Feudin 54 A.D Sq". Possibly shipped to the USA, fate unknown. (USAAF Photos)

Canadian Warplanes 4:
The Second World War,
and post-War, Douglas
Dakota
Canadian Warplanes 4:
The Second World War,
and post-War, Noordyn
Norseman
Canadian Warplanes 4:
The Second World War,
Boeing B-17 Flying
Fortress
Canadian Warplanes 4:
The Second World War,
Brewster SB2A Bermuda
Canadian Warplanes 4:
The Second World War,
Canadian Vickers
(Northrop) Delta
Canadian Warplanes 4:
The Second World War,
Cessna Crane
Canadian Warplanes 4:
The Second World War,
Fairchild Cornell
Canadian Warplanes 4:
The Second World War,
Fairey Battle
Canadian Warplanes 4:
The Second World War,
Fleet Fort
Canadian Warplanes 4:
The Second World War,
Grumman Goose
Canadian Warplanes 4:
The Second World War,
Northrop Nomad
Canadian Warplanes 5:
The Post War Piston Era
Canadian Warplanes 5:
The Post War Piston Era,
Auster AOP.6
Canadian Warplanes 5:
The Post War Piston Era,
Bristol 170 Freighter



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



Canadian Warplanes 5:

The Post War Piston Era,

Canadair CC-106 Yukon

Canadian Warplanes 5:

The Post War Piston Era,

Canadair CL-2 North Star

and Canadair C-5 North

Star transports

Canadian Warplanes 5:

The Post War Piston Era,

Canadair CP-107 Argus

Canadian Warplanes 5:

The Post War Piston Era,

Cessna L-19 Bird Dog and

Cessna L-182 Skylane

Canadian Warplanes 5:

The Post War Piston Era,

Consolidated RY-3

Privateer

Canadian Warplanes 5:

The Post War Piston Era,

de Havilland Canada

(Grumman) CP-121

Tracker

Canadian Warplanes 5:

The Post War Piston Era,

de Havilland CC-108

Caribou, CC-115 Buffalo,

CC-138 Twin Otter, CC132

Dash-7, CC-142 and CT-

142 Dash-8

Canadian Warplanes 5:

The Post War Piston Era,

de Havilland CC-123 Otter

Canadian Warplanes 5:

The Post War Piston Era,

Fairchild C-119 Flying

Boxcar

Canadian Warplanes 5:

The Post War Piston Era,

Fairey Firefly

Canadian Warplanes 5:

The Post War Piston Era,

General Motors

(Grumman) TBM-3E

Avenger



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



Canadian Warplanes 5:

The Post War Piston Era,

Hawker Sea Fury

Canadian Warplanes 5:

The Post War Piston Era,

Lockheed CC-130 Hercules

Canadian Warplanes 5:

The Post War Piston Era,

Lockheed CP-122 Neptune

Canadian Warplanes 5:

The Post War Piston Era,

NRC Tailless Glider

Canadian Warplanes 5:

The Post War Piston Era,

Supermarine Seafire

Canadian Warplanes 5:

The Post-War Piston Era,

Grumman CSR-110

Albatross

Canadian Warplanes 6,

Jets

Canadian Warplanes 6,

Jets, Airbus CC-150 Polaris

Canadian Warplanes 6,

Jets, Avro C102 Jetliner

Canadian Warplanes 6,

Jets, Avro CF-100 Canuck

Canadian Warplanes 6,

Jets, Avro CF-105 Arrow

Canadian Warplanes 6,

Jets, Boeing CC-137 Husky

Canadian Warplanes 6,

Jets, Boeing CC-177

Globemaster III

Canadian Warplanes 6,

Jets, Bombardier CC-144

Challenger

Canadian Warplanes 6,

Jets, British Aerospace

(HS) CT-155 Hawk

Canadian Warplanes 6,

Jets, Canadair CF-104

Starfighter

Canadian Warplanes 6,

Jets, Canadair CF-116



Freedom Fighter

Canadian Warplanes 6,
Jets, Canadair CL-13 Sabre

Canadian Warplanes 6,
Jets, Canadair CL-52

Stratojet (Boeing B-47B)

Canadian Warplanes 6,
Jets, Canadair CT-114

Tutor

Canadian Warplanes 6,
Jets, Canadair CT-133A

Silver Star

Canadian Warplanes 6,
Jets, Dassault CC-117

Falcon 20C

Canadian Warplanes 6,
Jets, de Havilland DH.100

Vampire

Canadian Warplanes 6,
Jets, de Havilland DH.106

Comet

Canadian Warplanes 6,
Jets, Gloster Meteor

Canadian Warplanes 6,
Jets, McDonnell CF-101

Voodoo

Canadian Warplanes 6,
Jets, McDonnell Douglas

CF-188 Hornet

Canadian Warplanes 6,
Jets, McDonnell F2H-3

Banshee

Canadian Warplanes 7:

Helicopters

Canadian Warplanes 7:

Helicopters,

AgustaWestland CH-149

Cormorant

Canadian Warplanes 7:

Helicopters, Bell CH-118

Iroquois

Canadian Warplanes 7:

Helicopters, Bell CH-135

Twin Huey



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



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

Canadian Warplanes 7:

Helicopters, Bell CH-136

Kiowa

Canadian Warplanes 7:

Helicopters, Bell CH-139

Jet Ranger

Canadian Warplanes 7:

Helicopters, Bell CH-146

Griffon

Canadian Warplanes 7:

Helicopters, Bell H-13B

Sioux and Bell HTL-6 Sioux

Canadian Warplanes 7:

Helicopters, Boeing Vertol

CH-113 Voyageur and CH-

113A Labrador

Canadian Warplanes 7:

Helicopters, Boeing Vertol

CH-147 Chinook

Canadian Warplanes 7:

Helicopters, Canadair CL-

84 Dynavert

Canadian Warplanes 7:

Helicopters, Hiller CH-112

Nomad

Canadian Warplanes 7:

Helicopters, Piasecki HUP-3

Retriever

Canadian Warplanes 7:

Helicopters, Sikorsky CH-

124 Sea King

Canadian Warplanes 7:

Helicopters, Sikorsky CH-

126 Choctaw

Canadian Warplanes 7:

Helicopters, Sikorsky CH-

148 Cyclone

Canadian Warplanes 7:

Helicopters, Sikorsky H-19

and HO4S-3 Sea Horse

Canadian Warplanes 7:

Helicopters, Sikorsky H-5

Dragonfly

Canadian Warplanes 7:

Helicopters, Vertol Canada

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



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



CH-125 and CH-127

Workhorse

Canadian Warplanes 8:

Boeing CIM 10B Bomarc

surface-to-air missile

Castles and Fortresses

Congreve Rockets -

Canadian Connections

Dream Sayer: New

Visions (pending)

Dream Seeker: Old

Wisdoms Revisited

Dream Seer: Old

Wisdoms

Estabrooks, Frederick

W. Canadian Provost Corps

Estabrooks, Walter R.

Whiz Bangs and Woolly

Bears

German Aggregat A-4

Vergeltungswaffe-2 (V-2)

Rockets, preserved

German Warplanes

flown by the

Luftstreitkräfte 1914-1918,

preserved

German Warplanes

flown by the Luftwaffe

1939-1945, Arado to

Dornier

German Warplanes

flown by the Luftwaffe

1939-1945, Fieseler to

Focke Achgelis

German Warplanes

flown by the Luftwaffe

1939-1945, Focke-Wulf

German Warplanes

flown by the Luftwaffe

1939-1945, Gotha to

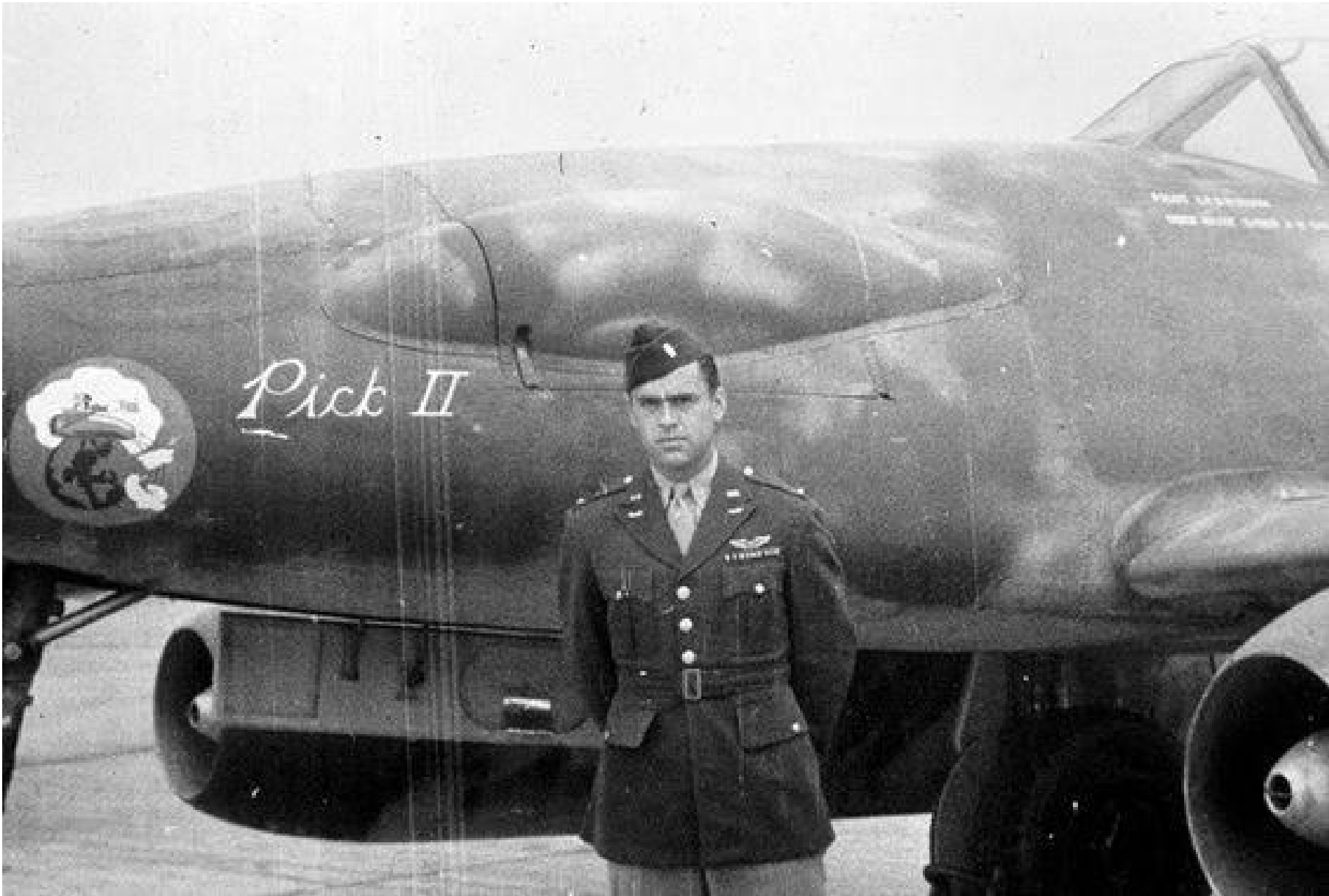
Junkers

German Warplanes

flown by the Luftwaffe

1939-1945, Klemm to

Siebel



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

German Warplanes
flown by the Luftwaffe
1939-1945, Messerschmitt
Ironsides, Canadian
Armoured Fighting Vehicle
Museums and Monuments
Italian Warplanes of the
Second World War (Regia
Aeronautica), Aeronautica
to Douglas
Italian Warplanes of the
Second World War (Regia
Aeronautica), Fiat to
Macchi
Italian Warplanes of the
Second World War (Regia
Aeronautica),
Messerschmitt to Savoia-
Marchetti
Japanese Warplanes of
the Second World War,
Aichi to Kawanishi
Japanese Warplanes of
the Second World War,
Mitsubishi
Japanese Warplanes of
the Second World War,
Nakajima to Yokosuka
Japanese Weapons and
Artifacts of the Second
World War preserved in
Canada
Kite Balloons over
Canadians during the First
World War
Labyrinth and Rock
Wall, Fredericton
Mobile Support
Equipment, RCAF
New Brunswick - the
picture province
New Brunswick Military
History Museums
New Brunswick Military
Units, The 8th Canadian
Hussars (Princess Louise's)



New Brunswick Military

Units, The Carleton and

York Regiment

New Brunswick Military

Units, The New Brunswick

Rangers

New Brunswick Military

Units, The North Shore

(New Brunswick) Regiment

New Brunswick Military

Units, The Royal New

Brunswick Regiment

New Brunswick Military

Units, The Royal Rifles of

Canada (New Brunswick

elements)

Nursing Sisters, Canada

Out of Darkness - Light,

A History of Canadian

Military Intelligence,

Volume 1, Pre-

Confederation to 1982

Out of Darkness - Light,

A History of Canadian

Military Intelligence,

Volume 2, 1983 to 1997

Out of Darkness - Light,

A History of Canadian

Military Intelligence,

Volume 3, 1998 to 2005

Out of Darkness - Light,

A History of Canadian

Military Intelligence,

Volume 4, 2006-present

(pending)

RAF, No. 125

(Newfoundland) Squadron

RCAF War Prize Flights,

German and Japanese

Warbird Survivors

Royal Canadian

Armoured Corps,

"Ironside"

Royal Canadian

Electrical and Mechanical



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



Engineers (RCEME),
"Bluebell"
Royal Canadian
Engineers (RCE)
Royal Canadian Navy
(RCN), Warships
Sheldrake, Canadian
Artillery Museums and Gun
Monuments
Siegecraft - No Fortress
Impregnable
Sieges (Part 1)
Sieges (Part 2)
Sieges (Part 3)
Sieges (Part 4)
Sieges (Part 5)
Sieges (Part 6)
Sieges (Part 7)
Appendixes and Footnotes
Skaarup, Aage C.
Warrant Officer, RCAF & CF
Skaarup, Harold J.
G753, Corporal, 5th
Armoured Regiment, 8th
Princess Louise's New
Brunswick Hussars
Skaarup, Sergeant
(Unteroffizier) Frederick C.
Westfälische Feldartillerie-
Regiment Nr. 22 and
Reserve Feldartillerie-
Regiment Nr. 45
Small Arms in the
Fredericton Region
Museum, Handguns
Small Arms in the
Fredericton Region
Museum, Machine Guns
Small Arms in the
Fredericton Region
Museum, Rifles and
Shotguns
Small Arms in the New
Brunswick Military History



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

Museum, 5 CDSB

Gagetown, Handguns

Small Arms in the New

Brunswick Military History

Museum, Rifles, Machine

Guns, Mortars and Rocket

Launchers

Steam Locomotives and

Trains of Canada

Ticonderoga Soldier -

Elijah Estabrooks, 1758-

1760, A Massachusetts

Provincial Soldier in the

French and Indian War

Visitors: Questions and

Answers

Warplane Survivors

USA: Alabama

Warplane Survivors

USA: Alaska

Warplane Survivors

USA: Arizona Warplanes

Warplane Survivors

USA: Arizona, Tucson,

Pima Air & Space Museum

Warplane Survivors

USA: Arizona, Tucson,

Pima Air & Space Museum,

Bell Helicopters and

Aircraft

Warplane Survivors

USA: Arizona, Tucson,

Pima Air & Space Museum,

Boeing Aircraft

Warplane Survivors

USA: Arizona, Tucson,

Pima Air & Space Museum,

Convair Aircraft

Warplane Survivors

USA: Arizona, Tucson,

Pima Air & Space Museum,

Douglas Aircraft

Warplane Survivors

USA: Arizona, Tucson,

Pima Air & Space Museum,

Fairchild Aircraft

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



Messerschmitt Me 262B-1a (Wk. Nr. 110639), "*White 35*", one of 15 aircraft modified under contract by Blohm and Voss for use as a dual-control two seat trainer. Watson's Whizzers 555, "*Vera*", and later "*Willie*" flown from Germany to Cherbourg in 1945. Shipped to the USA on HMS *Reaper*, this aircraft went to the USN Armament Test Division at NAS Patuxent River, Maryland in Dec 1945 where it was designated USN (Bu No. 121448). After evaluation, it went to NART Willow Grove in Dec 1946. This aircraft has been restored and has returned to Naval Air Station Willow Grove, Pennsylvania. "*White 35*" appears to have had an operational history in *Luftwaffe* service, and was one of the few Stormbirds known to have been captured completely intact. Captured by American forces in May, 1945, it was the first jet the Americans brought into the hangar for restoration. Soon thereafter, it was named *Vera*, after Staff Sergeant Eugene Freiburger's sister-in-law. *Vera* was test flown by German test pilot Ludwig Hofmann on the 14th or 15th of May, accompanied by an American operations officer, Captain Ward, making him the first American to fly the Me 262. On the 30th of May, Hofmann's counterpart, Karl Baur, took Colonel Watson on a familiarization flight in this aircraft. "*Vera*" was used a few days later to train most of the American pilots who were tasked to fly the captured aircraft to Cherbourg. Hofmann ferried the aircraft to Melun, France with the team, where it was renamed "*Willie*" in his honor. At this time, the control number 555 was also assigned. The plane was loaded aboard the HMS *Reaper* with other captured aircraft, and transported to Newark, New Jersey. At Newark, it was transferred to the USN for flight testing. In 1993 the USN loaned 555 to the Me 262 Project for use as a pattern aircraft. 555 was returned to the USN in late 2001, and it is now back on permanent static display at Willow Grove NAS in eastern Pennsylvania. (USN Photo)



(Gregg Heilmann Photo)

Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
Grumman Aircraft
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
Hiller, Hughes, Kaman and
Piasecki Helicopters
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
Lockheed Aircraft
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
McDonnell Aircraft
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
Mikoyan-Gurevich Aircraft
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
North American Aircraft
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
Northrop Aircraft
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
Republic Aircraft
Warplane Survivors
USA: Arizona, Tucson,
Pima Air & Space Museum,
Sikorsky Helicopters
Warplane Survivors
USA: Arkansas
Warplane Survivors
USA: California Warplanes
Warplane Survivors
USA: California, Alameda,
USS Hornet Museum
Warplane Survivors
USA: California, Atwater,



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



Castle Air Museum

Warplane Survivors

USA: California, China

Lake, US Naval Museum of

Armament & Technology

Warplane Survivors

USA: California, Chino,

Planes of Fame Air

Museum

Warplane Survivors

USA: California, Chino,

Yanks Air Museum

Warplane Survivors

USA: California, Fairfield,

Jimmy Doolittle Air &

Space Museum

Warplane Survivors

USA: California, Lancaster,

Milestones of Flight Air

Museum

Warplane Survivors

USA: California, McClellan,

Aerospace Museum of

California

Warplane Survivors

USA: California, Oakland

Aviation Museum

Warplane Survivors

USA: California, Palm

Springs Air Museum

Warplane Survivors

USA: California, Palmdale,

Joe Davies Heritage

Airpark

Warplane Survivors

USA: California, Paso

Robles, Estrella Warbird

Museum

Warplane Survivors

USA: California, Riverside,

March Field Air Museum

Warplane Survivors

USA: California,

Rosamond, Edwards AFB,

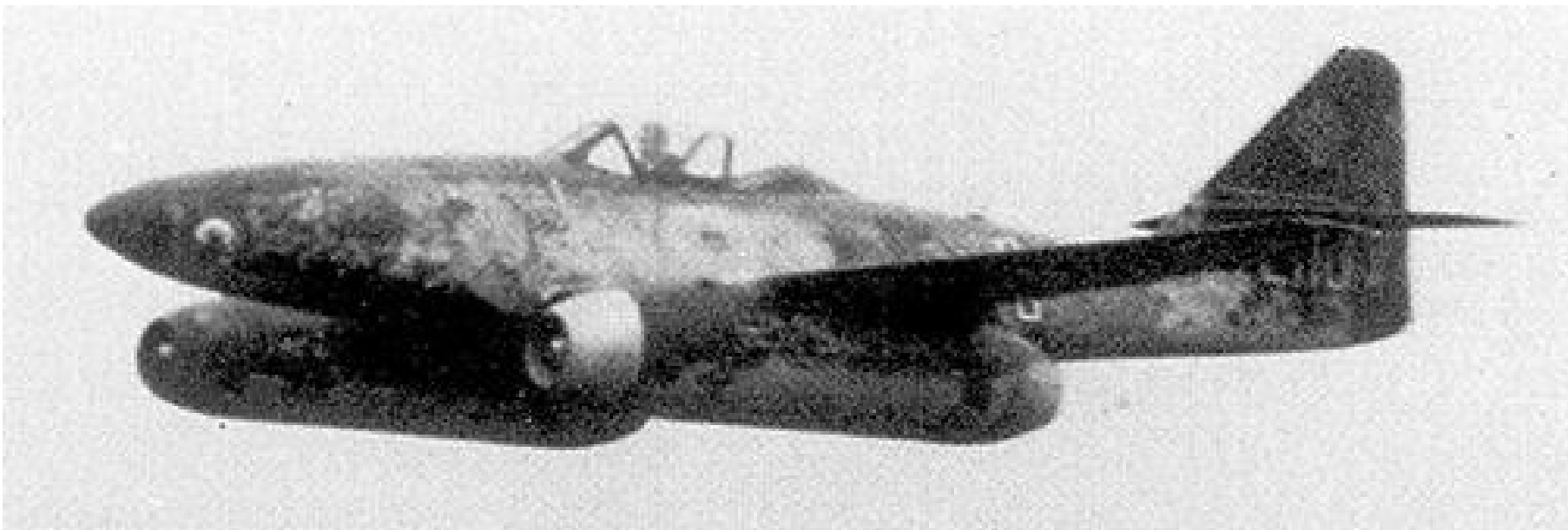
Air Force Flight Test

Museum



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

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



Warplane Survivors

USA: California, San Diego

Air & Space Museum

Warplane Survivors

USA: California, San

Diego, Flying Leatherneck

Aviation Museum

Warplane Survivors

USA: California, San

Diego, USS Midway

Warplane Survivors

USA: California, Santa

Rosa, Pacific Coast Air

Museum

Warplane Survivors

USA: California, Torrance,

Western Museum of Flight

Warplane Survivors

USA: Colorado

Warplane Survivors

USA: Connecticut

Warplane Survivors

USA: Delaware

Warplane Survivors

USA: Florida Warplanes

Warplane Survivors

USA: Florida, NAS

Pensacola, National

Museum of Naval Aviation

Warplane Survivors

USA: Florida, Polk City,

Fantasy of Flight, Kermit

Weeks Collection

Warplane Survivors

USA: Florida, Titusville,

Valiant Air Command

Warbird Museum

Warplane Survivors

USA: Georgia

Warplane Survivors

USA: Georgia, Warner

Robins, Robins AFB,

Museum of Aviation

Warplane Survivors

USA: Hawaii



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

Warplane Survivors

USA: Idaho

Warplane Survivors

USA: Illinois

Warplane Survivors

USA: Indiana

Warplane Survivors

USA: Iowa

Warplane Survivors

USA: Kansas

Warplane Survivors

USA: Kentucky

Warplane Survivors

USA: Louisiana

Warplane Survivors

USA: Maine

Warplane Survivors

USA: Maryland

Warplane Survivors

USA: Massachusetts

Warplane Survivors

USA: Michigan

Warplane Survivors

USA: Minnesota

Warplane Survivors

USA: Mississippi

Warplane Survivors

USA: Missouri

Warplane Survivors

USA: Montana

Warplane Survivors

USA: Nebraska

Warplane Survivors

USA: Nebraska, Ashland,

Strategic Air and Space

Museum

Warplane Survivors

USA: Nevada

Warplane Survivors

USA: New England

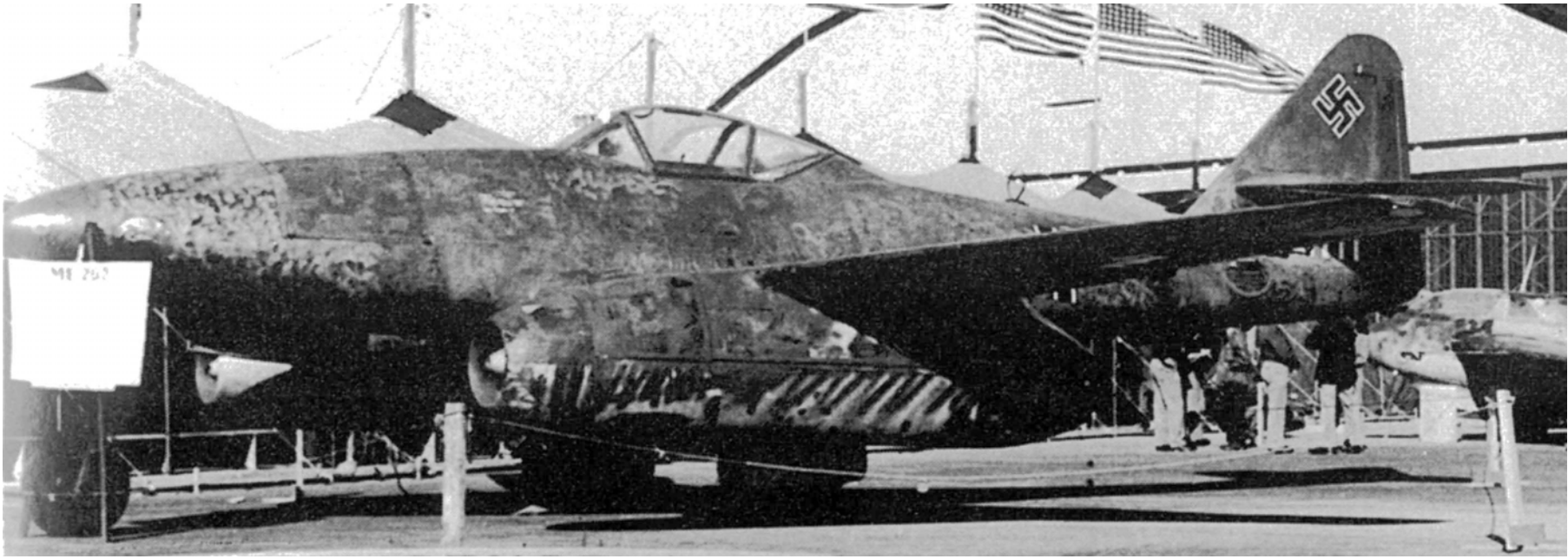
Warplanes

Warplane Survivors

USA: New Hampshire

Warplane Survivors

USA: New Jersey



Messerschmitt Me 262A-1b (Wk. Nr. 500491), "*Yellow 7*", 11./JG 7, surrendered to Allied forces on 8 May 1945 at Lechfeld. In service with *Jagdgeschwader 7*, the victory markings found on this aircraft included one P-51, one P-47 and five B-17s. The aircraft has original under wing racks for 24 R4M unguided rockets. Karl Baur test flew this aircraft for some 20 minutes on the 12th of May; well before the arrival of Watson's team. Watson's Whizzers No. 888, Staff Sergeant Eugene Freiburger of the 54th Air Disarmament Squadron named the plane "*Dennis*", after his son. These markings remained on the jet until it arrived in Melun, France, where Lt James (Ken) Holt re-christened it "*Ginny H*". named "*Dennis*", and then "*Ginny H*", it was flown by Lt James K. Holt. "*Yellow 7*" was shipped to the USA on HMS *Reaper*, with inventory control No. 29. "*Yellow 7*" arrived at Wright Field in August 1945, and was subsequently moved to Freeman Field, Indiana, where it remained until May 1946. At Freeman Field it was allocated Foreign Equipment number FE-111, and later T-2-111. As Watson's Whizzers No. 444 was being prepared for a series of classified flight tests, it's reconnaissance-

Warplane Survivors

USA: New Mexico

Warplane Survivors

USA: New York

Warplane Survivors

USA: New York, USS

Intrepid Sea, Air & Space

Museum

Warplane Survivors

USA: North Carolina

Warplane Survivors

USA: North Dakota

Warplane Survivors

USA: Ohio

Warplane Survivors

USA: Ohio, Dayton,

National Museum of the

USAF

Warplane Survivors

USA: Oklahoma

Warplane Survivors

USA: Oregon

Warplane Survivors

USA: Oregon, McMinnville,

Evergreen Aviation &

Space Museum

Warplane Survivors

USA: Pennsylvania

Warplane Survivors

USA: Puerto Rico

Warplane Survivors

USA: Rhode Island

Warplane Survivors

USA: South Carolina

Warplane Survivors

USA: South Dakota

Warplane Survivors

USA: Tennessee

Warplane Survivors

USA: Texas

Warplane Survivors

USA: Texas, Abilene,

Dyess AFB, Texas Museum

of Military History

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



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

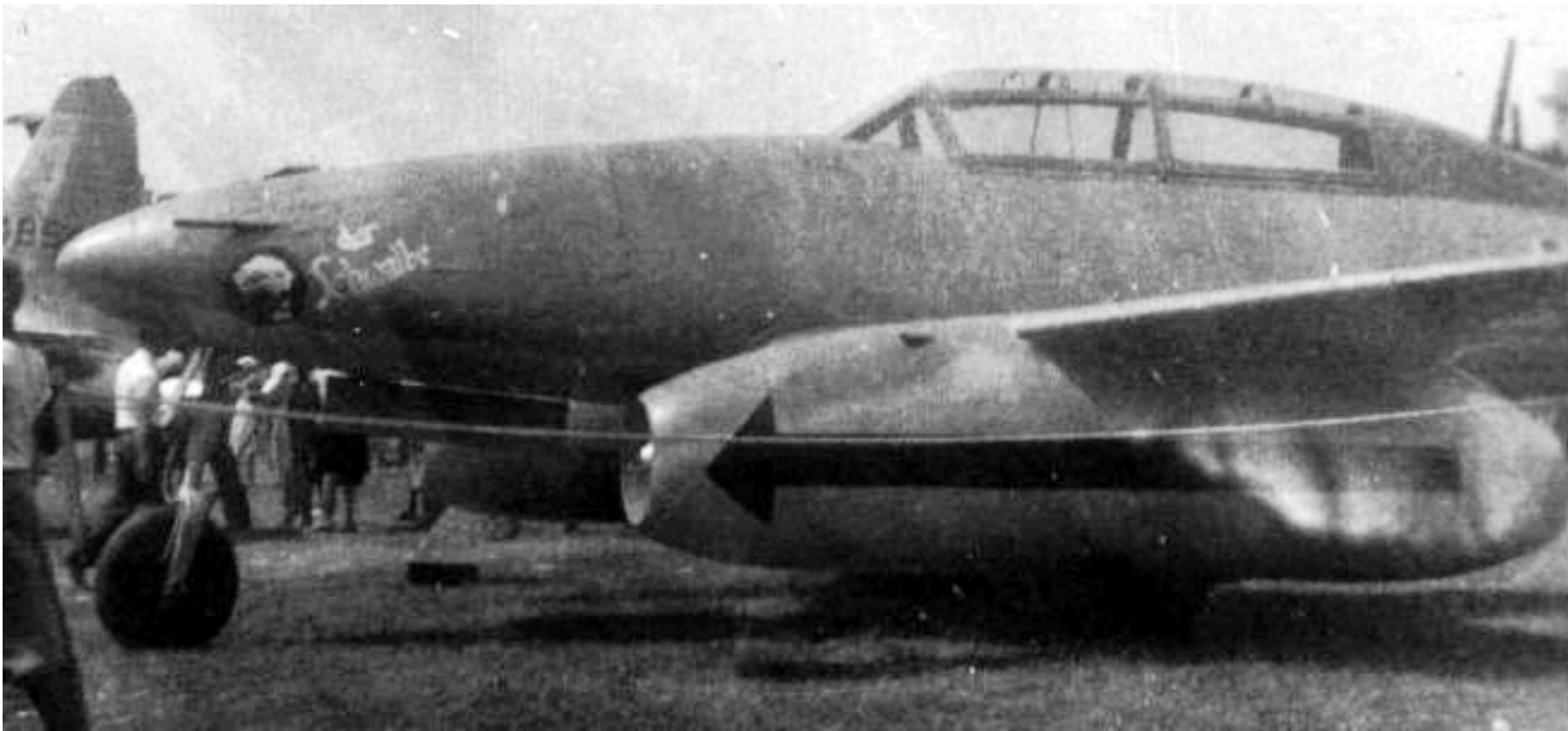
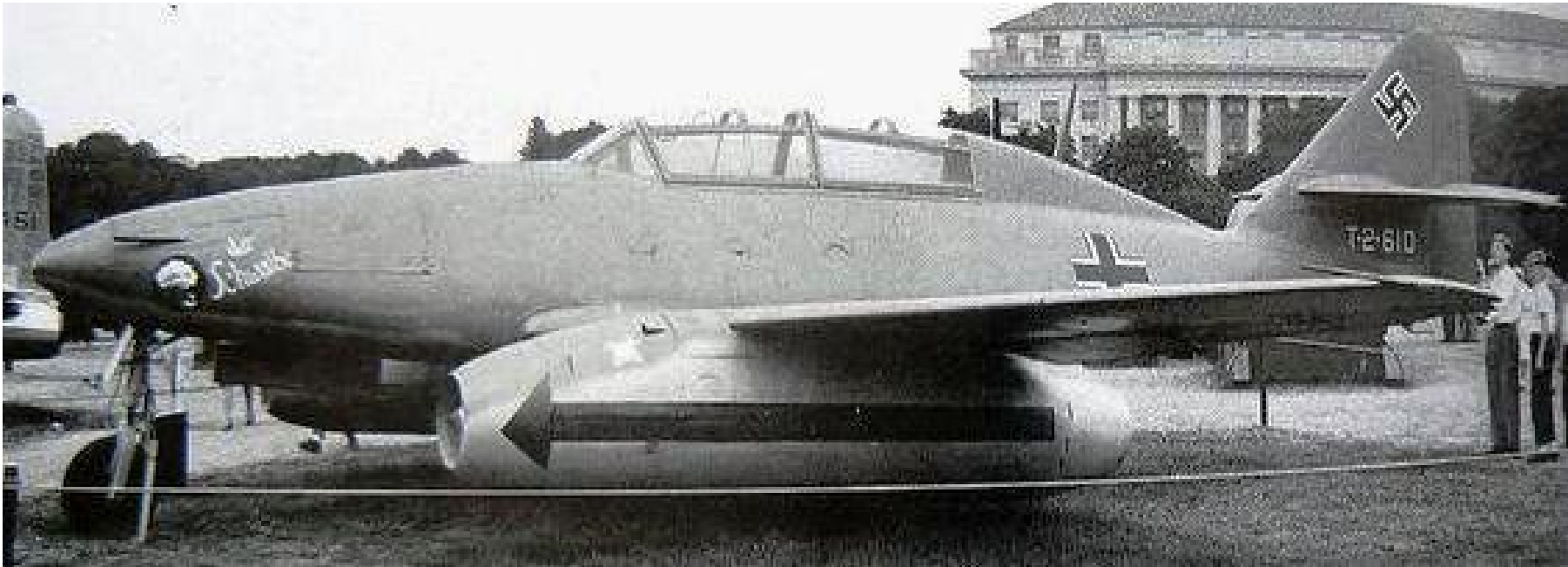


- Warplane Survivors
- USA: Texas, Abilene,
- Dyess AFB, Texas, San
- Antonio, USAF History &
- Traditions Museum
- Warplane Survivors
- USA: Texas, Addison,
- Cavanaugh Flight Museum
- Warplane Survivors
- USA: Texas, Austin, Camp
- Mabry, Texas Military
- Forces Museum
- Warplane Survivors
- USA: Texas, Corpus
- Christi, USS Lexington
- Warplane Survivors
- USA: Texas, Dallas,
- Frontiers of Flight Museum
- Warplane Survivors
- USA: Texas, Fort Hood
- Warplane Survivors
- USA: Texas, Galveston,
- Lone Star Flight Museum
- Warplane Survivors
- USA: Texas, Midland,
- American Airpower
- Heritage Flying Museum
- Warplane Survivors
- USA: Texas, San Marcos,
- Centex Wing,
- Commemorative Air Force
- Warplane Survivors
- USA: Utah
- Warplane Survivors
- USA: Vermont
- Warplane Survivors
- USA: Virginia
- Warplane Survivors
- USA: Virginia, Chantilly,
- Steven F. Udvar-Hazy
- Center
- Warplane Survivors
- USA: Virginia, Virginia
- Beach, Military Aviation
- Museum



Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110306), "*Red 6*", 10./NJG11, two-seat trainer converted into a provisional night fighter version equipped with FuG 218 Neptun radar and Hirschgeweih (stag antler) eight-dipole antenna array. Seven of these aircraft were used by 10./NJG.II in the defence of Berlin in April 1945. "*Red 6*" was surrendered to the RAF at Schleswig-Jagel, Germany. It was transferred to the USAAF and became Watson's Whizzers 999. It was shipped to the USA on HMS Reaper and then allocated FE-610, later T2-610. Later named "*Ole Fruit Cake*", and "*der Schwalbe*". FE-610 was scrapped at Freeman Field, Indiana, circa 1950. (USAAF Photos)

Warplane Survivors
USA: Washington
Warplane Survivors
USA: Washington, District of Columbia
Warplane Survivors
USA: Washington, Everett, Paul Allen's Flying Heritage & Combat Armor Museum
Warplane Survivors
USA: Washington, Seattle, Museum of Flight
Warplane Survivors
USA: West Virginia
Warplane Survivors
USA: Wisconsin
Warplane Survivors
USA: Wyoming
Warplanes of the Second World War preserved in Albania, Monaco and Montenegro
Warplanes of the Second World War preserved in Argentina
Warplanes of the Second World War preserved in Australia
Warplanes of the Second World War preserved in Austria
Warplanes of the Second World War preserved in Belarus, Bohemia and Moravia, Macedonia, and Ljubljana
Warplanes of the Second World War preserved in Belgium
Warplanes of the Second World War preserved in Bolivia
Warplanes of the Second World War preserved in Brazil



Warplanes of the

Second World War

preserved in Bulgaria

Warplanes of the

Second World War

preserved in Cambodia,

Laos and Vietnam

Warplanes of the

Second World War

preserved in Canada

Warplanes of the

Second World War

preserved in Canada

(German Luftwaffe)

Warplanes of the

Second World War

preserved in Chile

Warplanes of the

Second World War

preserved in China

Warplanes of the

Second World War

preserved in Colombia

Warplanes of the

Second World War

preserved in Croatia

Warplanes of the

Second World War

preserved in Cuba

Warplanes of the

Second World War

preserved in Denmark

Warplanes of the

Second World War

preserved in Finland

Warplanes of the

Second World War

preserved in France

Warplanes of the

Second World War

Preserved in Germany

Warplanes of the

Second World War

preserved in Greece

Warplanes of the

Second World War

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



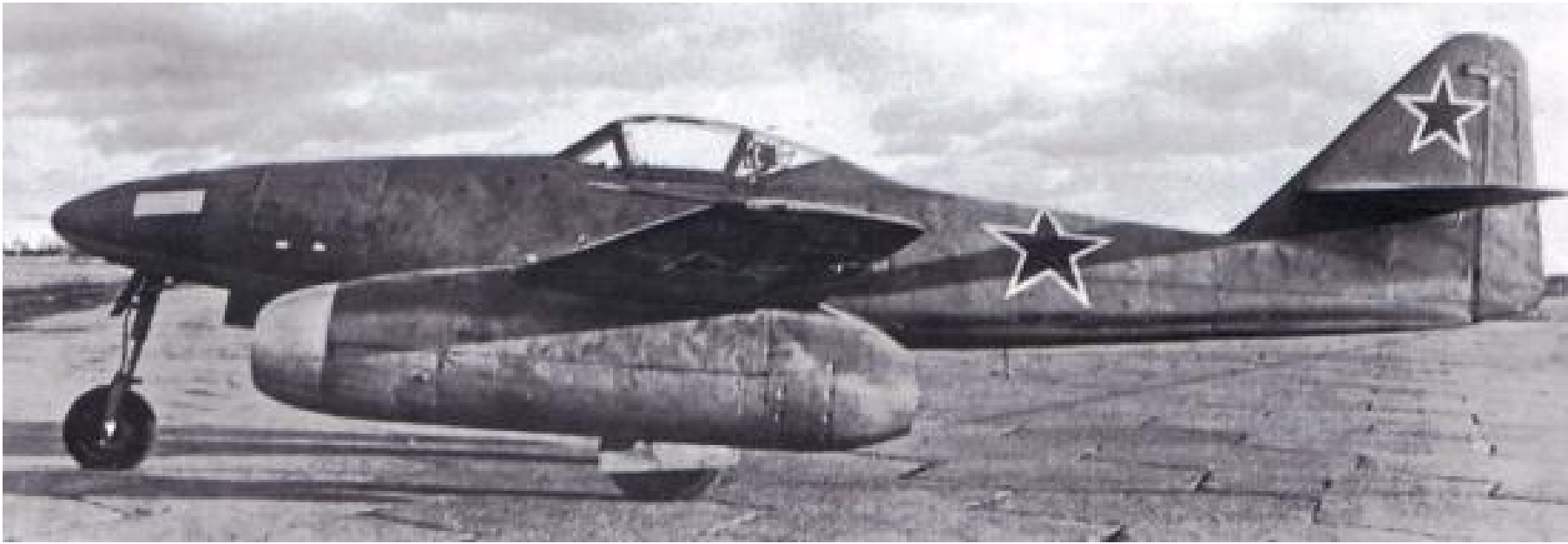
Messerschmitt Me 262B-1a/U1 (Wk. Nr. 110165), uncoded, possibly 10./NJG11, two-seat trainer surrendered to the RAF at Schleswig-Jagel, Germany, in May 1945, designated USA 3 by the RAF, "*What was it?*". Transferred to the USAAF, Watson's Whizzers 101. Shipped to the USA on HMS Reaper, where it was allocated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

Me 262s in Russia

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



preserved in Guatemala
Warplanes of the
Second World War
preserved in Honduras
Warplanes of the
Second World War
preserved in Hungary
Warplanes of the
Second World War
preserved in India
Warplanes of the
Second World War
preserved in Indonesia
Warplanes of the
Second World War
preserved in Iraq
Warplanes of the
Second World War
preserved in Israel
Warplanes of the
Second World War
preserved in Italy
Warplanes of the
Second World War
preserved in Japan
Warplanes of the
Second World War
preserved in Malta
Warplanes of the
Second World War
preserved in Manchukuo
(Manchuria), and
Mengjiang (Inner
Mongolia)
Warplanes of the
Second World War
preserved in Mexico
Warplanes of the
Second World War
preserved in Myanmar
(Burma)
Warplanes of the
Second World War
preserved in New Zealand
Warplanes of the
Second World War



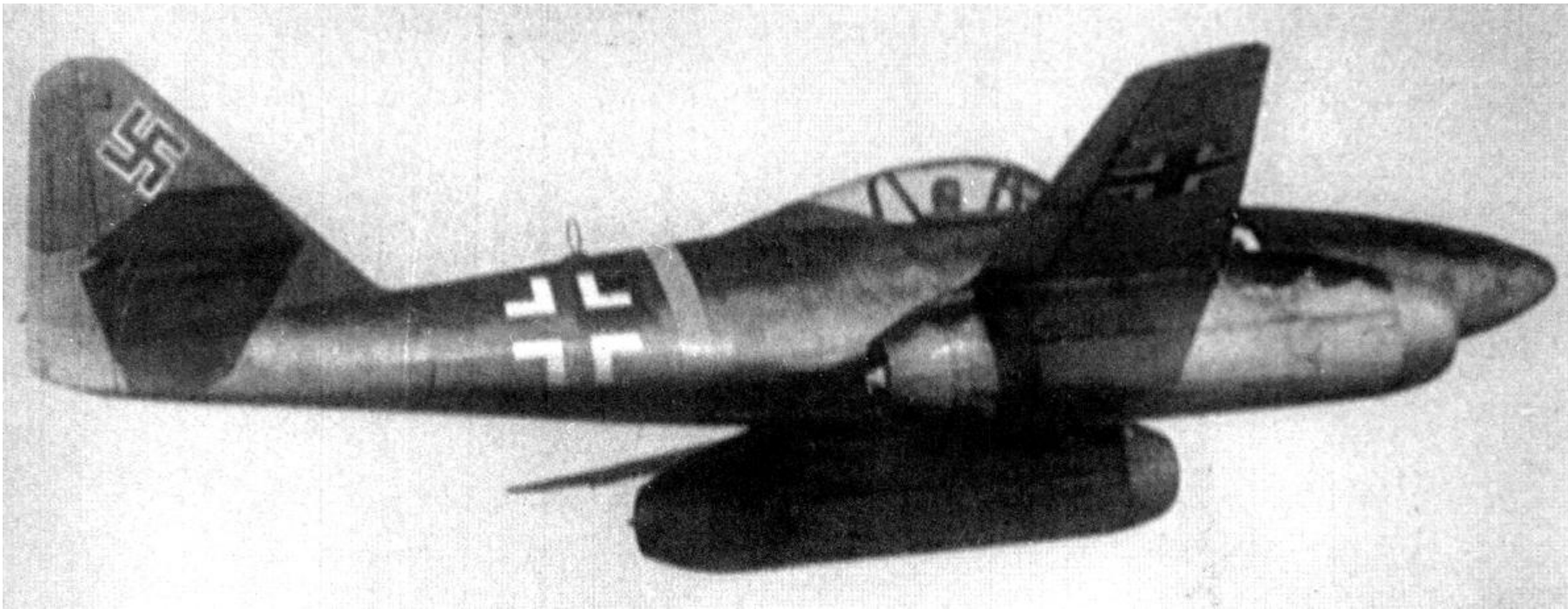
Messerschmitt Me 262A-1 *Schwalbe*, (Wk. Nr. 110426) was dismantled and brought to the Soviet Air Forces Scientific Research Institute from the town of Schweidemuehle on 30 March 1945. Evidently the aircraft had made a gear-up forced landing judging from the damage it sustained. It was reconditioned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

- preserved in Norway
- Warplanes of the
Second World War
- preserved in Poland
- Warplanes of the
Second World War
- preserved in Portugal
- Warplanes of the
Second World War
- preserved in Romania
- Warplanes of the
Second World War
- preserved in Russia
- Warplanes of the
Second World War
- preserved in San Marino
- Warplanes of the
Second World War
- preserved in Saudi Arabia
- Warplanes of the
Second World War
- preserved in Serbia
- Warplanes of the
Second World War
- preserved in Slovakia
- Warplanes of the
Second World War
- preserved in South Africa
- Warplanes of the
Second World War
- preserved in Spain
- Warplanes of the
Second World War
- preserved in Sweden
- Warplanes of the
Second World War
- preserved in Switzerland
- Warplanes of the
Second World War
- preserved in Thailand
- Warplanes of the
Second World War
- preserved in the Czech
Republic
- Warplanes of the
Second World War

Me 262 Reproductions

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

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



- preserved in the Dominican Republic
- Warplanes of the Second World War
- preserved in the Netherlands
- Warplanes of the Second World War
- preserved in the Philippines
- Warplanes of the Second World War
- preserved in the Republic of Korea
- Warplanes of the Second World War
- preserved in the Ukraine
- Warplanes of the Second World War
- preserved in the United Kingdom
- Warplanes of the Second World War
- preserved in the United Kingdom, Avro Lancaster
- Warplanes of the Second World War
- preserved in the United Kingdom, Airspeed Horsa, GAL Hamilcar, GAL Hotspur, Slingsby and WACO Hadrian gliders
- Warplanes of the Second World War
- preserved in the United Kingdom, Avro Anson
- Warplanes of the Second World War
- preserved in the United Kingdom, Boeing B-17 Flying Fortress and Boeing B-29 Super Fortress
- Warplanes of the Second World War
- preserved in the United



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



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



Kingdom, Boulton Paul
Defiant
Warplanes of the
Second World War
preserved in the United
Kingdom, Bristol Beaufort
and Bristol Beaufighter
Warplanes of the
Second World War
preserved in the United
Kingdom, Bristol Bulldog
and Gloster Gladiator
Warplanes of the
Second World War
preserved in the United
Kingdom, Consolidated
PBY-5 Catalina and
Consolidated B-24
Liberator
Warplanes of the
Second World War
preserved in the United
Kingdom, Curtiss P-40
Kittyhawk
Warplanes of the
Second World War
preserved in the United
Kingdom, de Havilland
biplanes
Warplanes of the
Second World War
preserved in the United
Kingdom, de Havilland
DH.98 Mosquito
Warplanes of the
Second World War
preserved in the United
Kingdom, Douglas
Skyraider
Warplanes of the
Second World War
preserved in the United
Kingdom, Fairey Albacore,
Fairey Fulmar, Fairey
Barracuda and Fairey
Battle

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



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



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



Warplanes of the

Second World War

preserved in the United

Kingdom, Fairey Firefly

Warplanes of the

Second World War

preserved in the United

Kingdom, Fairey Swordfish

Warplanes of the

Second World War

preserved in the United

Kingdom, German War

Prizes

Warplanes of the

Second World War

preserved in the United

Kingdom, Gloster F.9/40,

F.1, F.2 and F.3 Meteor

Warplanes of the

Second World War

preserved in the United

Kingdom, Goodyear

Corsair and Vought Corsair

Warplanes of the

Second World War

preserved in the United

Kingdom, Grumman

Martlet, Grumman Hellcat,

Grumman Bearcat and

Grumman Avenger

Warplanes of the

Second World War

preserved in the United

Kingdom, Handley Page

Hampden and Handley

Page Halifax

Warplanes of the

Second World War

preserved in the United

Kingdom, Hawker Demon,

Hawker Fury, Hawker Hart,

Hawker Hind, Hawker

Nimrod and Hawker Tomtit

Warplanes of the

Second World War

preserved in the United



Kingdom, Hawker

Hurricane

Warplanes of the

Second World War

preserved in the United

Kingdom, Hawker

Typhoon, Hawker

Tempest, Hawker Fury and

Hawker Sea Fury

Warplanes of the

Second World War

preserved in the United

Kingdom, Italian War

Prizes

Warplanes of the

Second World War

preserved in the United

Kingdom, Japanese War

Prizes

Warplanes of the

Second World War

preserved in the United

Kingdom, Miles Hawk

Major, Miles Magister,

Miles Martinet, Miles

Messenger

Warplanes of the

Second World War

preserved in the United

Kingdom, North American

B-25 Mitchell

Warplanes of the

Second World War

preserved in the United

Kingdom, North American

Harvard and Texan

trainers

Warplanes of the

Second World War

preserved in the United

Kingdom, North American

P-51 Mustang

Warplanes of the

Second World War

preserved in the United



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



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

Kingdom, Republic P-47

Thunderbolt

Warplanes of the

Second World War

preserved in the United

Kingdom, Short

Sunderland

Warplanes of the

Second World War

preserved in the United

Kingdom, Supermarine

Seafire

Warplanes of the

Second World War

preserved in the United

Kingdom, Supermarine

Spitfire Mk. Ia to Mk. IXe

Warplanes of the

Second World War

preserved in the United

Kingdom, Supermarine

Spitfire Mk. XI to Mk. 46

Warplanes of the

Second World War

preserved in the United

Kingdom, Supermarine

Spitfire Tr. 9

Warplanes of the

Second World War

preserved in the United

Kingdom, Supermarine

Stranraer, Supermarine

Walrus and Seagull

Warplanes of the

Second World War

preserved in the United

Kingdom, Taylorcraft

Auster

Warplanes of the

Second World War

preserved in the United

Kingdom, Vickers

Wellington

Warplanes of the

Second World War

preserved in the United



(RAFM Photo)



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

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

Kingdom, Westland

Lysander

Warplanes of the

Second World War

preserved in the United

States of America, Douglas

SBD Dauntless and A-24

Banshee

Warplanes of the

Second World War

preserved in the United

States of America, Bell P-

39 Airacobra and Bell P-63

Kingcobra

Warplanes of the

Second World War

preserved in the United

States of America, Boeing

B-17 Flying Fortress

Warplanes of the

Second World War

preserved in the United

States of America,

Consolidated B-24

Liberator

Warplanes of the

Second World War

preserved in the United

States of America,

Consolidated PBY Catalina

Warplanes of the

Second World War

preserved in the United

States of America, Curtiss

P-40 Warhawk, Tomahawk

and Kittyhawk

Warplanes of the

Second World War

preserved in the United

States of America, Douglas

A-26 Invader

Warplanes of the

Second World War

preserved in the United

States of America, Focke-

Wulf Fw 190



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

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

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

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

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

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

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

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

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

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

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

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

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

Warplanes of the
Second World War
preserved in the United



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



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



States of America,
Republic P-47 Thunderbolt
Warplanes of the
Second World War
preserved in the United
States of America,
Supermarine Spitfire
Warplanes of the
Second World War
preserved in the United
States of America, Vought
F4U Corsair and Goodyear
FG-1D Corsair
Warplanes of the
Second World War
preserved in the USA,
Fighters, Bombers and
Patrol Aircraft
Warplanes of the
Second World War
preserved in Turkey
Warplanes of the
Second World War
preserved in Uruguay
Warplanes of the
Second World War
preserved in Venezuela
Warplanes of the
Second World War
preserved in Zimbabwe
Warplanes preserved in
Afghanistan, Kabul
Aviation Museum
Author
Reviews
Contact
Home



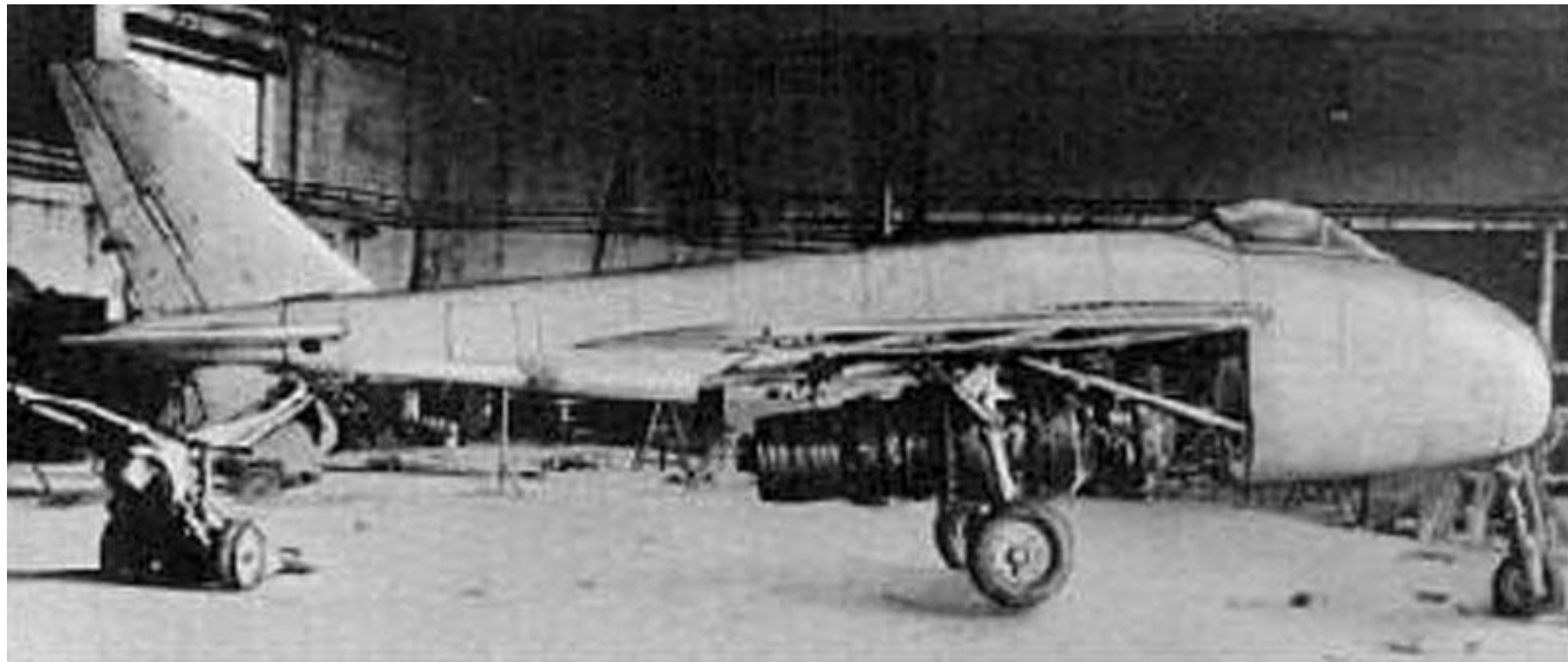
Messerschmitt Me 410A-2/U1 *Hornisse* , (Wk. Nr. 10018), USA EB-103, later FE-102, then FE-499 and then T2-499, Freeman Field, Indiana, post war. This aircraft is in storage with the NASM. (USAAF Photos)



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

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





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

Messerschmitt P.1101

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

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

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

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

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



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

Shipped to USA, the aircraft was stored at Wright Field until it was repaired and fitted with an American Allison J-35 engine. Unfortunately it was damaged in the only attempt to take off. Further tests were abandoned in August 1948, and the prototype went to the Bell Company. The P.1101 was used as ground test-bed for the Bell X-5, but damage ruled out any possibility for repair although some of the Me P.1101's design features were subsequently used by Bell. Bell used the Me P.1101 as the basis for the X-5, during which individual parts of the P.1101 were used for static testing. The Bell X-5 was the first aircraft capable of varying its wing geometry while in flight. Sometime in the early 1950s, the remainder of the Messerschmitt Me P.1101 V1 was scrapped. Internet: <http://www.luft46.com/mess/mep1101.html>.



Siebel Si 204 in Luftwaffe service. (Luftwaffe Photo)



Siebel Si 204D-1, (Wk. Nr. 322127), captured at Flensburg. Designated RAF AM4, this aircraft was likely scrapped in 1945. (RAF Photo)

Siebel Si 204D-1, (Wk. Nr. 321523), captured at Flensburg. Designated RAF AM5, this aircraft was scrapped at Woodley ca. 1948.

Siebel Si 204D-3, (Wk. Nr. 321547), captured at Leck. Designated RAF AM12, this aircraft was scrapped at Brize Norton in 1947.

Siebel Si 204D-1, (Wk. Nr. 251922), captured at Leck. Designated RAF AM13, this aircraft was scrapped at RAF Newton in 1947.

Siebel Si 204D-1, (Wk. Nr. 221558), captured at Grove, Denmark. This aircraft was designated RAF AM28. It was scrapped at Brize Norton in 1947.

Siebel Si 204D-1, (Wk. Nr. 251147) captured at Kastrup. This aircraft was scrapped at Woodley, England in 1948.

Siebel Si 204D-1, (Wk. Nr. unknown). Designated RAF AM46, this aircraft was scrapped at Brize Norton in 1947.

Siebel Si 204D-1, (Wk. Nr. 251104), captured at Lutenholm. Designated RAF AM49, this aircraft was scrapped at Brize Norton in 1947.

Siebel Si 204D-1, (Wk. Nr. 321288), RAF AM55 was scrapped at brize Norton in 1947.

Siebel Si 204D-1, (Wk. Nr. 321308), RAF AM56 was scrapped at Schleswig-Jagel, Germany.

Siebel Si 204D, (Wk. Nr. 251190), RAF AM56A was likely scrapped at Schleswig-Jagel, Germany.

Siebel Si 204A (originally a Nord NC.702), (Wk. Nr. 350), fuselage has been used by the Vojenske Muzeum to build up a complete Si 204 D (Aero C-3A) in Czech markings.



Siebel Si 204D captured by the USSR in Soviet Air Force service. (Soviet Air Force Photo)