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

During and after the end of the Second War a number of German Warplanes were captured and evaluated by the Allied forces. Most of these aircraft were later scrapped and therefore only a handful have survived. This is a partial list of aircraft that were known to have been collected, with a few photos of the German aircraft in RAF, USAAF and Soviet Air Force markings from the time of their capture. Survivors where known are included along with a few photos of them in museums where found.

Data current to 17 Dec 2018.



Gotha Go 145 biplane, RP+NR. (Edgar Diegan Photo)



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



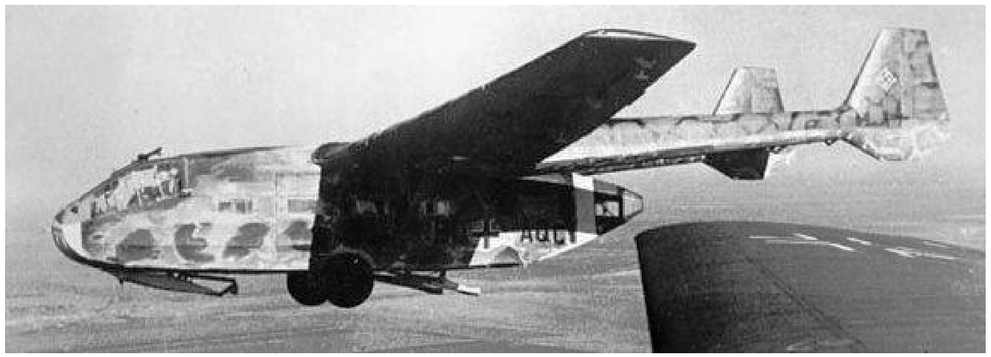
Gotha Go 145B, (Wk. Nr. 1115), trainer, SM+NQ from Stab/JG27. Originally assigned to Stab/JG 27 as SM+NQ, this aircraft was being flown by Uffz. Leonhard Buckle when it force-landed, after getting lost and running out of fuel, during a mail delivery flight from Cherbourg-Ouest to Strasbourg on 28 August 1940. Three days later, 1115 was flown to the Royal Aircraft Establishment, receiving RAF markings, including it's new serial of RAF BV207. Flown to Ashton Down in January 1941, the aircraft ended it's career as maintenance airframe 2682M with 20 MU. RAF BV207 was struck off charge (SoC) in April 1942, and was presumably scrapped. (RAF Photos)



Gotha Go 146, 1935 twin-engine transport (prototype). (Luftwaffe Photo)



Gotha Go 147 STOL reconnaissance (prototype). (Luftwaffe 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





Gotha Go 242 transport glider in Luftwaffe service. (Luftwaffe Photos)

Gotha Go 242, (Wk. Nr. unknown), designated RAF SL538 was brought to the UK but not flown and was scrapped.





Gotha Go 242B-4, (Wk. Nr. unknown), troop-carrying transport glider rebuilt from the remains of a badly damaged example captured in Italy with parts of other Go 242s. Shipped to the USA, it was reassembled at Clinton County Army Air Field near Wright Field, Ohio. Named "*The Fabric Fortress*", it was rebuilt in Texas and then returned to Wright Field where it was flight tested in July 1946 as USA FE-2700, later T2-2700. It was likely scrapped at Park Ridge. (USAAF Photos)

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

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

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

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

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

Aircraft preserved in Canada 6: Warplanes in Québec

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

Aircraft preserved in Canada 7: Warplanes in New Brunswick

Aircraft preserved in Canada 8: Warplanes in Prince Edward Island

Aircraft preserved in Canada 9: Warplanes in Nova Scotia

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

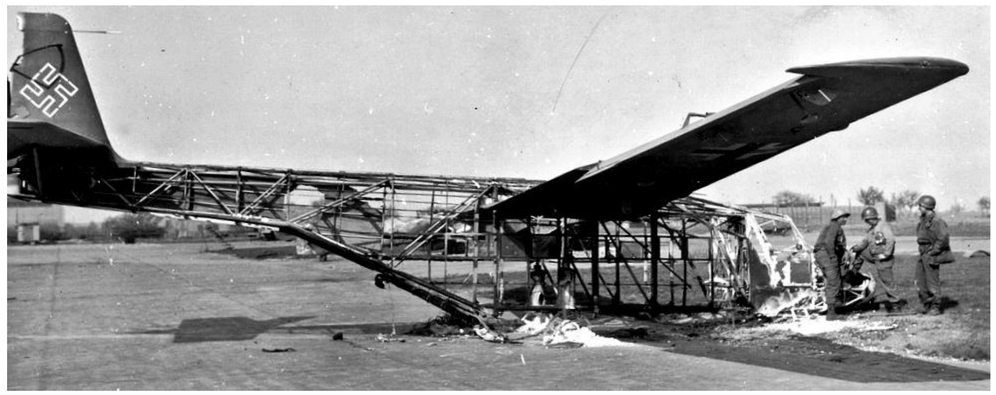
Aircraft preserved in Canada 9: Warplanes in Nova Scotia, Halifax,





Gotha Go 244, transport glider in Luftwaffe service. (Luftwaffe Photo)

Gotha Go 345, assault glider (prototype).



(USAAF Photo)



Gotha Ka 430, transport glider (prototype). (Luftwaffe Photo)

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

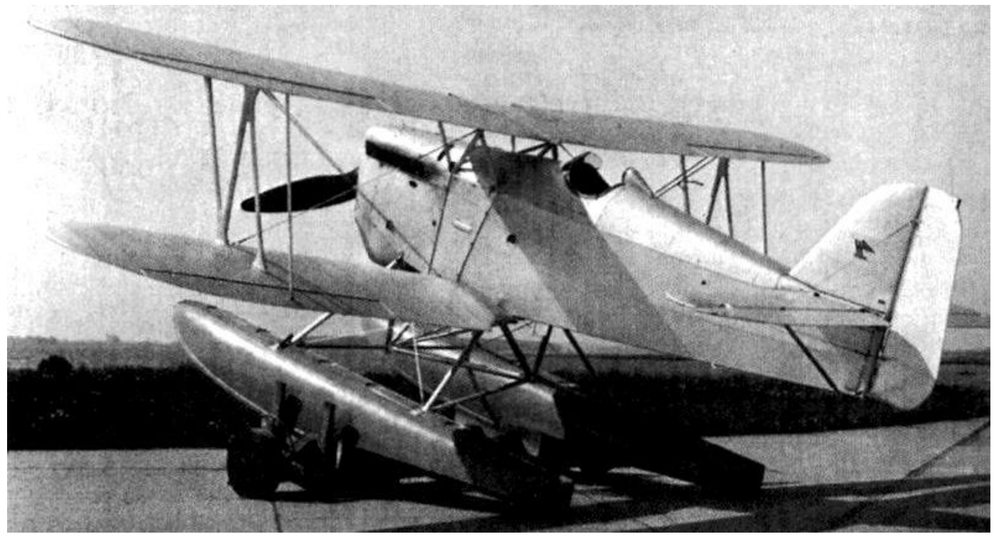
Armoured Fighting Vehicles and Tanks preserved in Canada 5: Ontario, Canadian Forces Base Borden

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

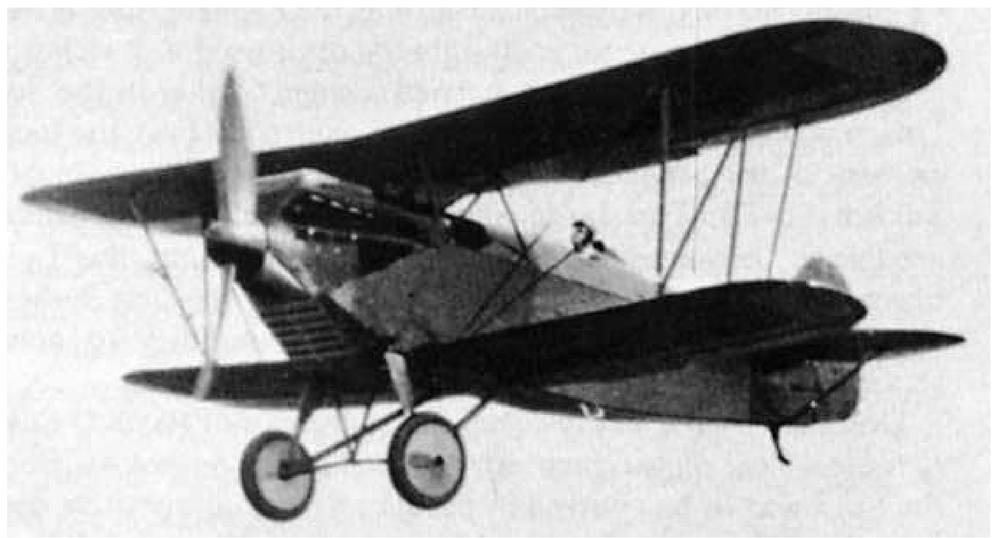
Armoured Fighting Vehicles and Tanks preserved in Canada 5:



Heinkel HD 37 fighter biplane (used only by Soviets). (SDA&SM Photo)



Heinkel HD 38 fighter biplane/floatplane. (SDA&SM Photo)



Heinkel HD 43 fighter biplane (prototype). (SDA&SM 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

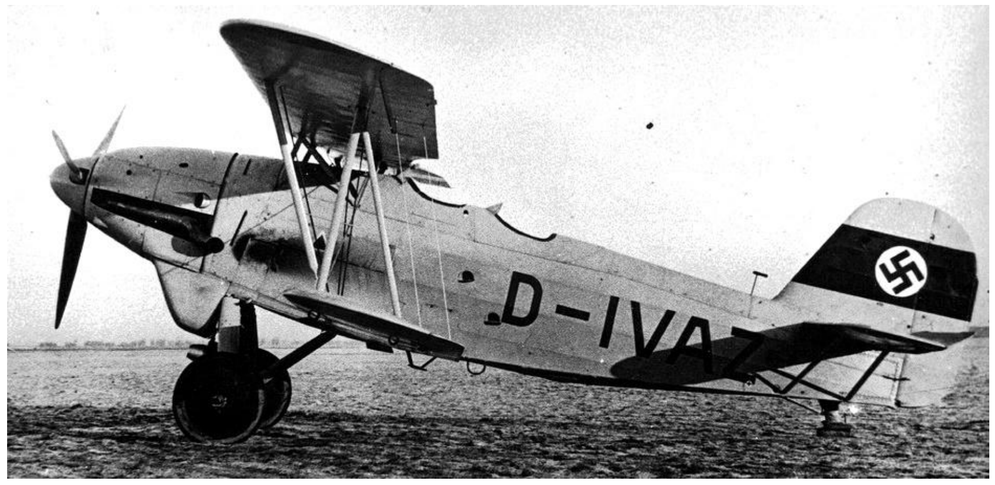
Armoured Fighting Vehicles and Tanks preserved in Canada 8: Prince Edward Island

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





Heinkel He 45, bomber/trainer in Spain, ca 1939. (Luftwaffe Photo)



Heinkel He 46, reconnaissance. (Luftwaffe Photo)

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

Armoured Fighting Vehicles and Tanks preserved overseas used by Canadians

Artillery and Armoured Fighting Vehicles preserved in the USA: Connecticut

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

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

Artillery and Armoured Fighting Vehicles preserved in the USA: Maine

Artillery and Armoured Fighting Vehicles preserved in the USA: Massachusetts

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

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

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

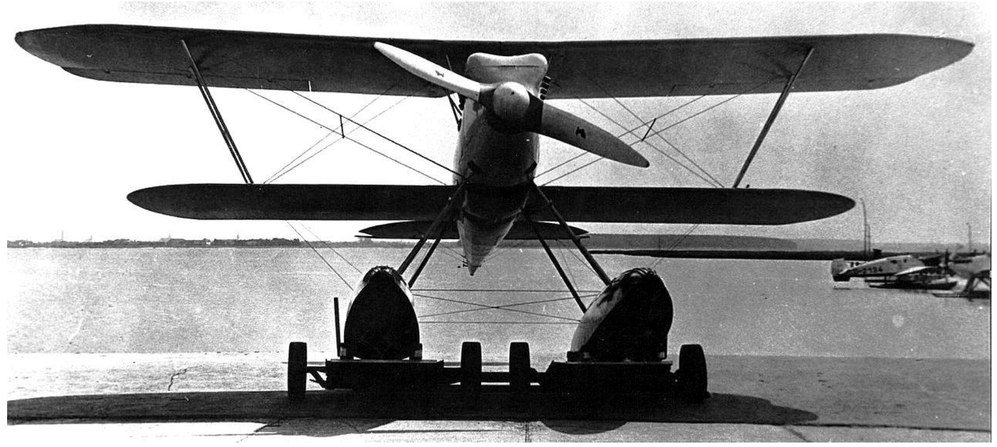
Artillery and Armoured Fighting Vehicles preserved in the USA: Texas, Camp Mabry, Texas Forces Military Museum

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

Artillery and Armoured Fighting Vehicles preserved







Heinkel He 49 fighter biplane (prototype). (SDA&SM Photos)

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

Artillery and Armoured Fighting Vehicles preserved in the USA: Vermont

Artillery of Canada, Library and Archives Canada Photos

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

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

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

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

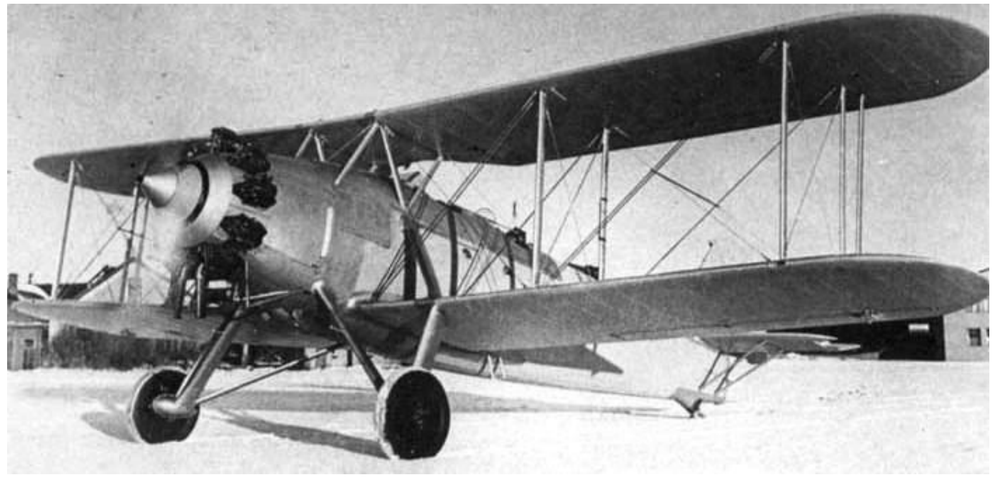
Artillery preserved in Canada 1: British Columbia, New Westminster

Artillery preserved in Canada 1: British Columbia, Vancouver

Artillery preserved in Canada 1: British Columbia, Victoria

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





Heinkel He 50, reconnaissance/dive bomber biplane. (Luftwaffe Photos)



Heinkel He 51B-1, fighter/close-support biplane captured by Spanish Republicans in Spain and shipped to the USSR, shown here in Soviet markings at the NII-VVS. This aircraft had been flown by the Condor Legion for the Spanish Nationalists. The Soviets test flew several German military aircraft brought from Spain for examination in 1937-1938. The aircraft tested by the Soviet Air Forces Scientific Research Institute specialists included the He 51B and Bf 109 fighters, as well as Ju 52, Ju 86, and He 111 bombers. (Soviet Air Force Photo)

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



Heinkel He 51B, Bulgarian Air Force. (Bulgarian Air Force Photo)



Heinkel He 51L, reconnaissance/dive bomber biplane. (Edgar Diegan 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

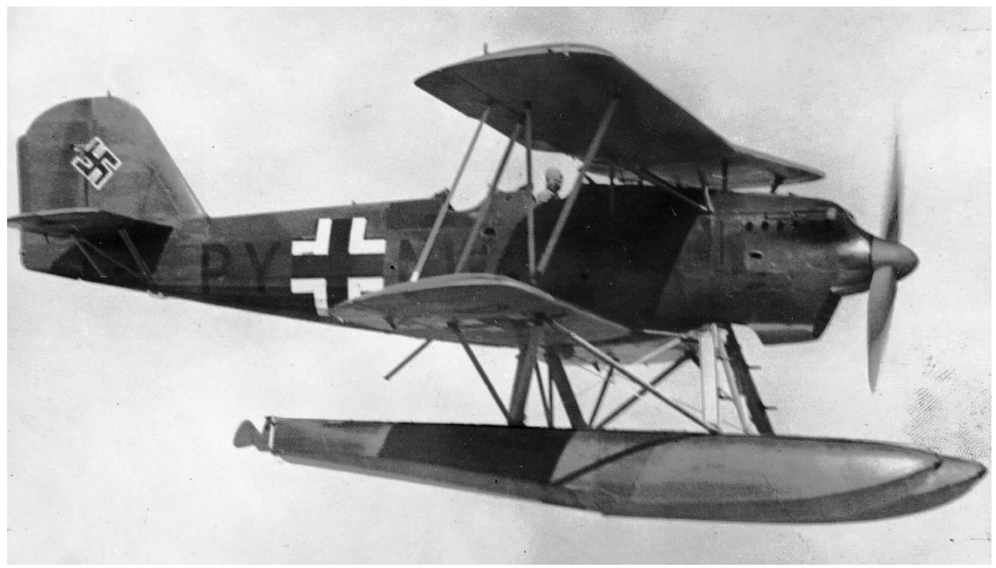
Artillery preserved in Canada 5: Ontario, Canadian Forces Base Petawawa

Artillery preserved in Canada 5: Ontario,





Heinkel He 59, biplane reconnaissance seaplane. (Luftwaffe Photos)



Heinkel He 60, ship-borne reconnaissance biplane float-plane. (Luftwaffe 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,









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,

Heinkel He 70 *Blitz*, single-engine transport mailplane, 1932. (Luftwaffe Photos)







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

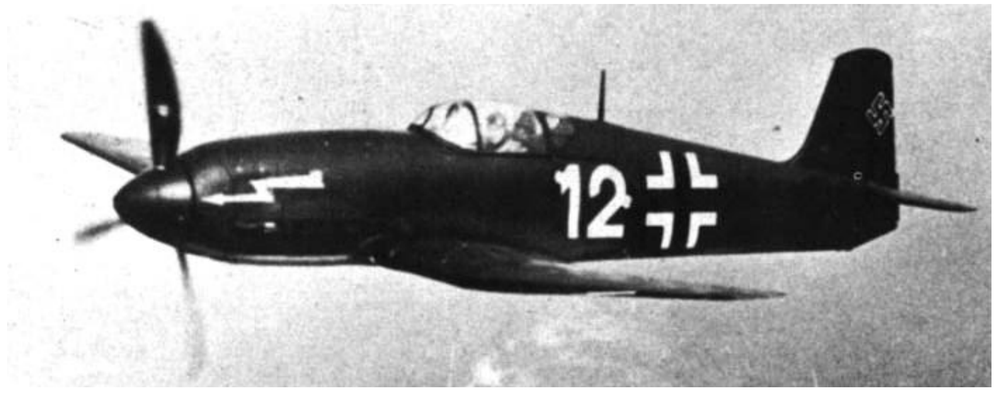


Heinkel He 72 *Kadett*, trainer. (Luftwaffe Photos)





Heinkel He 74, fighter/advanced trainer (prototype). (Luftwaffe Photos)



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

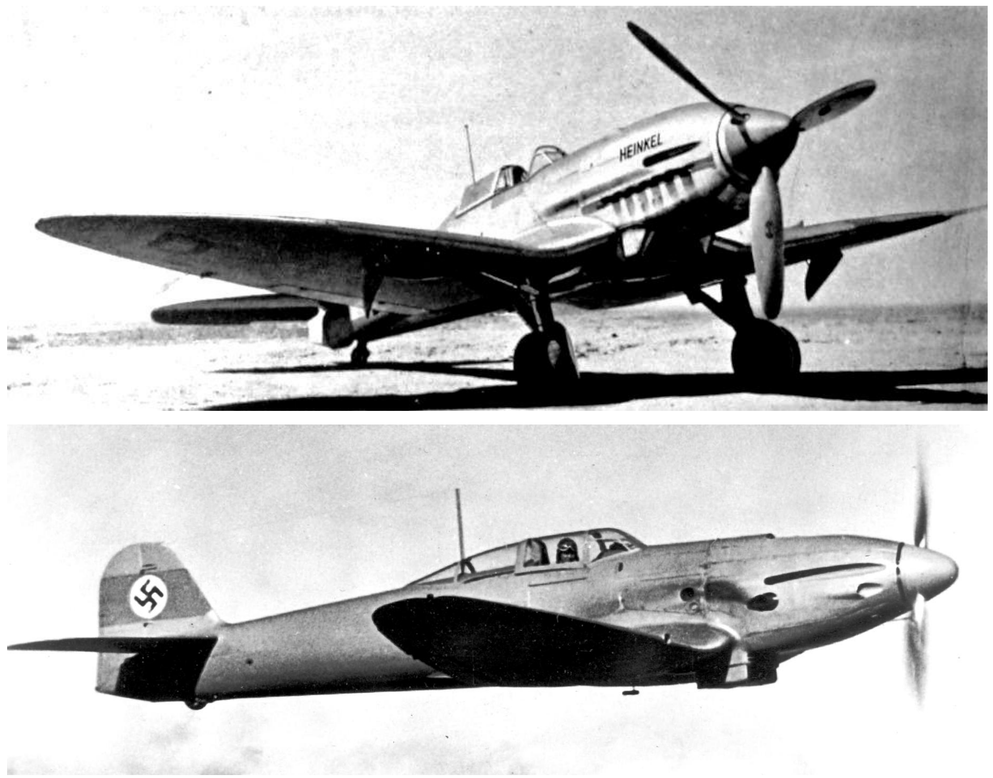
Artillery preserved in Canada 6: Québec, Kahnawake, Kingsey, Labell, Lac Megantic, Lachute, Laval, Lennoxville, L'Islet-sur-Mer and Longueil

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-



Heinkel He 100, fighter (prototype). At least one of these aircraft was provided to the Soviet Union by Germany for evaluation in 1940. (Luftwaffe 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

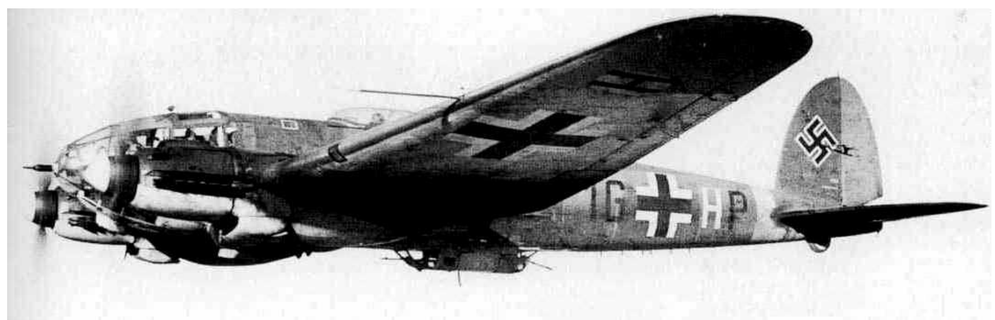
Artillery preserved in Canada 6: Québec, Témiscaming, Terrebonne, Trois-Rivières, DRDC Valcartier, Victoriaville, Warwick, Waterloo and Windsor



Heinkel He 112, fighter. (Luftwaffe Photos)



Heinkel He 113, (propaganda designation for He 100). (Luftwaffe Photo)





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

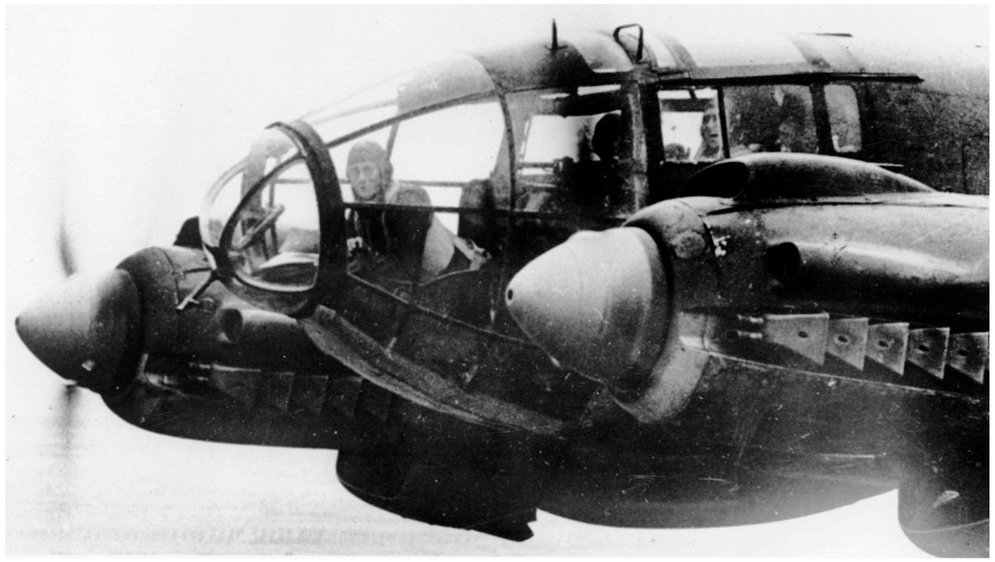
Artillery preserved in Canada 7: New Brunswick, Allison, Bathurst, Campbellton, Cap Pelé, Caraquet, Centreville and Chipman

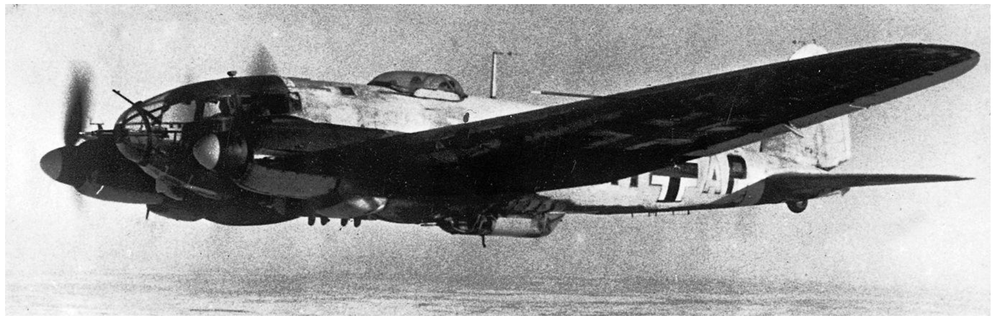
Artillery preserved in Canada 7: New Brunswick, Aulac, Fort Beausejour

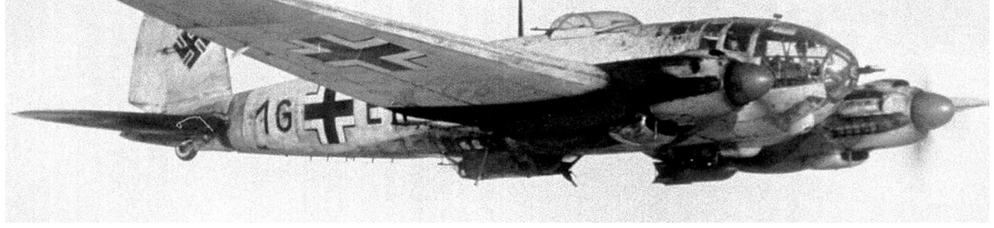
Artillery preserved in Canada 7: New Brunswick, Fredericton, Grand Anse, Grand Falls, Hopewell Cape, Kedgwick, Minto, Miramichi, Moncton and New Maryland

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

Artillery preserved in Canada 7: New Brunswick, Saint John









Heinkel He 111. (Luftwaffe Photos)



(IWM Photo MH31314)

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

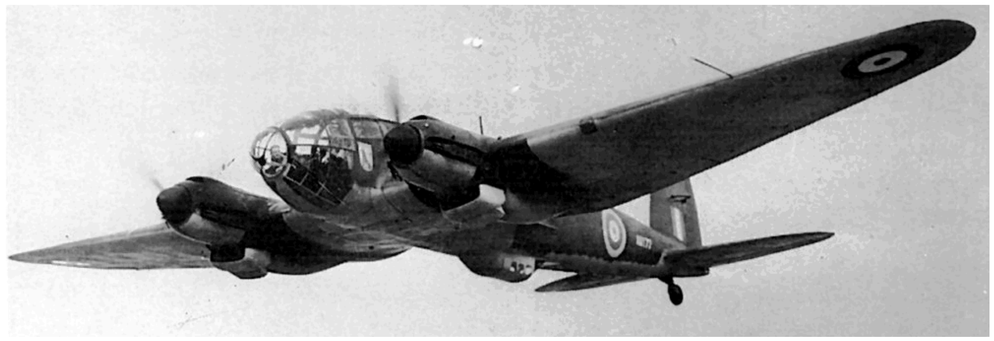
Artillery preserved in Canada 9: Nova Scotia, Arcadia, Arichat, Bear River, Black River, Bridgewater, Chester, Cheticamp and Clark's Harbour

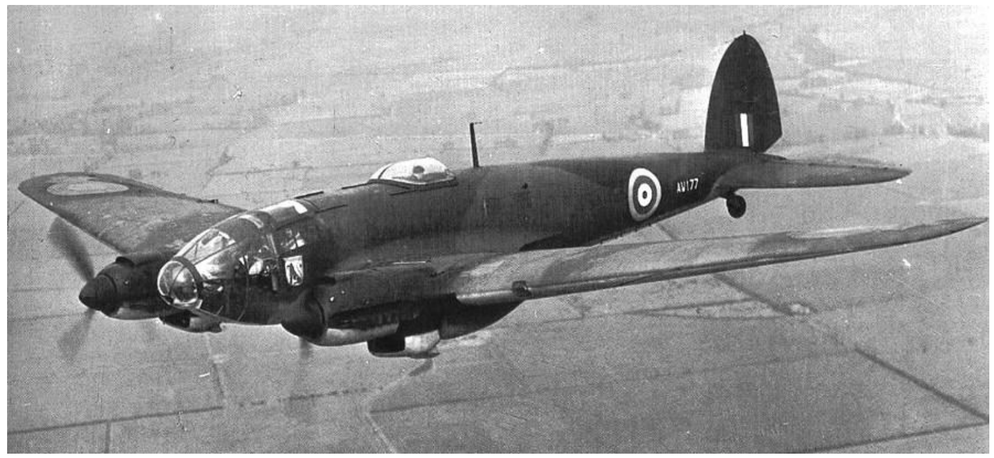
Artillery preserved in Canada 9: Nova Scotia, Digby

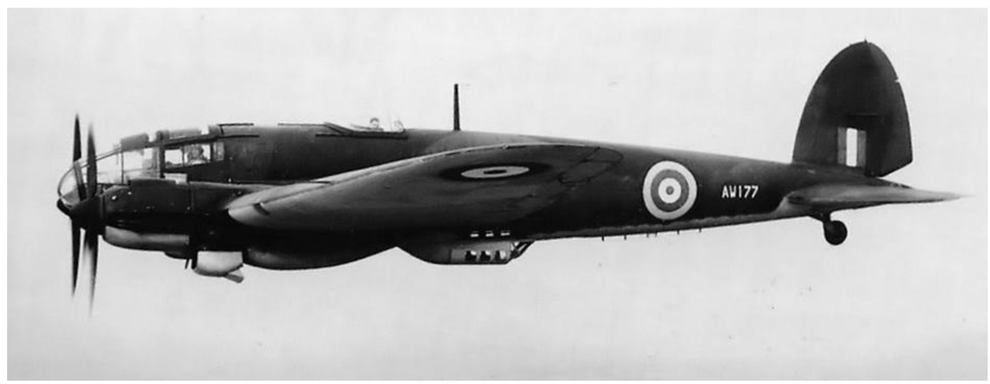
Artillery preserved in Canada 9: Nova Scotia, Fort Lawrence, Fort Point Lighthouse Park, Green Island, Dartmouth and LaHave

Artillery preserved in Canada 9: Nova Scotia, Halifax









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





Heinkel He 111H-1, (Wk. Nr. 6853), RAF AW177, coded 1H+EN of II/KG26, that made a forced landing with only minor damage in an open field in at North Berwick, East Lothian, Scotland, after combat with a Spitfire of No. 602 Squadron on 9 February 1940. AW177 is shown here being test flown in England. This aircraft crashed at RAF Polebrook on 10 November 1943 while carrying a number of 1426 Flight ground crew as passengers. The pilot, F/O Barr, and six others were killed, four were injured. (RAF Photos)



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



Heinkel He 111H, (Wk. Nr. unknown), previously` 5J + CR' of III / KG4, captured in Libya in 1942. Designated HS-? by the RAF, it was named "*Delta Lily*" and flown by No. 260 Squadron. It was reported as being on a scrap dump at Fanara in the Suez Canal Zone, Egypt in April 1947. (RAF Photos)

Heinkel He 111H, (Wk. Nr. unknown). One aircraft was captured was captured in Syria in 1942 and used by the French to transport diplomats around the Middle East. Another He 111, (Wk. Nr. unknown) was captured in France ca. 1944-1945 by the French Armee de l'Air and flown by GB I/31 Aunis alongside that unit's Junkers Ju 88's. flown by the French Armee de l'Air post war.





Heinkel He 111H-20, (Wk. Nr. 701152), NT+SL captured in the Munich area of Germany this aircraft was flown by Watsons Whizzers and then by the 56th FG, 8th USAAF before being handed over to the British. It is painted black and has an RAF roundel painted over the USAAF star and bar markings. The peculiar logo on the fuselage is the letter W inside a C inside an O from the initials of Major J. Carter of the 61st FS, Major Williamson of the 62nd FS and Captain Ordway, Engineer Officer of the 61stFS. This aircraft is preserved in the RAF Museum at Hendon in England. (USAAF Photos)

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



Heinkel He 111H-20, (Wk. Nr. 701152), coded NT+SL. This aircraft was built in 1944 and modified to drop Fallschirmjäger (paratroops). It is on display in the RAF Museum, Hendon, England. (Dapi89 Photo)



Heinkel He 111 P-2 (5J+CN), (Wk. Nr. 1526) 5.Staffel/Kampfgeschwader 54 (KG 54 - Bomber Wing 54), on display at the Royal Norwegian Air Force (RNAF) Museum at Gardermoen, part of the Norwegian Armed Forces Aircraft Collection. The 5J Geschwaderkennung code on the aircraft is usually documented as being that of either I. Gruppe/KG 4 or KG 100, with B3 being KG 54's equivalent code throughout the war. (Clemens Vasters Photo)



Heinkel He 111 E-3. (Luftwaffe Photo)

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

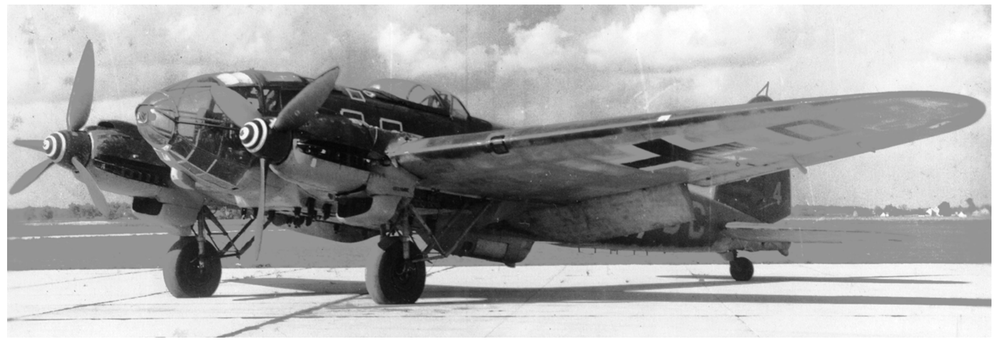
Canadian Warplanes 1: The Biplane Era, Sopwith fightersSopwith Camel, Dolphin, 1-1/2 Strutter, Pup, Snipe and Triplane

Canadian Warplanes 1: The Biplane Era, Westland Wapiti



Heinkel He 111 E-3 (25+82), (Wk. Nr. 2940). with the "conventional" cockpit is on display at the Museo del Aire, Madrid, Spain, having served in the Condor Legion. (Hugh Lleweln Photo)







Heinkel He 111H-16, (Wk. Nr. 8433), 2B+DC, "Red 4", surrendered in Italy by a defecting Hungarian pilot in Dec 1944. This aircraft was shipped to the the USA where it was designated USA FE-1600, later T2-1600. It was probably scrapped at Freeman Field, Indiana in 1946. (USAAF Photos)



Heinkel He 111H-11, (Wk. Nr. unknown), KG27 captured by the USSR in Jan 1943. It was sent to the NII-VVS (Soviet Air Forces Scientific Research Institute), where it was flown in May 1943. (Soviet Air Force Photo)

Heinkel He 111H-6 from I/KG28 was shot down on 27 November 1941 near Dmitrov in the Soviet Union by Senior Lieutenant I.N.Kalabushkin of the Soviet of 56th Wing.

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



CASA-2.111B, Auto & Technic museum Sinsheim. (AlfvanBeem Photo)



(Dirk1981 Photo)



(C1d2wiki Photo)

CASA-2.111B (Serial No. Bl-2117), flown by the Spanish Air Force until 1972, was renumbered as Luftwaffe G1+AD and flown to Gatow slung under a Sikorsky CH-53 helicopter in 1995. This aircraft was restored and is now on display in the

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

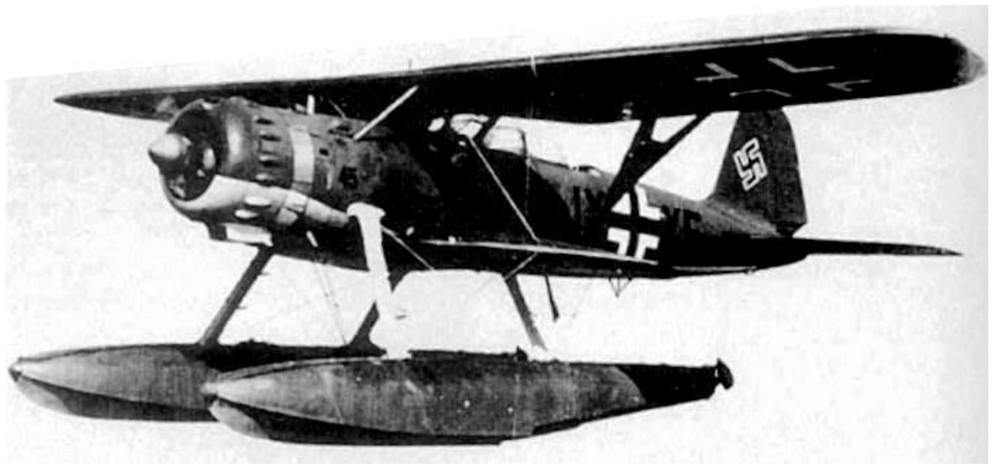
Canadian Warplanes 3: The Second World War, Curtiss P-40 Kittyhawk

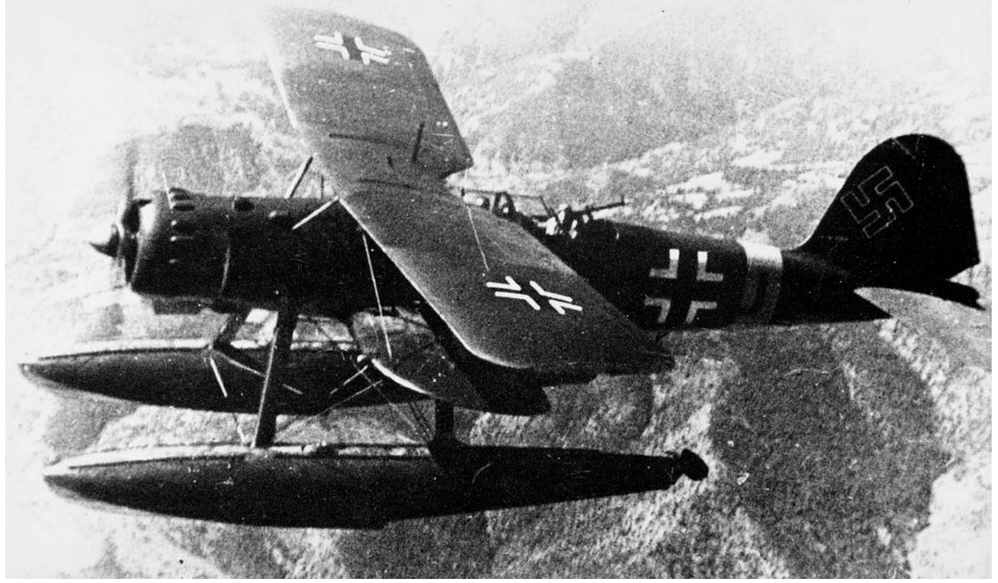
Canadian Warplanes 3: The Second World War, de Havilland DH.98 Mosquito

Canadian Warplanes 3: The Second World War,

Luftwaffenmuseum Berlin-Gatow in Germany.







Heinkel He 114, reconnaissance float-plane. (Luftwaffe 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

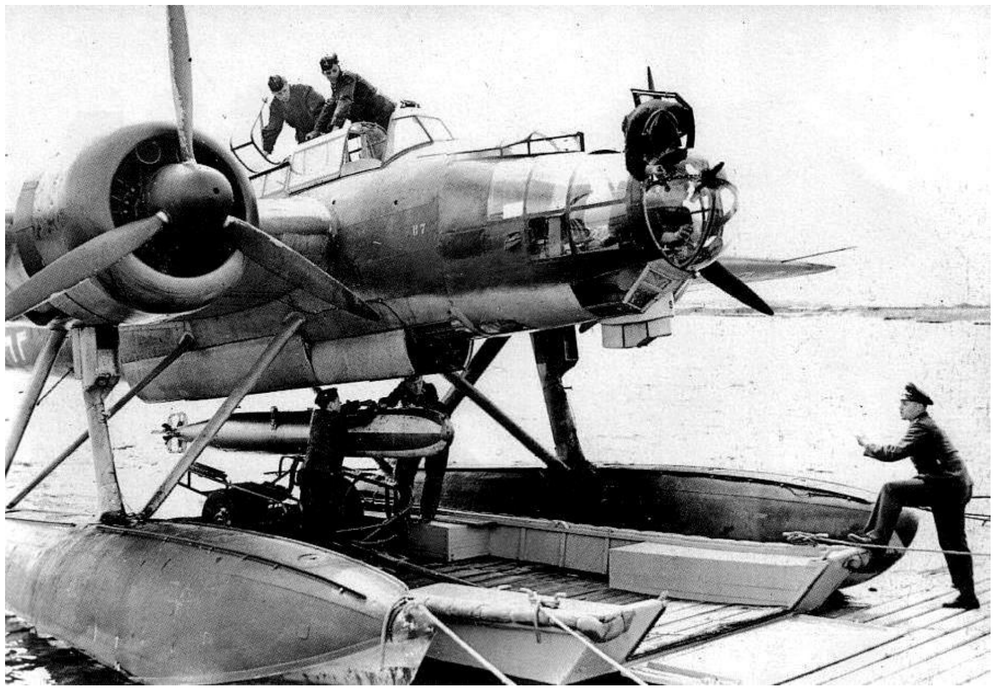
Canadian Warplanes 3: The Second World War, Westland Whirlwind

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

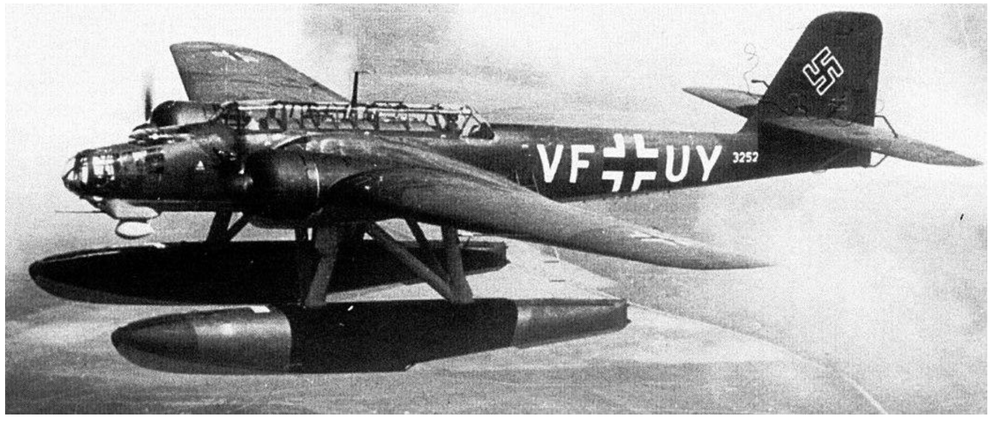
Canadian Warplanes 4: The Second World War, Airspeed and WACO Gliders

Canadian Warplanes 4: The Second World War, Airspeed Oxford









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

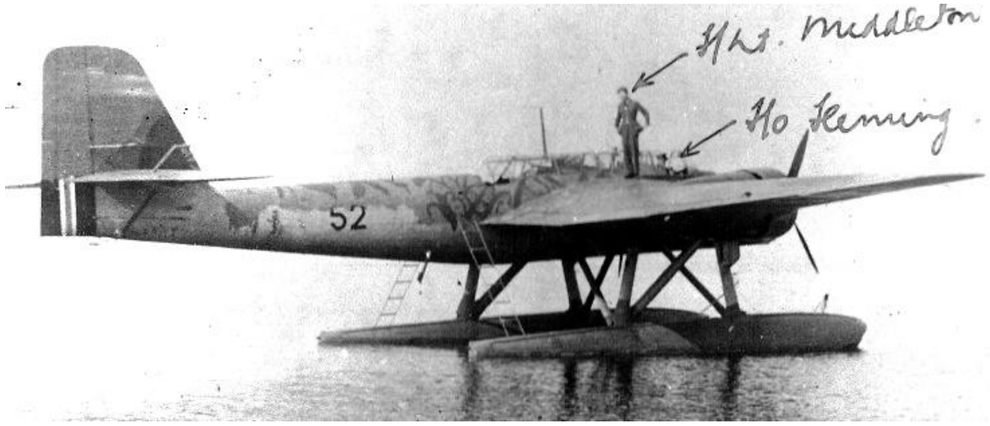
Canadian Warplanes 4: The Second World War, Northrop Nomad

Canadian Warplanes 5: The Post War Piston Era

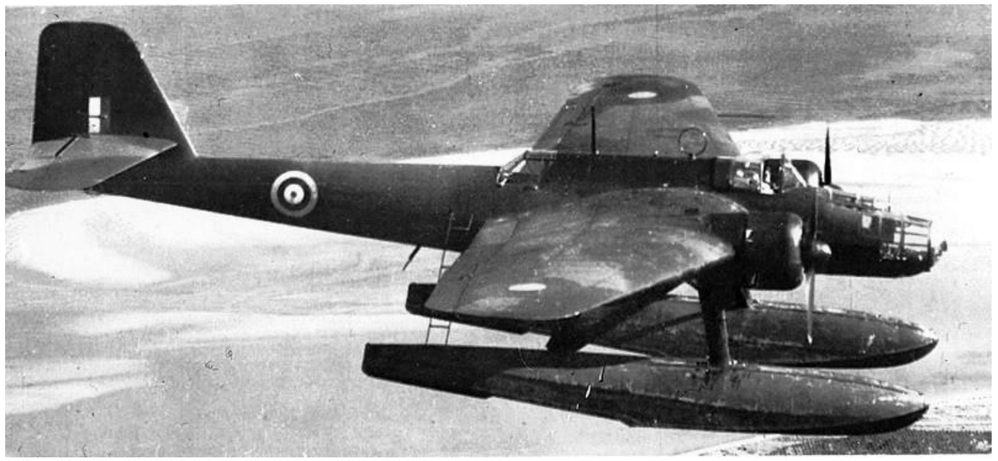
Canadian Warplanes 5: The Post War Piston Era, Auster AOP.6

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

Heinkel He 115, general-purpose floatplane in Luftwaffe service. (Luftwaffe Photos)



Heinkel He 115A-2, (Wk. Nr. 3039), No. 52 of Marinens Flyvevaesens. Five RNAF Heinkel He 115s escaped to Scotland after the fall of Norway, and were were used by the RAF and the RNAF. Designated RAF BV184, on 10 April 1940, aircraft No. 5 carried out an attack on the German cruisers *Koln* and *Lonigsberg*. RNAF officer Lieut. Offerdal flew this aircraft to Meikle ferry, then on to Invergordon. It is shown here being examined by Flt. Lt. Middleton and Flying Officer Fleming of RAF No. 201 Squadron. It was struck off charge on 31 May 1941. (RAF Photo)



Heinkel He 115A-2, (Wk. Nr. 3041), No. 56 of Marinens Flyvevaesns, RAF BV185, destroyed/22 Sep 1941. The aircraft is possibly No. 56, RAF BV185. (RAF Photo)



Heinkel He 115A-2, (Wk. Nr. 3042), No. 58 of Marinens Flyvevaesens, flown to Tromsø in northern Norway and then at last to Shetland, where this picture is taken. Designated RAF BV186 this aircraft was scrapped in Dec 1942. (RNAF Photo)

Heinkel He 115B-1, (Wk. Nr. 2400), former Luftwaffe and No. 64 of Marinens Flyvevaesens, RAF BV187. destroyed in Dec 1942.

Heinkel He 115A-2, (Wk. Nr. 3043) (TBC). This aircraft has been recovered from Russia, and is now in storage with a private owner in France.

Heinkel He 115 B-1, (Wk. Nr. 3896), 1 Staffel, Kustenfliegergruppe 906, Luftflotte 5. This aircraft was recovered from Hafrsfjord in Norway on 2 June 2012. The aircraft is currently in storage awaiting restoration at the Flyhistorisk Museum, Sola near Stavanger, Norway.

Heinkel He 115, (Wk. Nr. unknown). The wreck of this He 115 was located at the bottom of Lake Limingen in Nord-Trøndelag, Norway in 2013.

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

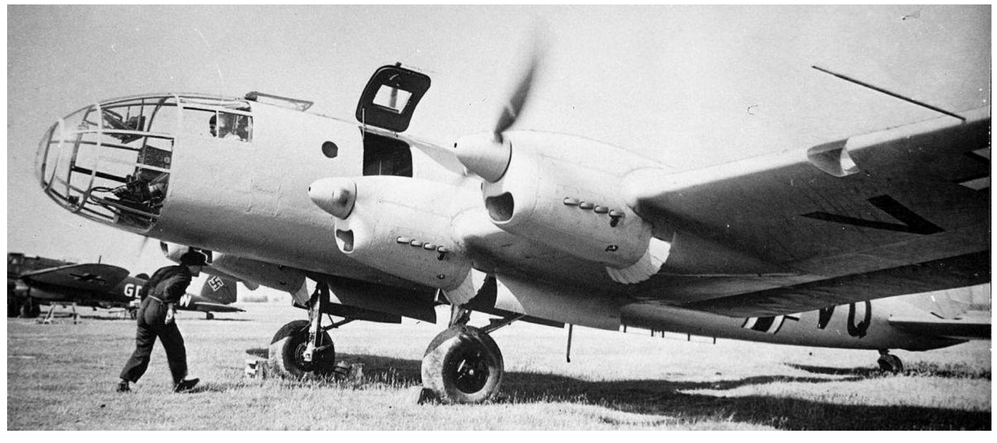
Canadian Warplanes 5: The Post War Piston Era, de Havilland CC-123 Otter

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

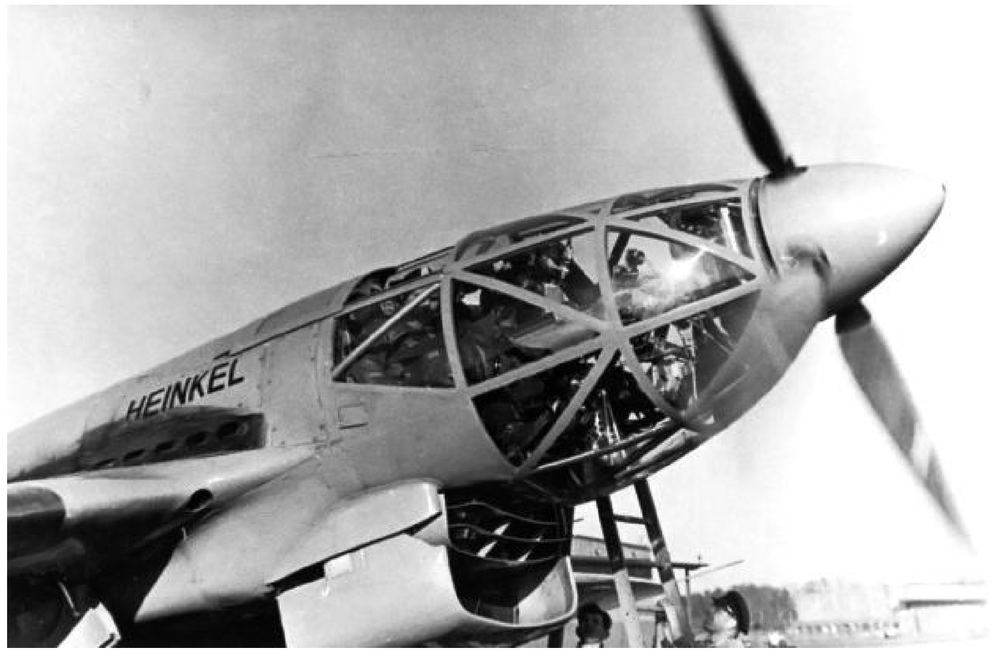
Canadian Warplanes 5: The Post War Piston Era, Fairey Firefly

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





Heinkel He 116, +VQ, transport/reconnaissance. (Luftwaffe Photo, left, SDASM Photo, right)



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

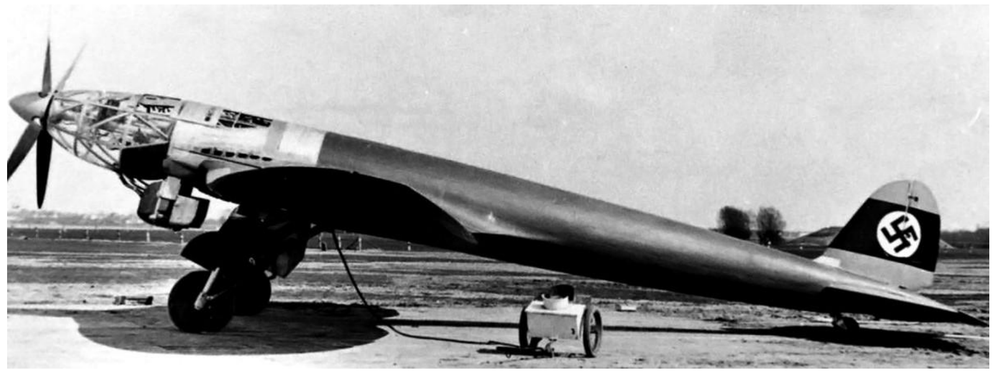
Canadian Warplanes 6, Jets, Bombardier CC-144 Challenger

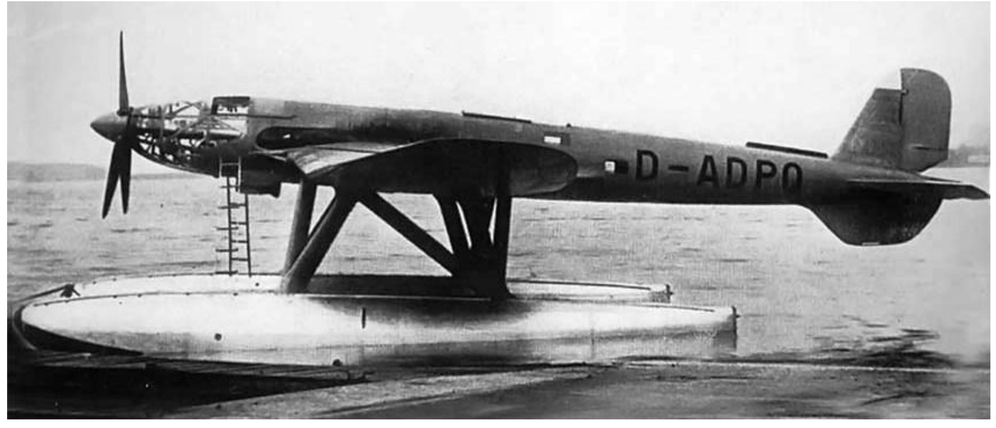
Canadian Warplanes 6, Jets, British Aerospace (HS) CT-155 Hawk

Canadian Warplanes 6, Jets, Canadair CF-104 Starfighter

Canadian Warplanes 6, Jets, Canadair CF-116









Heinkel He 119, bomber/reconnaissance (prototype). (Luftwaffe Photos)

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

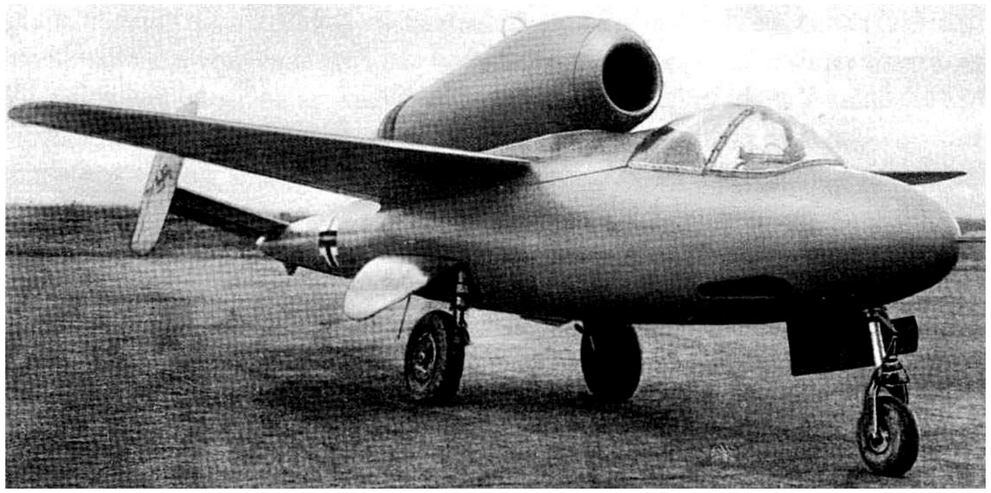
Canadian Warplanes 6, Jets, McDonnell F2H-3 Banshee

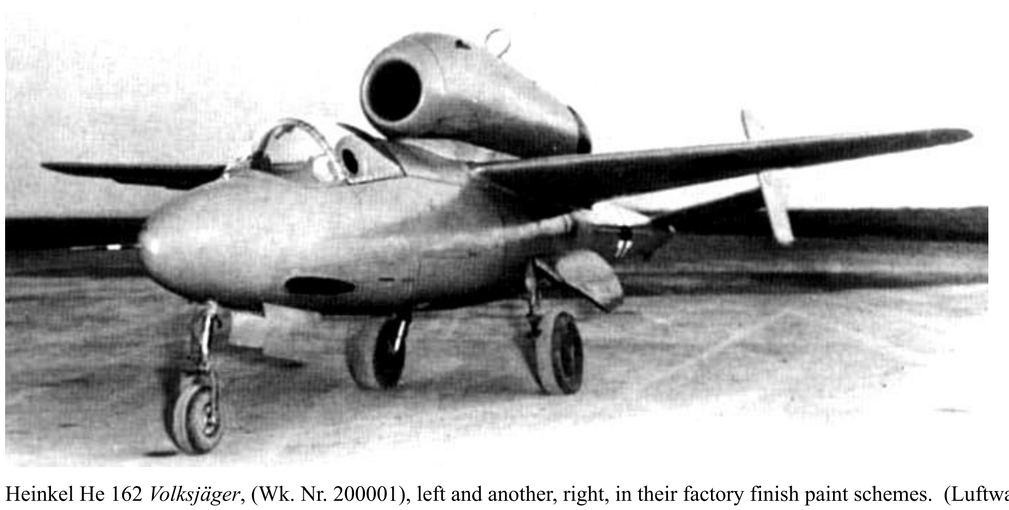
Canadian Warplanes 7: Helicopters

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





Heinkel He 162 *Volksjäger*, (Wk. Nr. 200001), left and another, right, in their factory finish paint schemes. (Luftwaffe Photos)



Heinkel He 162 aircraft in a large underground factory at Hinterbruhl, Germany in April 1945. United States Ninth Army troops found these nearly completed aircraft in a former salt mine near Engels. Built 300 metres underground, a large elevator was used to bring the aircraft to the surface. (USAAF Photo)

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

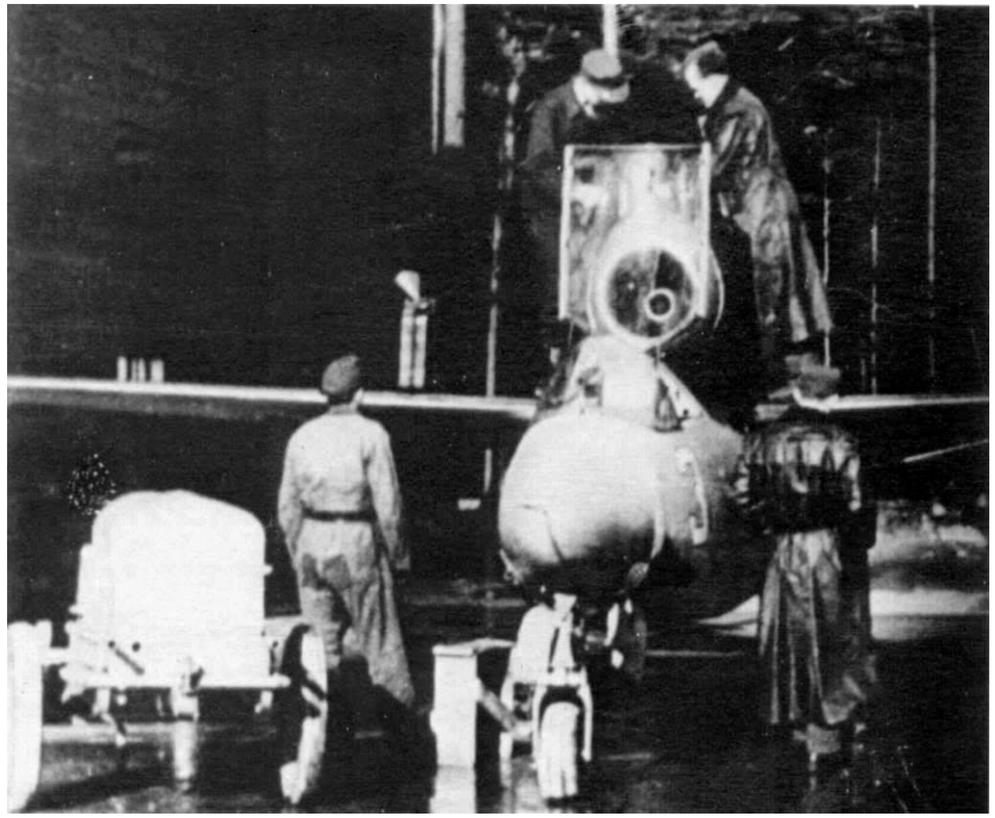
Canadian Warplanes 7: Helicopters, Sikorsky CH-126 Choctaw

Canadian Warplanes 7: Helicopters, Sikorsky CH-148 Cyclone

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

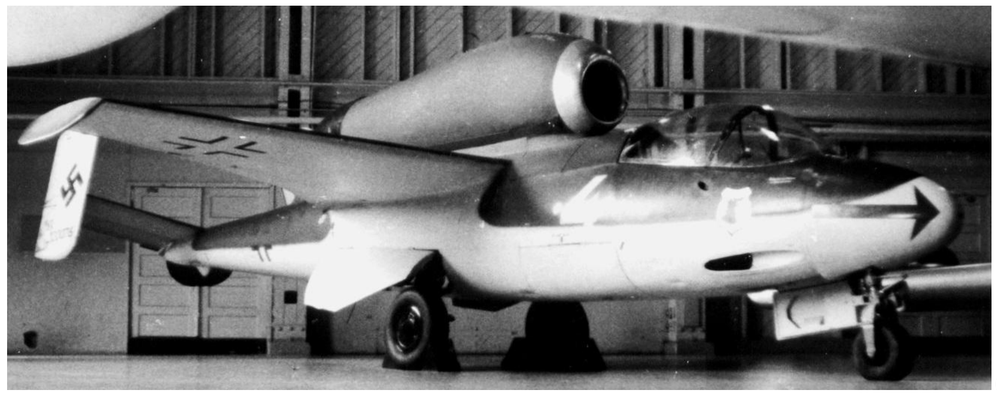
Canadian Warplanes 7: Helicopters, Sikorsky H-5 Dragonfly

Canadian Warplanes 7: Helicopters, Vertol Canada



Heinkel He 162A-2, White 3, Erproungskommando 162. The He 162A-2 *Volksjäger* or “People’s Fighter” was also known as *Salamander,* which was the code name of its construction program, and *Spatz* (“Sparrow”), which was the name given to the aircraft by the Heinkel company. (Luftwaffe Photo)

Heinkel He 162A-2, (Wk. Nr. 120221) captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM58, this aircraft was scrapped at Farnborough in 1946.



(Author Photo)



(CA&SM Photo)

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





(Ra Boe Photos)

Heinkel He 162A-2, (Wk. Nr. 120076), "*Yellow 4*", captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM59, later RAF Serial No. VH523, this aircraft was held by the Canada Air and Space Museum in Ottawa. It was traded to Aero Vintage in the UK for a Bristol Fighter (G-AANM, D-7889) in December 2006. Wk. Nr. 120076 is now on display at the Deutsches Technikmuseum Berlin, Germany.



Heinkel He 162A-2, (Wk. Nr. 120074), White 11, 20, captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM60, this aircraft was scrapped at Brize Norton in 1947. (RAF Photo)

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

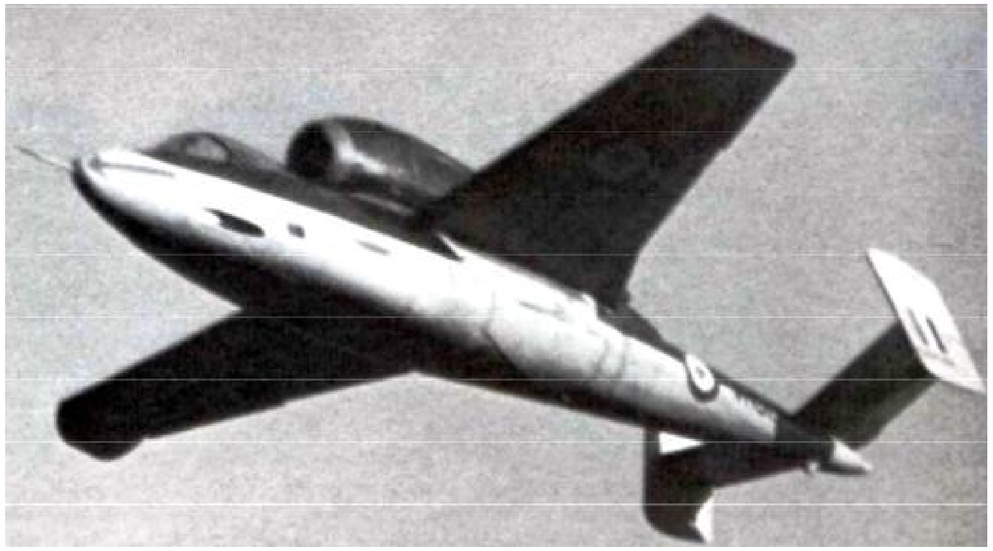
Labyrinth and Rock Wall, Fredericton

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)





Heinkel He 162A-2, (Wk. Nr. 120072), captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM61, this aircraft crashed at Farnborough on 9 Nov 1945. (RAF Photos)



Heinkel He 162A-2, (Wk. Nr. 120086), Yellow 2, JG1, captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM62, this aircraft was on display in Hyde Park, London, England post war. This aircraft was later shipped to Canada and is on display in the Canada Aviation and Space Museum. (RAF Photo)

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







Engineers (RCEME), "Bluebell"

Royal Canadian Engineers (RCE)

Royal Canadian Navy (RCN), Warships

Shelldrake, Canadian Artillery Museums and Gun Monuments

Siegecraft - No Fortress Impregnable

Sieges (Part 1)

Sieges (Part 2)

Sieges (Part 3)

Sieges (Part 4)

Sieges (Part 5)

Sieges (Part 6)

Sieges (Part 7) Appendixes and Footnotes

Skaarup, Aage C. Warrant Officer, RCAF & CF

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

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

Small Arms in the Fredericton Region Museum, Handguns

Small Arms in the Fredericton Region Museum, Machine Guns

Small Arms in the Fredericton Region Museum, Rifles and Shotguns

Small Arms in the New Brunswick Military History



Heinkel He 162A-2 Volksjäger, (Wk. Nr. 120086), coded "Yellow 2", JG1, designated RAF AM62, currently on display in the Canada Air and Space Museum, Ottawa, Ontario. This aircraft surrendered at Leck, and was moved to Farnborough by surface transport on 22 August 1945. AM 62 was allocated to No. 47 MU, Sealand, on 29 May 1946 for packing and shipping to Canada. It also left Salford Docks on 26 August aboard *SS Manchester Commerce*, arriving at Montréal on 9 September 1946. It has been in the CASM since 1964. (Author Photos)





Heinkel He 162A-2, (Wk. Nr. 120095), captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM63, this aircraft is shown here on display in the UK post war. It was scrapped at Brize Norton in 1947. (AWM Photos)

Heinkel He 162A-2, (Wk. Nr. 120097), captured at Leck. Designated RAF AM64, this aircraft was scrapped at Farnborough in 1947.

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



Heinkel He 162A-2, (Wk. Nr. 120227) of JG 1, captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM65, later VN629 this aircraft was brought to Farnborough by surface transport on 31 July 1945. It was not flown by the RAF. (RAF Photo)



Heinkel He 162A-2, (Wk. Nr. 120227) of JG 1, captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM65, later VN629 this aircraft was brought to Farnborough by surface transport on 31 July 1945. It was not flown by the RAF. It is currently on display in the RAF Museum, Hendon, England. (Dapi99 Photo)

Heinkel He 162A-2, (Wk. Nr. 120091), captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM66, this aircraft was possibly scrapped at South Cerney, England.

Heinkel He 162A-2, (Wk. Nr. 120098), captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. designated RAF AM67, Later VH513, this aircraft was scrapped at Farnborough in 1946.



Heinkel He 162A-1, (Wk. Nr. 120235), originally coded Red 6, now painted coded Yellow 6, JG1, was captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. This aircraft was not initially allocated an Air Ministry number, likely because it was intended for use as a ballistics target. It has reportedly later designated RAF AM68. Initially on display at RAF Cranwell it was transferred to the Imperial War Museum, Lambeth in London, but is now on display at Duxford, Cambridgeshire, England. (Tony Hisgett 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,









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



Heinkel He 162A-2, (Wk. Nr. 120015) formerly of III./JG1. This aircraft is being restored by the Memorial Flight Association at the *Musée de l'Air et de l'Espace* near Paris, France. This aircraft was one of 27 He 162s captured by the RAF at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany on 15 May 1945. Five of these aircraft were turned over to the French Air Force in February 1946, and these included two He 162A-1s, (Wk. Nr. 310012) "Red 7" and (Wk. Nr. 310003) "Yellow 5"; three He 162A-2s (Wk. Nr. 120093), "White 2", (Wk. Nr. 120223) "Yellow 1", and (Wk. Nr. 120015). The He 162A-2s were flown by the French Air Force from April 1947 to July 1948. No. 1, (Wk. Nr. 120015) was painted in a single colour of grey/beige and bore the fuselage No. 2. It was flown for most of the tests totalling nearly 14 hours on a total amount of 18 hours of flight tests; each flight lasting approximately 20 to 30 mn ; this enabled about 30 French Air Force pilots to get a glimpse of jet flying, pending the arrival of British Vampires in 1949. Grounded after the death of Capt. Schienger on aircraft No. 1, (Wk. Nr. 120015) was sent to the Rochefort-Sur- Mer Air Force mechanics school. It was then repainted "bordeaux-red" and sent to the Musée de l'Air et de l'Espace in 1952. Its colour changed again to dark green which it wore until 1975 when it was given an approximate camouflage paint with (Wk. Nr. 120223). (Armée de l'Air Photos)



Heinkel He 162, 27, damaged at the end of the war, captured by American forces in May 1945. (USAAF Photo)

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

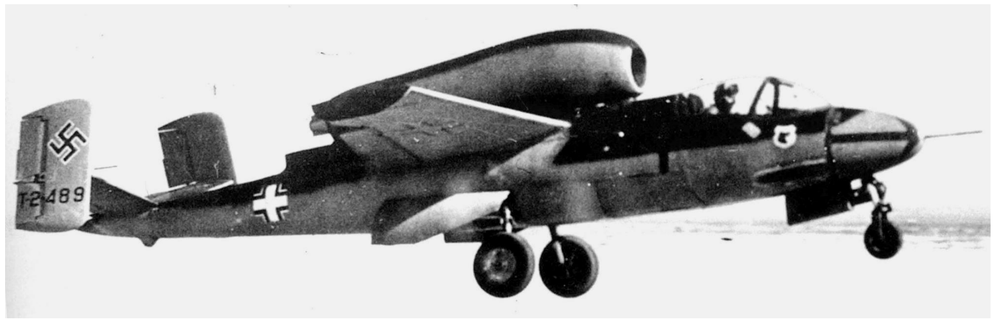
Warplane Survivors

USA: Georgia, Warner Robins, Robins AFB, Museum of Aviation

Warplane Survivors

USA: Hawaii







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

Heinkel He 162 A-2, (Wk. Nr. 120077), "Red 1" being test flown as USA FE-489, later T2-489. This aircraft is now with the Planes of Fame Museum, Chino, California. (USAAF Photos)



(Alan Wilson Photo)



(Goshimini Photo)

Heinkel He 162A-2, (Wk. Nr. 120077) "Nervenklau" is currently owned by the Planes of Fame Museum and is on static display at Chino, California. This aircraft was sent to the United States in 1945 where it was given the designation USA FE-489 (Foreign Equipment No. 489) and later T2-489.



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







Heinkel He 162A-1, fuselage (Wk. Nr. 120222), coded White 4, later repainted Yellow 7, USA FE-493, later T2-493, at USAAF Depot Y76 Kassel, Germany before shipment to the USA. (USAAF Photos)



Heinkel He 162A-1, fuselage (Wk. Nr. 120222), originally coded White 4, repainted Yellow 7, USA FE-493, later T2-493, with a wing from He 162A-1 (Wk. Nr. 120067), at Freeman Field, Seymour, Indiana Ohio post-war. (USAAF 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

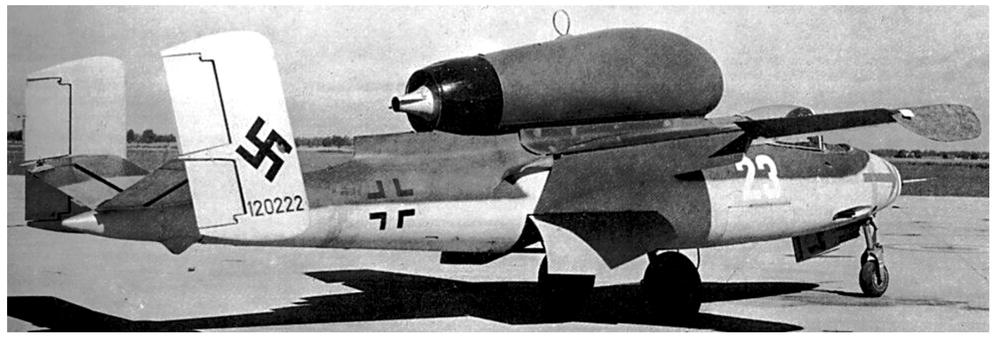
Warplane Survivors USA: Virginia, Chantilly, Steven F. Udvar-Hazy Center

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



Heinkel He 162A-2, (Wk. Nr. 120230), coded White 23, 1/JG1, captured by the British at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany in May 1945. Transferred by the RAF to the USA, coded USA FE-504, later T2-504, this aircraft is now with the NASM. (RAF Photo)







Warplane Survivors USA: Washington

Warplane Survivors USA: Washington, District of Columbia

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

Warplane Survivors USA: Washington, Seattle, Museum of Flight

Warplane Survivors USA: West Virginia

Warplane Survivors USA: Wisconsin

Warplane Survivors USA: Wyoming

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

Warplanes of the Second World War preserved in Argentina

Warplanes of the Second World War preserved in Australia

Warplanes of the Second World War preserved in Austria

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

Warplanes of the Second World War preserved in Belgium

Warplanes of the Second World War preserved in Bolivia

Warplanes of the Second World War preserved in Brazil



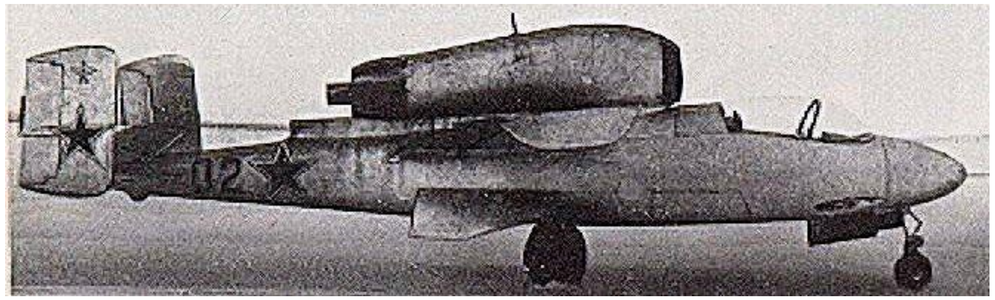


Heinkel He 162A-2 Spatz (Sparrow),Volksjager (Wk. Nr. 120230), coded White 23, 1/JG1, painted (Wk. Nr. 120222), USA FE-504, later T2-504, with the tail of (Wk. Nr. 120222). This aircraft is stored with the National Air and Space Museum, Steven F. Udvar-Hazy Center, Washington Dulles International Airport, Chantilly, Virginia. This aircraft was one of thirty-one JG 1 aircraft manufactured by Heinkel at Rostock-Marienehe and captured by the British at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany on 8 May 1945. It was painted with the number White 23, and its red-white-black nose bands were in reverse order from the usual paint scheme, which may indicate that the wing commander and high-scoring ace, Col Herbert Ihlefeld, flew this particular aircraft. After transfer to Britain, the US Army Air Forces accepted the airplane and shipped it to Wright Field, Ohio, for evaluation. It received the foreign equipment number FE-504, later T2-504, and was later moved to Freeman Field, Indiana. For unknown reasons, mechanics replaced the tail unit at Wright Field with the tail unit of aircraft Wk. Nr. 120222. FE-504/T2-504 was apparently never flown. Its flying days ended permanently when someone at Freeman Field neatly sawed through the outer wing panels sometime before September 1946. The wings were reattached with door hinges and the jet was shipped to air shows and military displays around the country. The US Air Force transferred the aircraft to the Smithsonian Institution in 1949 but it remained in storage at Park Ridge, Illinois, until transfer to the Garber Facility in January 1955. National Air and Space Museum, Steven F. Udvar-Hazy Center, Washington Dulles International Airport, Chantilly, Virginia. (USAAF Photos)

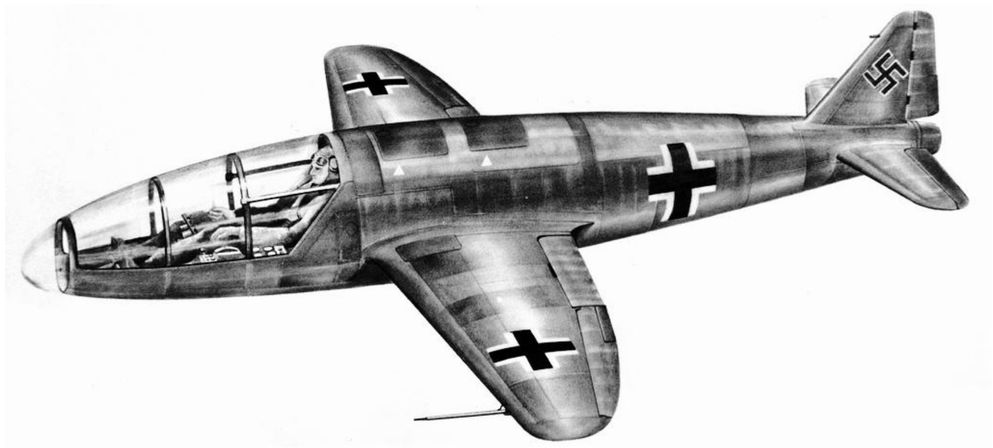
Heinkel He 162A-2, (Wk. Nr. 120017), possibly "*Yellow 6*", JG1, USA FE-494, later T2-494, was used as a source of spare parts for T2-489. This aircraft was scrapped at Park Ridge, Pennsylvania in 1950.



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



Heinkel He 162A-2, No. 2 of two captured by Soviet troops at Hinterbruhl in Austria in May 1945, shown here in USSR service being flight tested at the Soviet Research Institute in the spring of 1946. This aircraft was flight tested in Russia, while He 162A-2 No. 1 was used for aerodynamic research. Using a stock of components and aggregates, German workers monitored by Soviet specialists assembled them soon after the war at a plant in Rostock. Large volumes of technical and design documentation reached the USSR later on. Heinkel No. 2 underwent testing in the spring of 1946 at the Soviet Flight Research Institute. Soviet specialists treated the aircraft cautiously and, before its first sortie, a technical commission established several speed, overload, and flight weight restrictions. On 8 May 1945, G.M. Shiyanov took to the air in the Heinkel with red stars on the fuselage and tail. The test pilot flew two more He 162 sorties, which demonstrated that the German designers had not succeeded in eliminating the main handling shortcomings. The Flight Research Institute report contained this notation: "According to the pilot, the aircraft has a low longitudinal stability margin; lateral stability is close to neutral. The aircraft is unpleasant to fly thanks to negative stability and the extra efficiency of the rudders. The long takeoff roll of 1350 meters (with a flight weight 9.6 percent below normal) indicates a very low takeoff lift coefficient. Further tests have ceased, because the takeoff roll is too long". After that, one He 162A-2 was transferred to TsAGI for testing in wind tunnel T-101 and the second was dismantled at the TsAGI New Equipment Bureau. (Soviet Air Force Photos)





Heinkel He 172, trainer (prototype). The He 176 rocket-powered aircraft was the world's first to be propelled solely by a liquid-fuelled rocket, making its first powered flight on 20 June 1939. (Drawing and Photo, SDA&SM)

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





Heinkel He 177A-5/R6 *Greif* (Griffon) long-range heavy bomber. (Luftwaffe 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

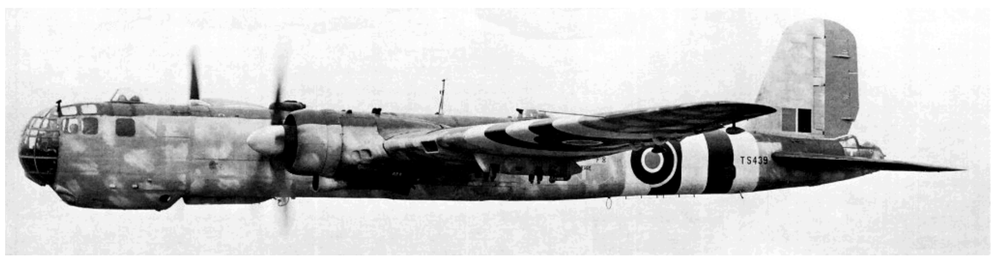
Warplanes of the Second World War preserved in Switzerland

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





Heinkel He 177A-5/R6 *Greif* (Griffon) long-range heavy bomber, (Wk. Nr. 550062), coded F8+AP of II./KG40, RAF TS439. This aircraft was captured by the French Resistance at Toulouse-Blagnac, France in Sep 1944. It wore French markings including the title “Prise de Guerra”, until it was allocated to the RAF and flown to Farnborough on 10 September 1944. This aircraft was shipped to the USA where it was designated USA FE-2100, later T2-2100. It was not flown in the USA, and was scrapped at Park Ridge ca. 1950. 55 He 177s found in Germany by the RAF were collected and destroyed. (RAF Photos)





Heinkel He 177A-5/R6 *Greif* (Griffon) long-range heavy bombers, captured by the French Resistance at Toulouse-Blagnac, France in Sep 1944. They wore French markings including the title “Prise de Guerra”, (Armée de l'Air Photos)



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

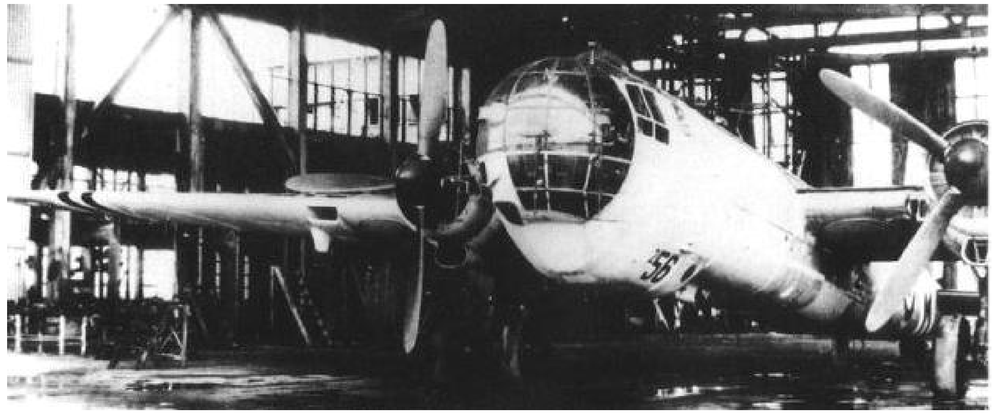
Warplanes of the Second World War preserved in the United Kingdom, Avro Lancaster

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

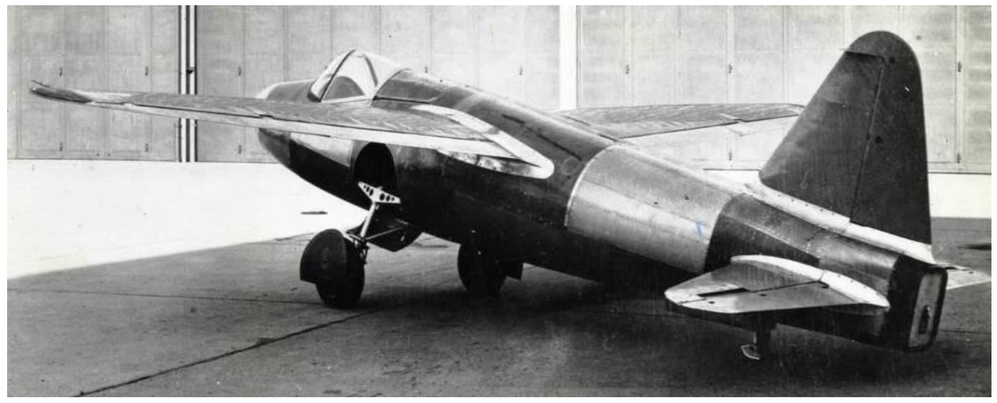
Warplanes of the Second World War preserved in the United Kingdom, Boeing B-17 Flying Fortress and Boeing B-29 Super Fortress

Warplanes of the Second World War preserved in the United





Heinkel He 177A-7 *Grief,* (Wk. Nr. 550256), coded GP+RY, captured at Toulouse-Blagnac, France in Sep 1944. It wore French markings including the title “Prise de Guerra”, until it was allocated to the USA. It had the star and bar insignia added and was marked 56 under the nose section. This aircraft crashed at Paris-Orly airport at the start of its intended ferry flight to the USA on 28 Feb 1945. (USAAF Photos)



Kingdom, Boulton Paul Defiant

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

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

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

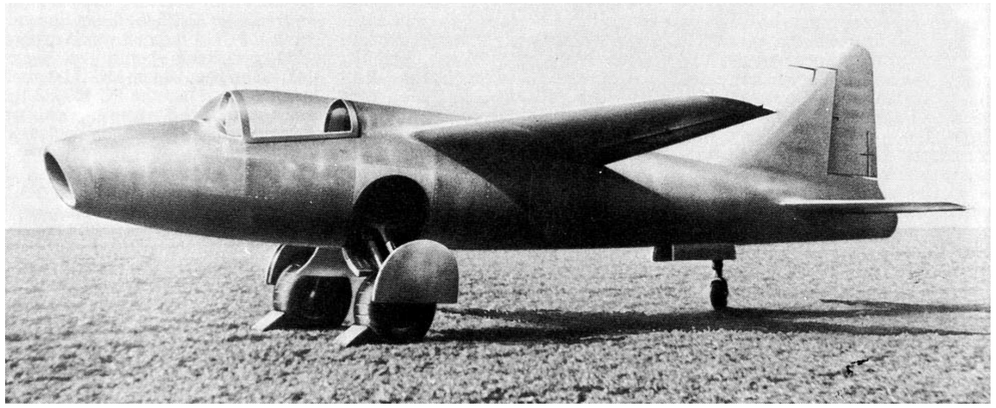
Warplanes of the Second World War preserved in the United Kingdom, Curtiss P-40 Kittyhawk

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

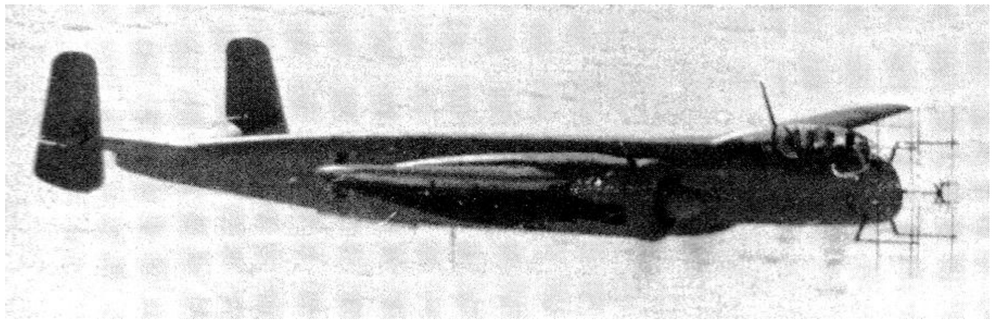
Warplanes of the Second World War preserved in the United Kingdom, de Havilland DH.98 Mosquito

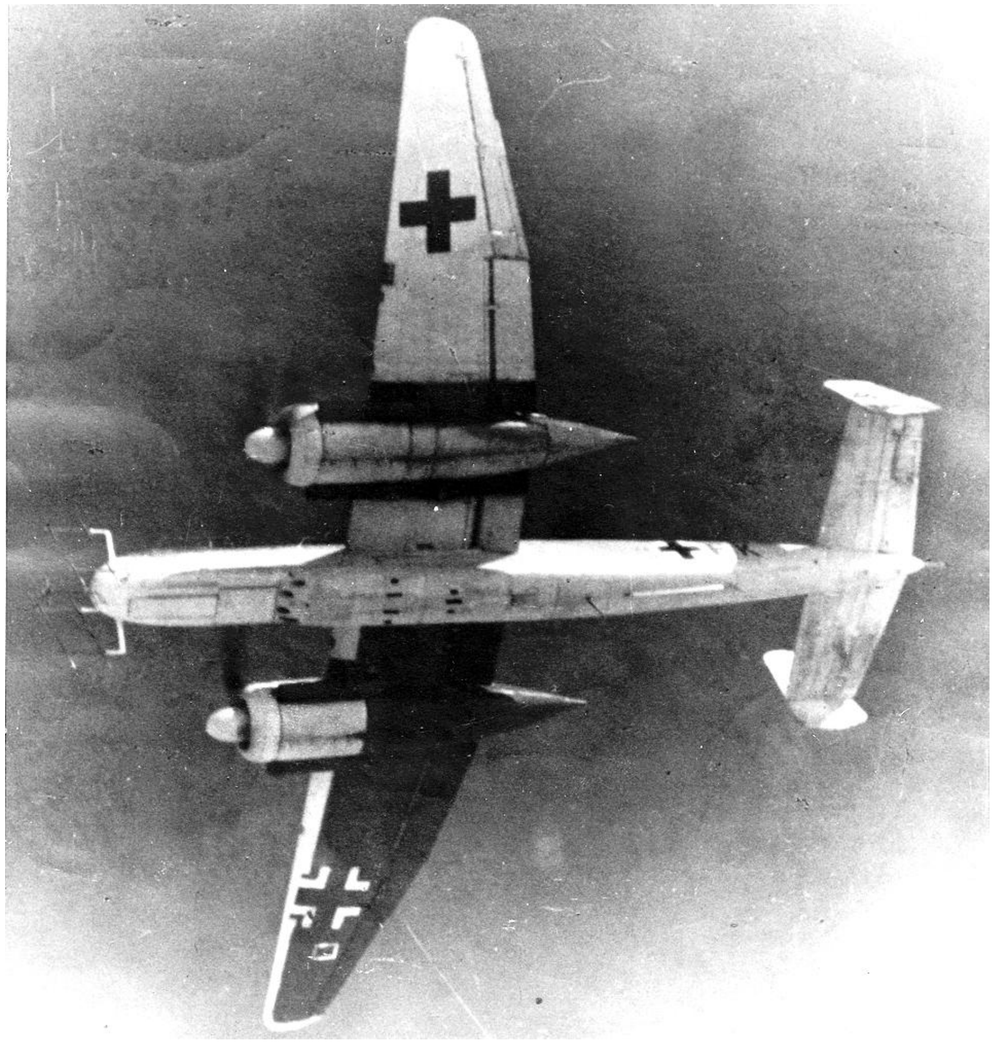
Warplanes of the Second World War preserved in the United Kingdom, Douglas Skyraider

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



Heinkel He 178. This aircraft flew for the first time in August 1939, marking the first flight of a jet powered aircraft in history. The He 178 had a top speed of 380mph, but the jets rapid consumption of fuel kept its range short at 200km. Preliminary plans were in place to weaponize the design, but it was never progressed to the production stage. (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

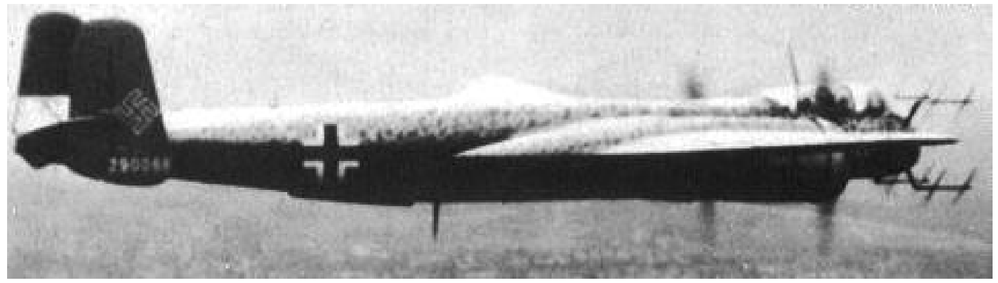
Warplanes of the Second World War preserved in the United Kingdom, Goodyear Corsair and Vought Corsair

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

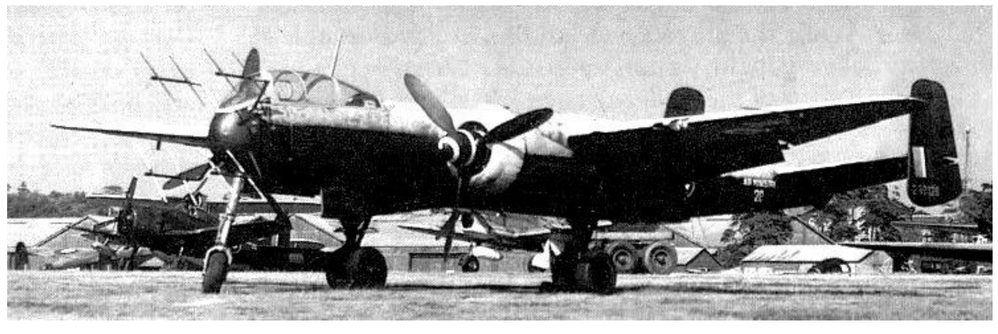








Heinkel He 219A-7 *Uhu* night fighter in Luftwaffe service. (Luftwaffe Photos)



Kingdom, Hawker Hurricane

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

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

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

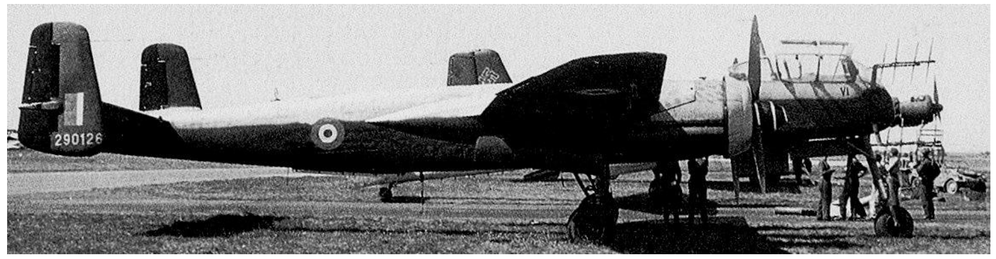
Warplanes of the Second World War preserved in the United Kingdom, Miles Hawk Major, Miles Magister, Miles Martinet, Miles Messenger

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

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

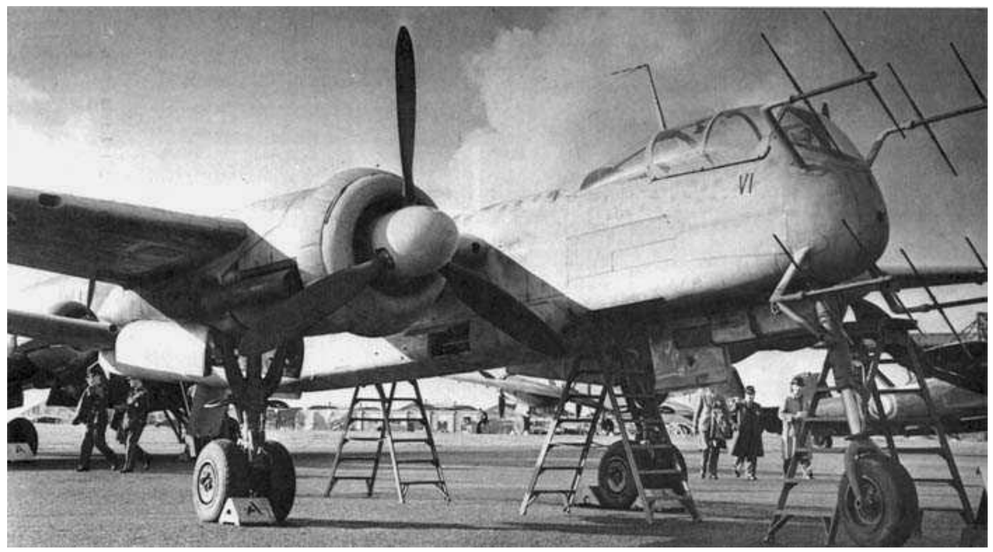
Warplanes of the Second World War preserved in the United Kingdom, North American P-51 Mustang

Warplanes of the Second World War preserved in the United



Heinkel He 219A-7 *Uhu,* (Wk. Nr. 290126), captured at Grove. This aircraft was designated RAF AM20. It has a night camouflage paint scheme. It was scrapped at Brize Norton in 1948. (RAF Photos)

Heinkel He 219A-7 *Uhu,* (Wk. Nr. 310109), captured at Grove. This aircraft was designated RAF AM21. It was scrapped at Sleap in 1948.





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

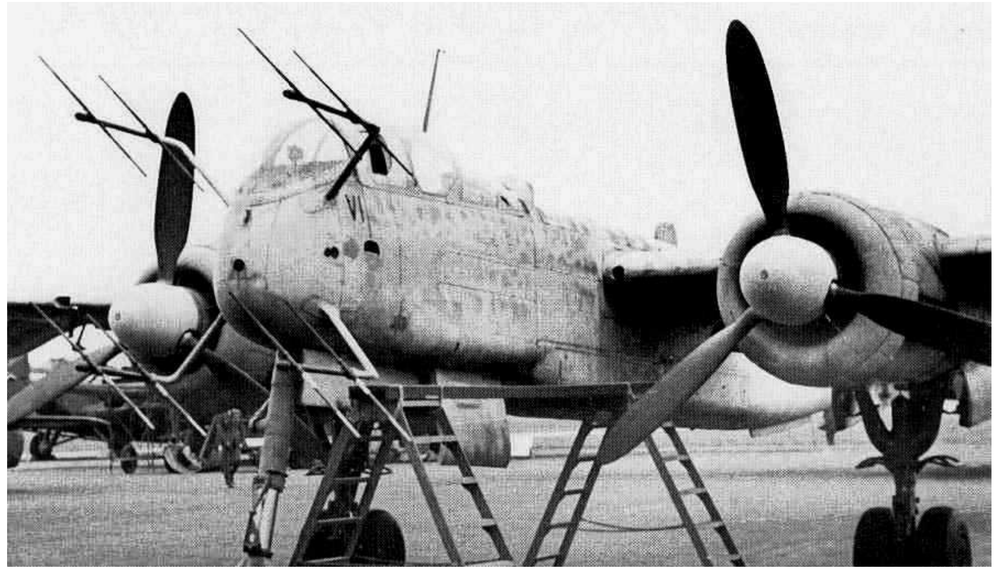
Warplanes of the Second World War preserved in the United Kingdom, Supermarine Spitfire Tr. 9

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







Heinkel He 219A-7 *Uhu,* (Wk. Nr. 310189), D5+CL of I/NJG 3 night fighter captured at Grove, Denmark. This aircraft was designated RAF AM22. It was scrapped at Farnborough in 1946. RCAF Squadron Leaders Joe McCarthy and Ian Somerville both flew these aircraft. (RAF Photos)

Heinkel He 219A-7 *Uhu,* (Wk. Nr. 310200), captured at Grove, Denmark. This aircraft was designated RAF AM23. It crashed at Grove on 21 July 1945.

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

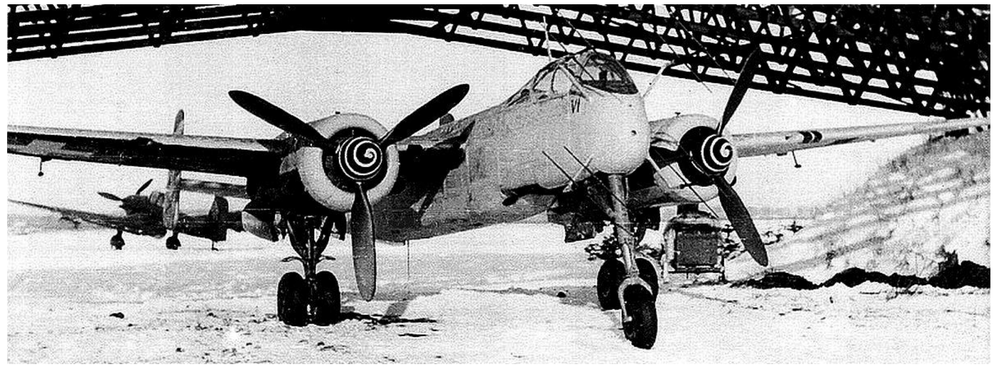
Warplanes of the Second World War preserved in the United States of America, Curtiss P-40 Warhawk, Tomahawk and Kittyhawk

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

Heinkel He 219A *Uhu,* (Wk. Nr. 310215), or (Wk. Nr. 310114) captured at Sylt. Designated RAF AM43, this aircraft may have had the vertical tail fins from two different aircraft. It was likely scrapped at Ford, England.

Heinkel He 219A *Uhu,* (Wk. Nr. 310106), captured at Sylt. Designated RAF AM44, this aircraft was scrapped at Brize Norton.



Heinkel He 219A *Uhu* in Luftwaffe service. (Luftwaffe Photo)





Heinkel He 219A-0 *Uhu,* (Wk. Nr. 210903), captured at Grove, Denmark. Designated RAF USA 8, this aircraft was shipped to the USA on HMS *Reaper*, and re-designated USA FE-612 at Freeman Field, Indiana post war. This aircraft was scrapped about 1950. (USAAF Photos)



Heinkel He 219A-5 *Uhu*, (Wk. Nr. 290060), CS+QG, captured at Grove, Denmark. Designated RAF USA 9, marked on the rear fuselage in this photo, USA FE-613, later T2-613. This aircraft was scrapped at Freeman Field, Indiana in 1946. (USAAF Photo)

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



Heinkel He 219 *Uhu* (Wk. Nr. 290202), captured at Grove, Denmark. Designated RAF USA 10, USA FE-614, later T2-614, Freeman Field Indiana fall 1945. This aircraft is preserved in the Steven F. Udvar-Hazy Centre, Chantilly, Virginia. (USAAF Photo)



Heinkel He 219 *Uhu* (Wk. Nr. 290202), captured at Grove, Denmark. Designated RAF USA 10, USA FE-614, preserved in the Steven F. Udvar-Hazy Centre, Chantilly, Virginia. (Mark Pellegrini Photo)



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

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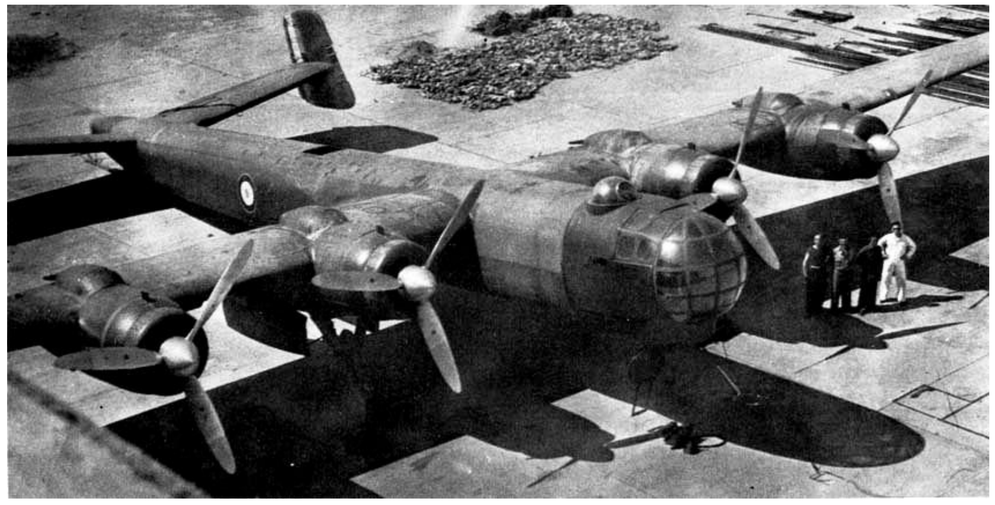


Heinkel He 219 *Uhu* (Wk. Nr. 290202), captured at Grove, Denmark. Designated RAF USA 10, USA FE-614, preserved in the Steven F. Udvar-Hazy Centre, Chantilly, Virginia. (Kogo Photos)

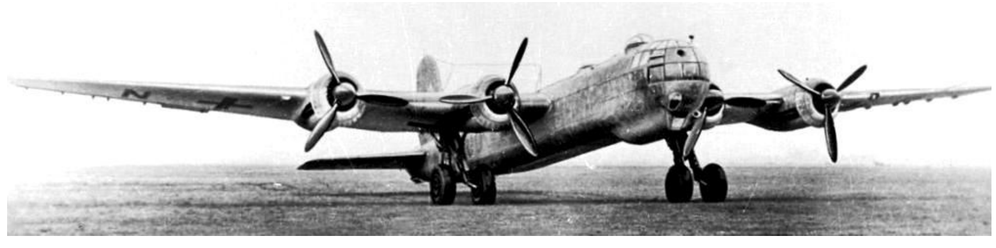








Heinkel He 274, (Wk. Nr. unknown) high-altitude bomber. Two prototypes were completed by the French post-war and put into service with the Armée de l'Air. (Armée de l'Air Photos)



Heinkel He 277 *Amerika Bomber*, heavy bomber (project). (Luftwaffe Photo)





Heinkel He 280, jet fighter (prototype), DL+AS. At the end of the war the Soviet Union collected three damaged twin-engine He 280 fighters with Heinkel S 8a engines at Vienna, Austria. (Luftwaffe Photos)



Heinkel He 343A-1, jet bomber (project) prototypes. In January 1944, the RLM funded 20 aircraft including a series of 4 prototypes. The eventual He-343 A1 bomber was operated by 1/KG76 at Burg near Magdeburg. (Luftwaffe artwork)



Heinkel He P.1079A, all weather jet fighter (project). Model. (Juergen Klaueser Photo)

Henschel Hs 121, fighter/trainer (prototype).







Henschel Hs 123, ground-attack biplane. (Luftwaffe Photos)



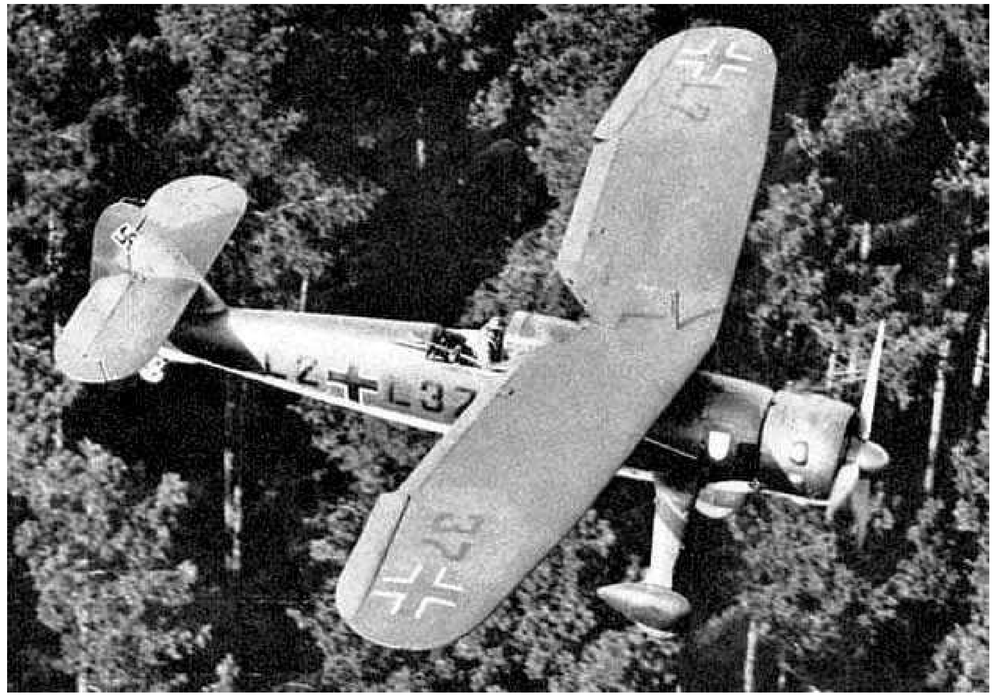




Henschel Hs 124, heavy fighter/bomber (prototype). (Luftwaffe Photos)



Henschel Hs 125 fighter/trainer (prototype). (Luftwaffe Photo)









Henschel Hs 126B-1 OK, reconaissance aircraft. (Luftwaffe Photos)



(RAAF Photo)



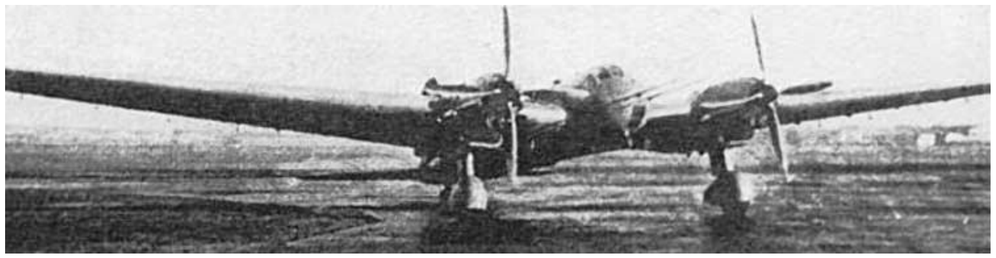
(Lou Kemp Photo)



Henschel Hs 126B-1 OK, reconaissance aircraft captured by the RAAF and flown by No. 450 Squadron, Libya, ca.1942. (Mike Mirkovic Photo)

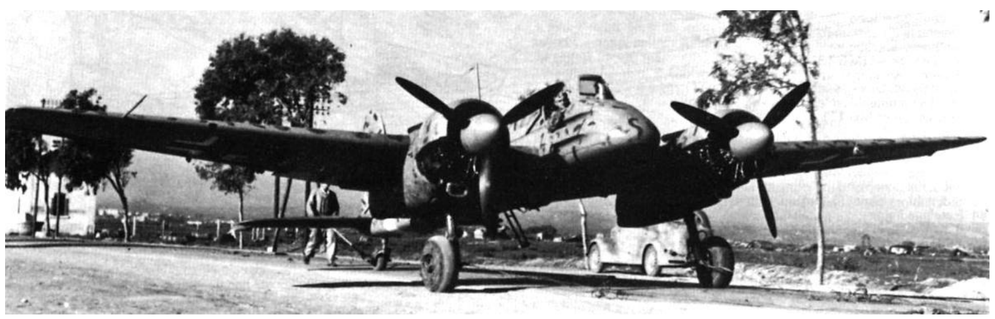


Henschel Hs 127, bomber (prototype). (Luftwaffe Photo)



Henschel Hs 128, high altitude reconnaissance bomber (prototype). (Luftwaffe Photo)





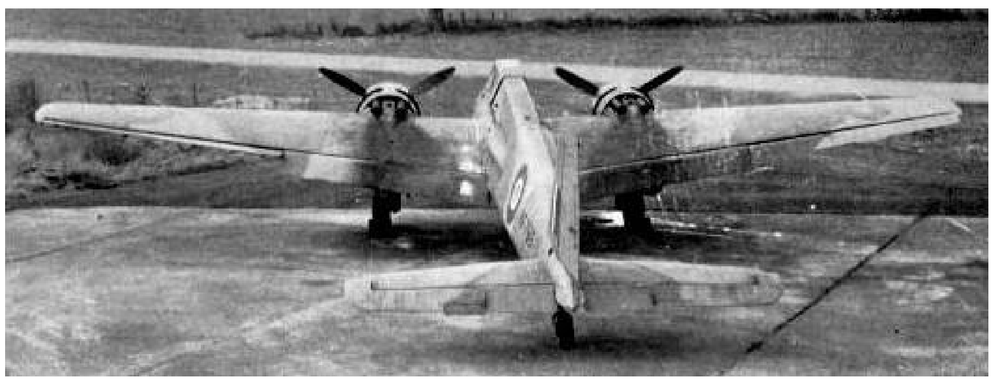


Henschel Hs 129B-1 ground attack aircraft in Luftwaffe service. (Luftwaffe Photos)



Henschel Hs 129B-1 ground attack aircraft, 5PzSG1, captured at Tunis, being examined by USAAF personnel, May 1943. (USAAF Photo)







Henschel Hs 129B-1, (Wk. Nr. 0297), captured in North Africa where it had served with I./SG2. Designated RAF NF756, this aircraft was flown at RAF Collyweston on 13 May 1944. It was struck off charged and was scrapped in August 1947. (RAF Photos)



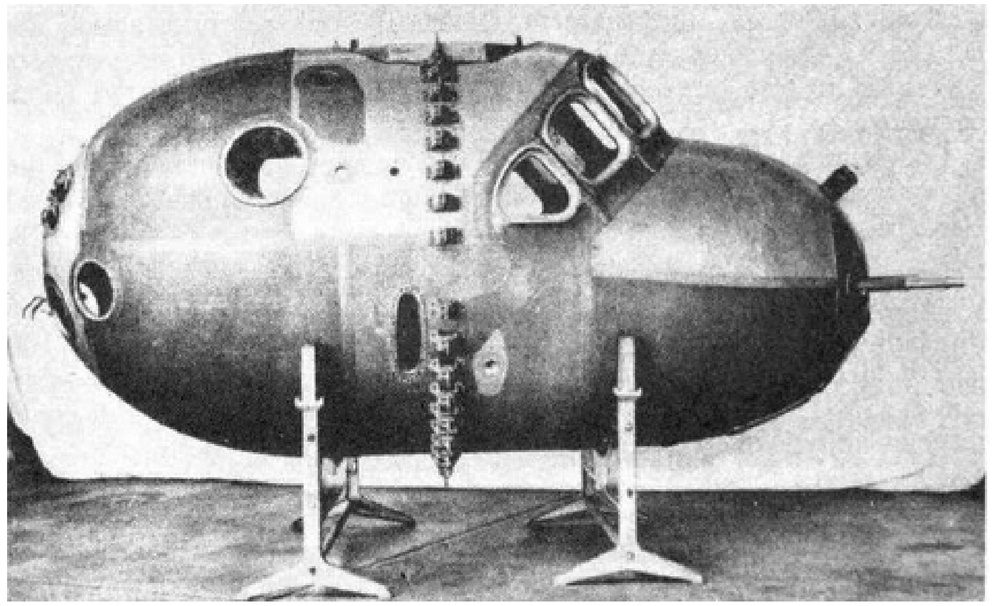


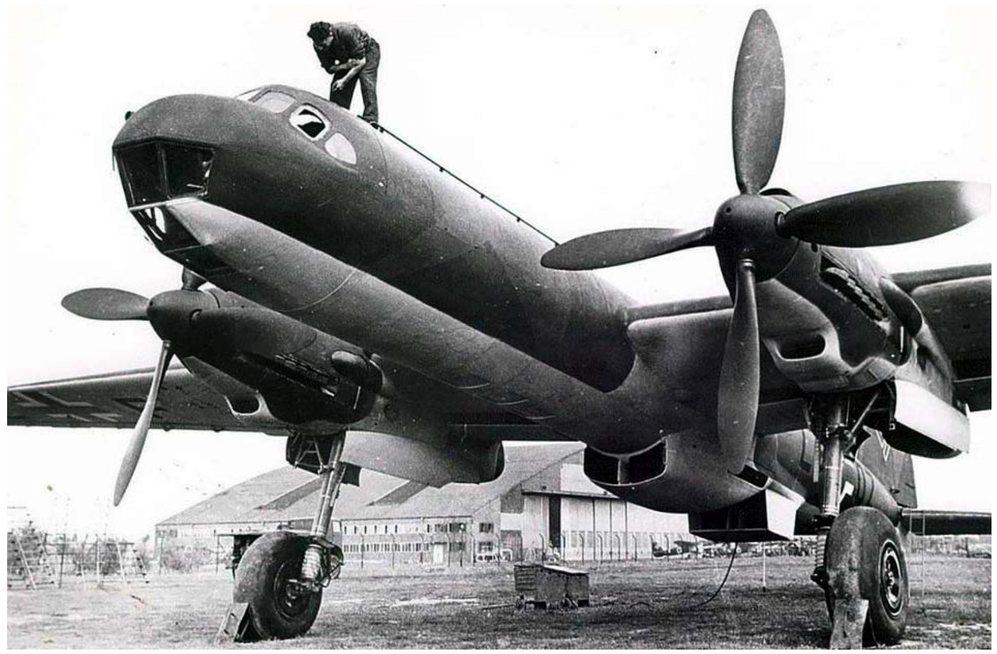




(USAAF Photos)

Henschel Hs 129B-1/R2, (Wk. Nr. 0385), 8.(Pz)1Sch.G2, captured at El Aouina, Tunisia, in May 1943. This aircraft was brought to the USA where it was designated EB-105, then USA FE-103, later FE-4600 and then T2-4600, at Freeman Field, Indiana in 1945. The aircraft was cut up for scrap in 1946, but the cockpit was purchased and is on display in Der Adler Luftwaffe Museum, Sidney, Australia. Another Hs 129, was reported to have been at Freeman Field, fate unknown.

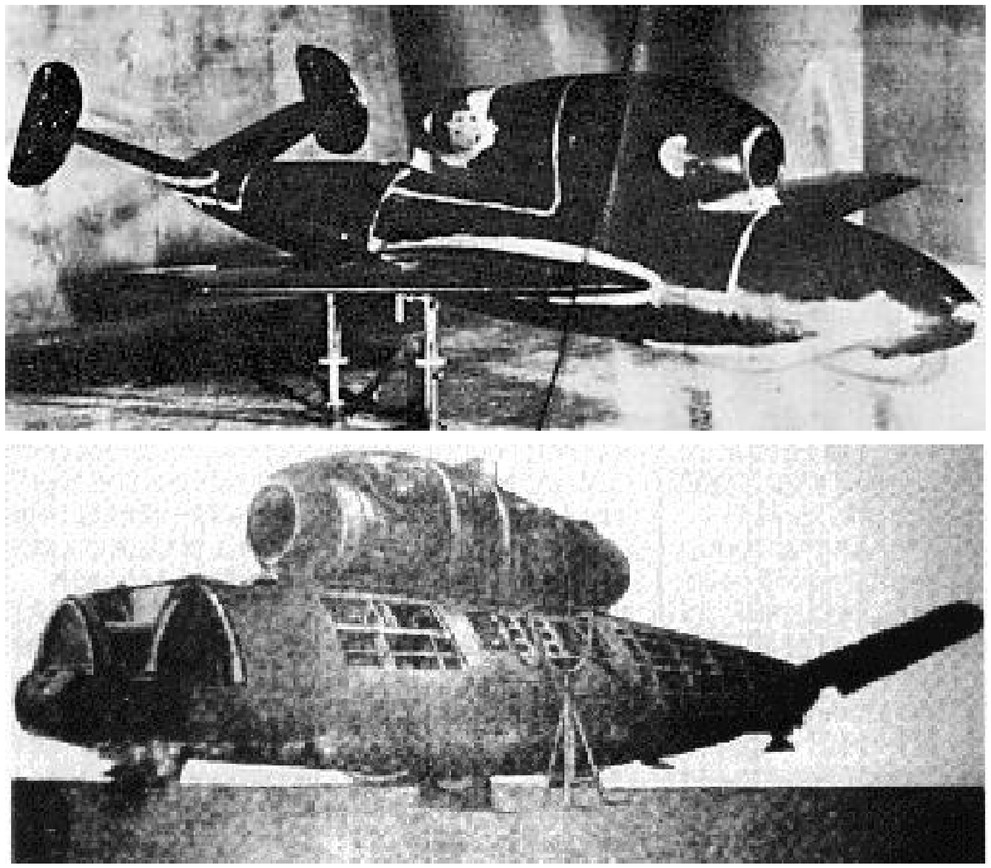




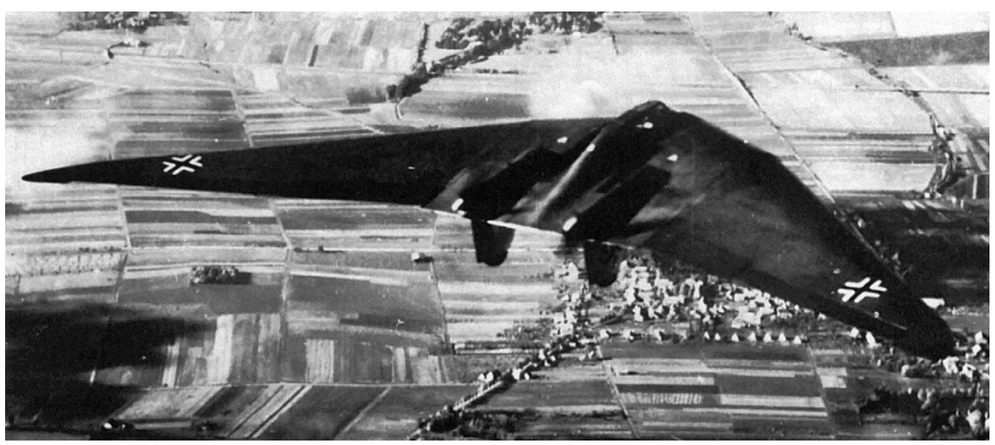


Henschel Hs 130, high altitude reconnaissance bomber and *Bomber B* design competitor (prototypes). (Luftwaffe Photos)

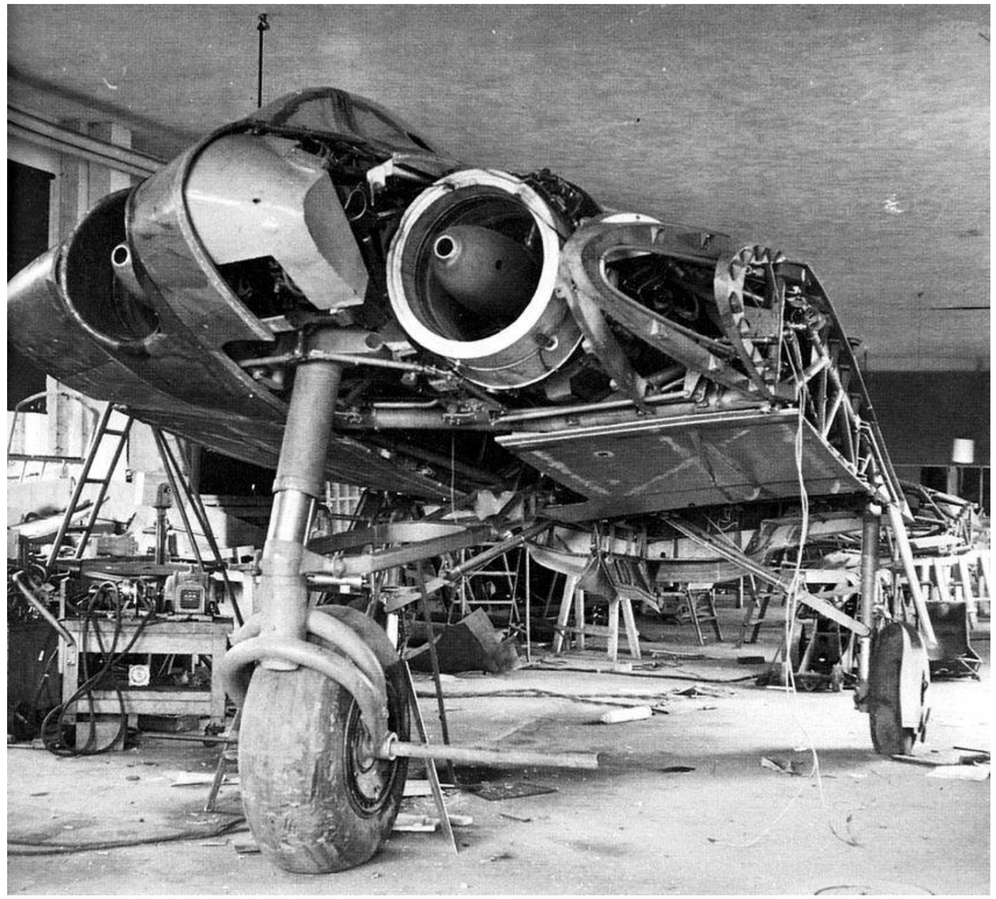




Henschel Hs 132, jet dive bomber (prototype). (Luftwaffe Illustration/Photos)



Horton Ho V, propeller powered flying wing (project). (Luftwaffe Photo)

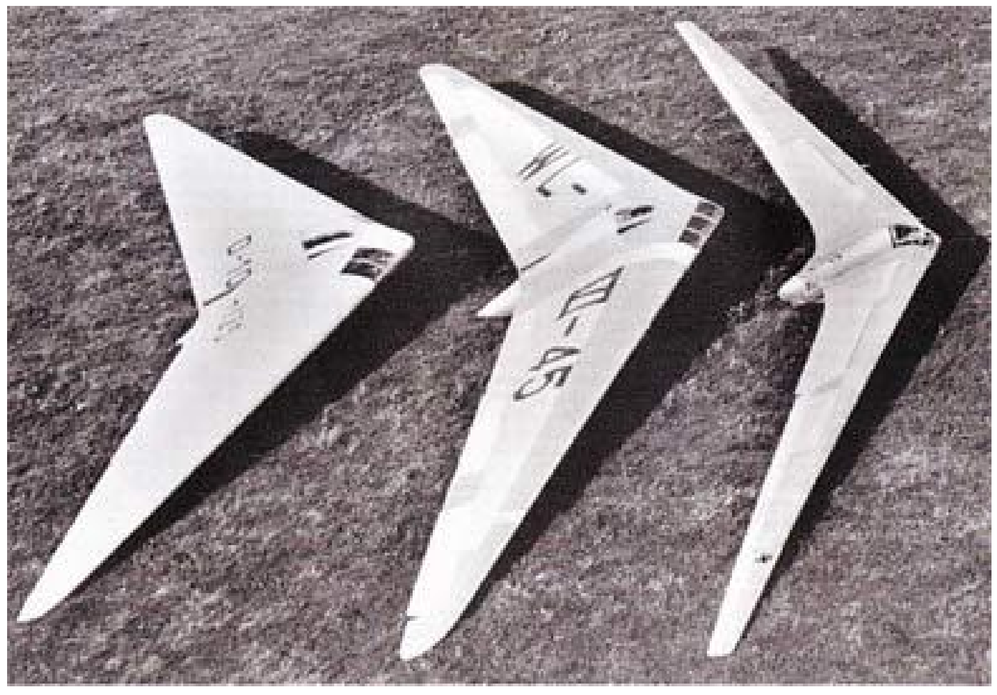


Horten Ho 229V-3, (aka Go 299V-3) advanced flying wing twin-jet fighter (project) captured in Germany. This aircraft was shipped to the USA where it was designated USA FE-490, later T2-490. It is stored with the NASM. (USAAF Photo)





Horten Ho 229 (Horten H. IX V3), (aka Go 229V-3) experimental flying wing twin-jet fighter (project). Because of the limited resources of the Horten organization, this aircraft was being produced by the Gothaer Waggonfabrik organization where it was captured at Freidrichsroda, Germany. Brought to the USA, it was designated USA FE-490, later T2-490. This aircraft is preserved with the NASM. (Michael Katzmann Photos)



Horten Flying-wing-gliders, Ho II, Ho III, and Ho IV. Ho II, USA FE-5042 is with the NASM. (Luftwaffe Photo)

Horten Ho IIIh, this aircraft was shipped to America where it was designated USA FE-7, later T2-7 and then either FE-5039 or FE-5041. This aircraft may be in storage with the NASM. (Michael Katzmann Photo)



Horten H.IIIh flying wing sailplane, (Wk. Nr. 31) built at Göttingen in 1944, USA FE-5041, center section, on display at the National Air and Space Museum, Steven F. Udvar Hazy Center, Chantilly, Virginia. This glider was built with a prone-position cockpit and modified control systems. Three were built including this one which was captured by the British Combined Intelligence Objectives Subcommittee in 1945 at Rottweil, moved to Freeman Field, Indiana in the USA. By 1946 it had been transferred to Northrop Corporation at Hawthorne, California along with a Horten H.IIIf and the Horten Ho VI V2 in 1947. (Elliott Wolf Photo)



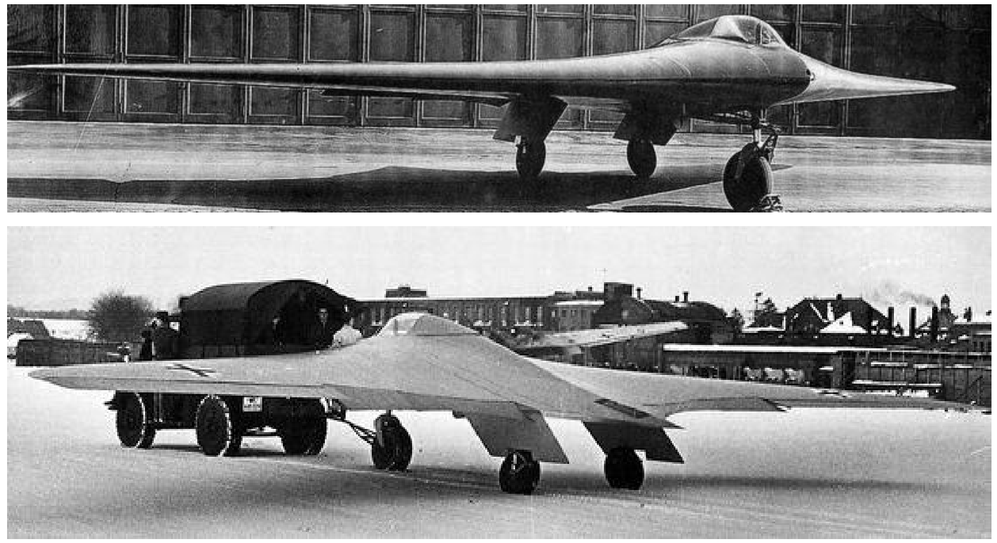
Horten Ho IIIf all wing sailplane, (Wk. Nr. 32), prone pilot version built in 1944. This aircraft was captured in damaged condition at Rottweil, Germany in 1945. It was shipped to American and given the designation USA FE-5039, later T2-5039. This aircraft is on display in the Steven F. Udvar-Hazy Centre. (Mike Peel Photo)



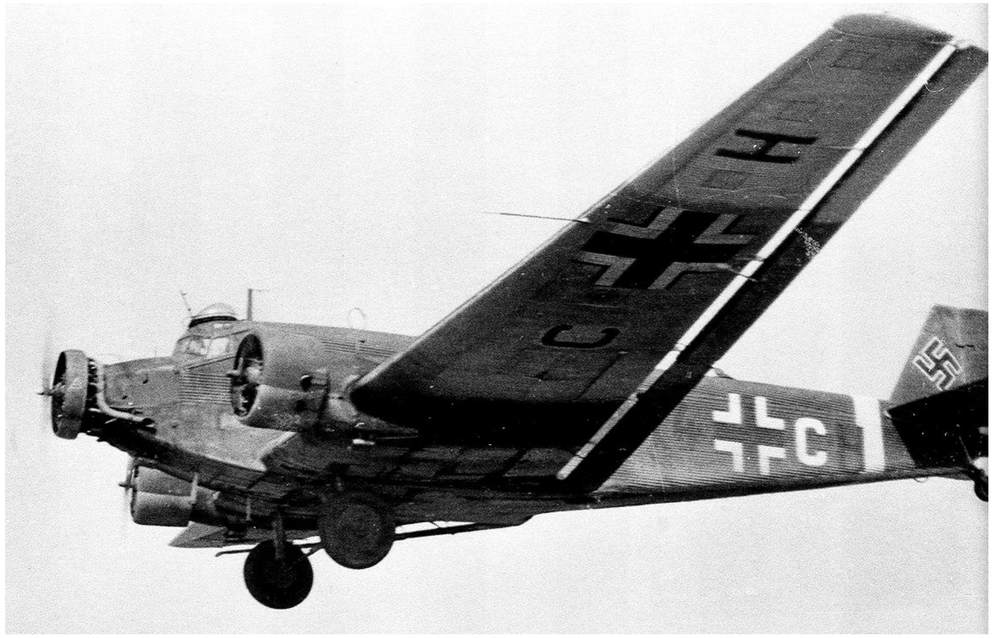
Horten Ho IV, (Wk. Nr. unknown), on display in the Deutsches Museum, Munich, Germany. (John McCullagh Photo)



Horten Ho IV, LA-AC, (Wk. Nr. unknown). This aircraft was displayed at Farnborough in Nov 1945. Sold in the USA it is on display in the Planes of Fame Museum, Chino, California. (Alan Wilson Photo)



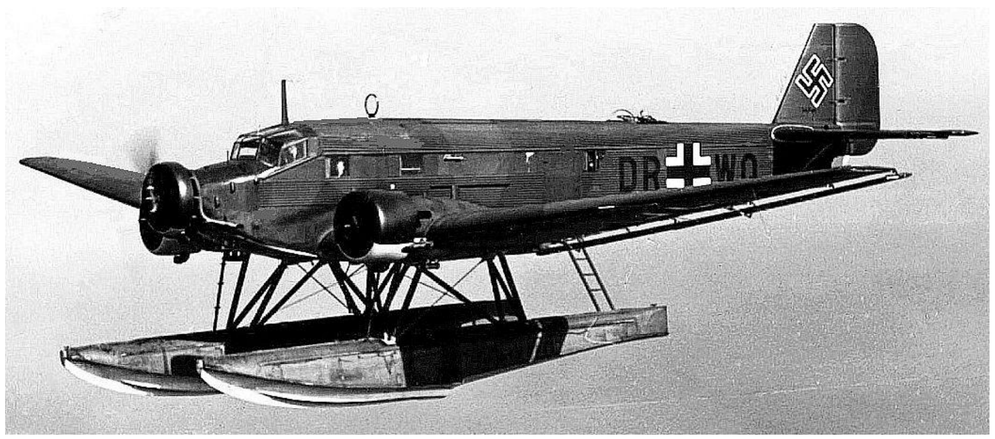
Horten Ho VI, (Wk. Nr. 34), all wing sailplane. USA FE-5040, later T2-5040 is on display in the Steven F. Udvar-Hazy Centre. (Luftwaffe Photos)



Junkers Ju 52 *Tante Ju*, transport bomber KGrzbV400, (H4+CH), ex-1.LLG1 ferrying supplies to North Africa 1942. (Luftwaffe Photo)



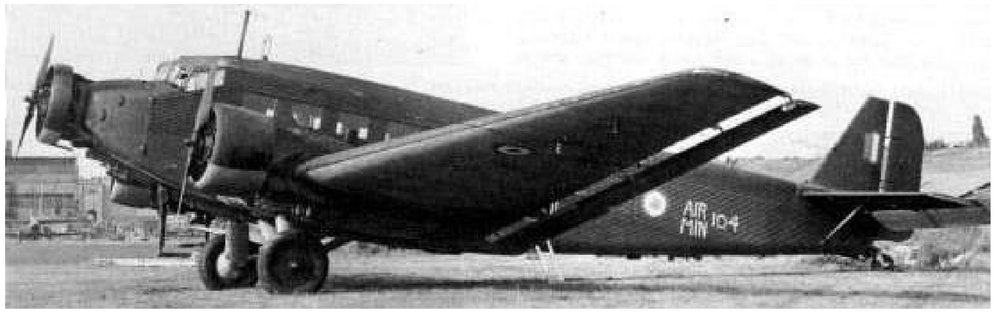
Junkers Ju 52 *Tante Ju*, transport bombers. (Bundesarchiv_Bild_101I-317-0053-18)



Junkers Ju 52 *Tante Ju*, transport bomber, floatplane. Nine of these aircraft went to France after the war. (Luftwaffe Photo)

Junkers Ju 52/3m, (Wk. Nr. 6840), captured at Flensburg. Designated RAF AM102, this aircraft was scrapped at Brize Norton in 1948.

Junkers Ju 52/3m, (Wk. Nr. 6567), captured at Flensburg. Designated RAF AM103, this aircraft was scrapped at Brize Norton in 1948.



Junkers Ju52/3m, (Wk. Nr. 641038), *Tante Ju*, transport bomber, captured at Flensburg where it had been flown by Deutsche Luft Hansa (DLH) as D-AUAV. The Ju 52 was flown to Farnborough on 18 July 1945. Designated RAF AM104, this aircraft was scrapped at Woodley in 1948. (RAF Photo)



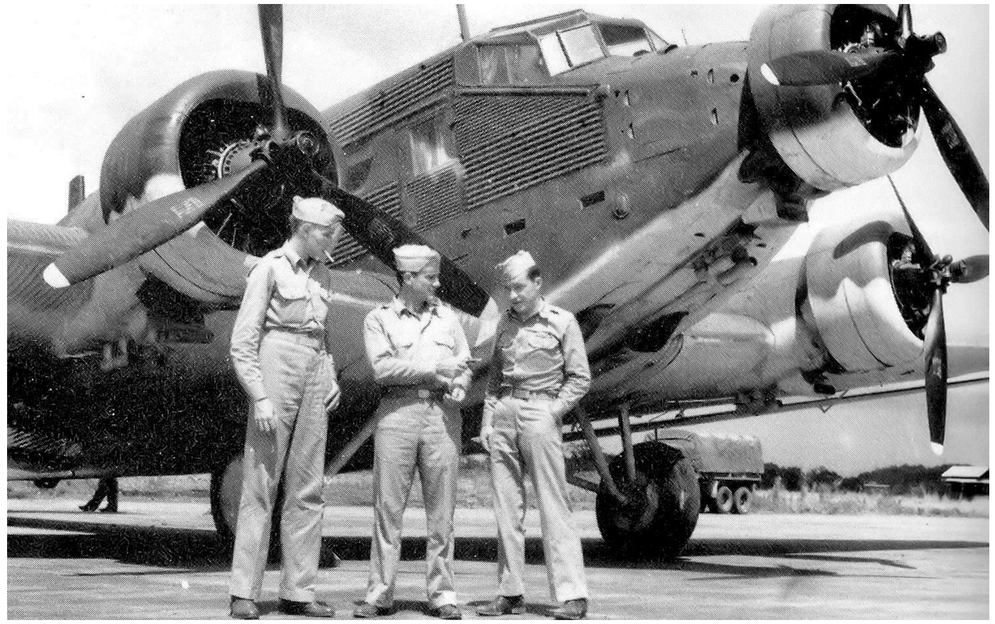
Junkers Ju 52/3m, (Wk. Nr. unknown), *Tante Ju*, transport bomber, SAAF CQ-HH, captured in the Mediterranean Theatre and put into service with the SAAF. (SAAF Photo)







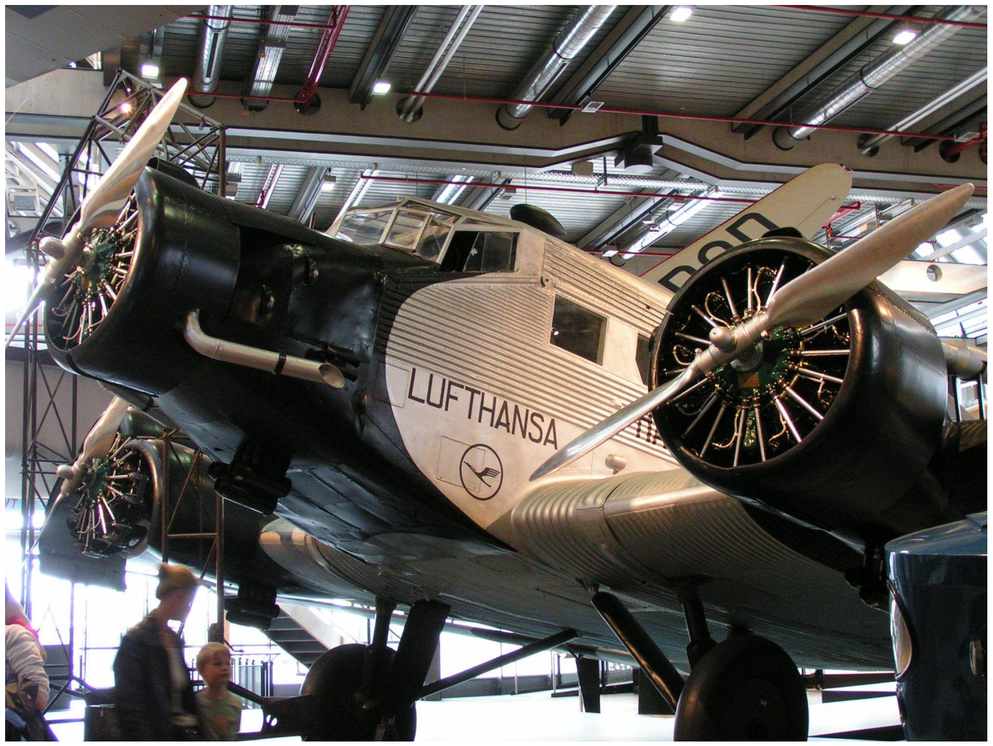
Junkers Ju 52/3m captured intact by the Australian forces at Ain-El Gazala, Libya. It was repainted with the Royal Australian Air Force's roundels and nicknamed "*Libyan Clipper*", ca. 1943. (AWM Photos)



Junkers Ju 52, (Wk. Nr. J5283), "*Tante Ju*", transport bomber aka Junkers C-79, D-AENF, (Ju 52/3mGE), USAAF (Serial No. 42-52883), with American airmen. (USAAF Photo)



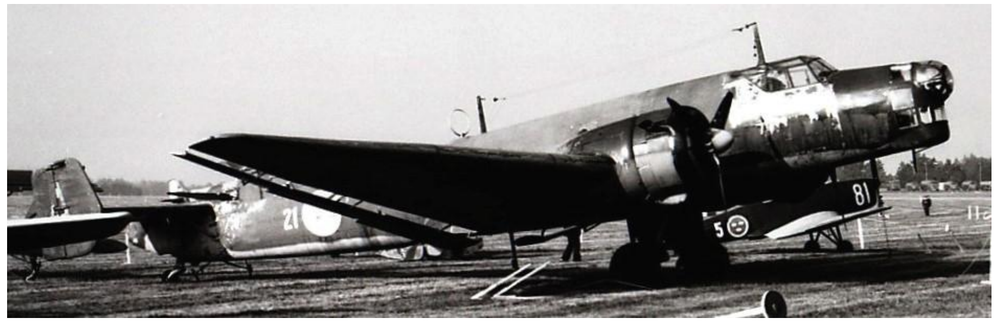
(Ra Boe Photo)



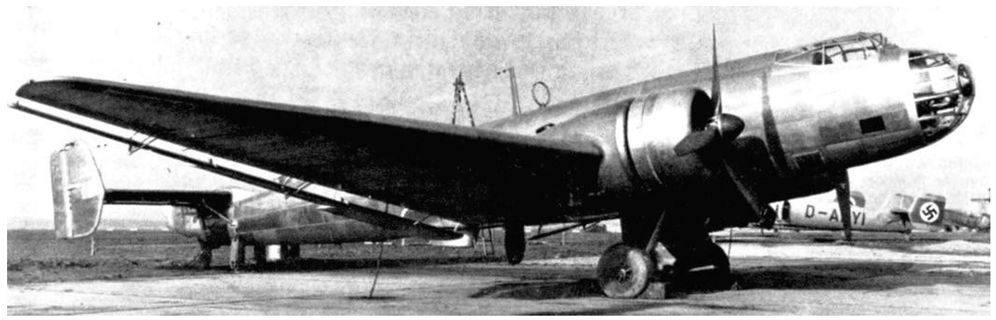
Junkers Ju 52/3m, (Wk. Nr. unknown), D-AZAW, Deutsches Technikmuseum Berlin. (Leif Orss Photo)



Junkers Ju 52/3m, (Wk. Nr. unknown), built in 1936, initially registered as D-AQUI, later D-CDLH until 1984, known as "Iron Annie N52JU", re-painted as D-AQUI in historic 1936 colours as "*Queen of the Skies*", Deutsche Lufthansa Berlin-Stiftung's fleet. From 1932, the Junkers works and various licensees built almost 5000 airplanes that were to serve 30 airlines in 25 countries across the globe. Built at the Junkers works in Dessau, this Ju 52 embarked on her maiden flight in 1936. Initially in service with Lufthansa, she then spent almost 20 years alternating between Germany and Norway. 1955 saw her taken out of service in Norway. Too large for a museum in Oslo, she was sold to South America where she was flown in Ecuador from 1957 to 1963. Retired at Quito Airport, she was exposed to the elements, until an American flying enthusiast rescued her in 1969. Later on, spectators were able to admire "Aunt Ju", now known as "Iron Annie", at air shows across the States before it was purchased by Lufthansa in 1984 and painstakingly restored. D-CDLH has P&W engines with three-bladed propellers. (Lufthansa Photo)



Junkers Ju 86K-4 Fv 155, (Wk. Nr. 0860412), bomber reconnaissance, Swedish Air Force B3, preserved in the Flygvapenmuseum Malmen, Swedish Air Force Museum, Linkoping, Sweden. (Towpilot Photo)



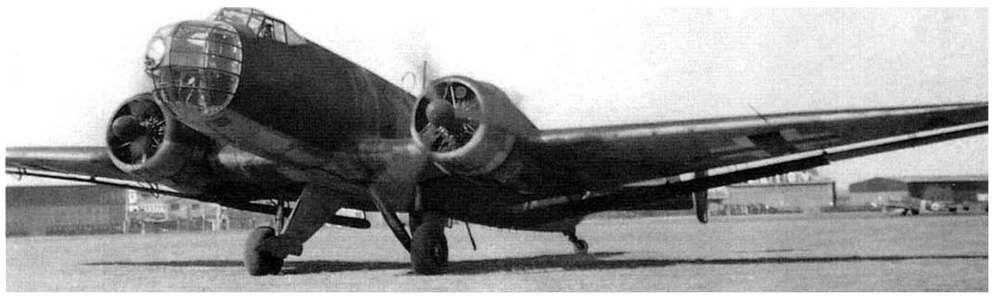












Junkers Ju 86 in Luftwaffe service. (Luftwaffe Photos)

Junkers Ju 86R-1, (Wk. Nr. 5132) was captured at Fassberg. Designated RAF AM82, this aircraft crashed at Schleswig on 27 Aug 1945.

Junkers Ju 86P, (Wk. Nr. 0860291) was captured at Fassberg. Designated RAF AM118, this aircraft was scrapped at Schleswig.



Junkers Ju 87 *Stuka*, dive-bomber formerly in Italian service in North Africa. Its pilot was forced to land behind British lines after running out of fuel. Of the ten aircraft forced to land only this one remained airworthy. (RAF Photo)



Captured Junkers Ju 87 *Stuka* in RAF markings, VZ-?. (RAF Photo)



Junkers Ju 87 Stuka factory. (Luftwaffe Photo)



Junkers Ju 87G-2 Stuka, (Wk. Nr. 494083) painted as W8+A, on display in the RAF Museum, Cosford in 1970. This aircraft was captured at Eggebek in Schleswig-Hostein, Germany in May 1945. No Air Ministry number was allocated. (RuthAS Photo)





Junkers Ju 87G-2 Stuka, (Wk. Nr. 494083) on display in the RAF Museum, Cosford, painted as +JK. This aircraft was captured at Eggebek in Schleswig-Hostein, Germany in May 1945. No Air Ministry number was allocated. (Kogo Photos)

The Junkers Ju 87 *Stuka*, dive-bomber displayed at the Royal Air Force Museum was captured by British troops in Germany in 1945 It is thought to have been built in 1943–1944 as a D-5 before being rebuilt as a G-2 variant, possibly by fitting G-2 outer wings to a D-5 airframe. After the war, it was one of 12 captured German aircraft selected by the British for museum preservation. In 1967, permission was given to use the aircraft in the film Battle of Britain and it was repainted and modified to resemble a 1940 variant of the Ju 87. The engine was found to be in excellent condition and there was little difficulty in starting it, but returning the aircraft to airworthiness was considered too costly for the filmmakers, and ultimately, models were used in the film to represent *Stukas*. In 1998, the film modifications were removed, and the aircraft returned to the original G-2 configuration. This aircraft has also been reported as Junkers Ju 87B, (Wk. Nr. 5763), RAF HK827. Junkers Ju 87B-1, (Wk. Nr. 087/5600), S2+LM from II./StG77 was reported as being on the scrap area at Farnborough in Dec 1946.



Junkers Ju 87 *Stuka* dive-bomber, coded S7+EP, captured in North Africa, 1943. (USAAF Photo)



Junkers Ju 87 *Stuka* dive-bomber (Wk. Nr. unknown), captured in North Africa, 1943. (USAAF Photo)



Captured Junkers Ju 87G with flame concealing exhaust, 3.7mm cannon, Salzburg, Austria, 1945. (USAAF Photo)



Junkers Ju 87R2/Trop *Stuka*, dive-bomber, (Wk. Nr. 5954), on display in the Chicago Museum of Science and Industry, Illinois. This aircraft was abandoned in North Africa and found by British forces in 1941. The Ju 87 was donated by the British government and sent to the USA during the war. It was fully restored in 1974 by the EAA of Wisconsin. (ox6adb015 Photo)

Other Ju 87 survivors include a Junkers Ju 87 R-2, (Wk. Nr. 0875709) owned by the Flying Heritage Collection, Paine Field, Everett, Washington under a long-term restoration to fly. It served bearing the*Stammkennzeichen* of LI+KU with 1./St.G.5, and was recovered to the United Kingdom in 1998 before being sold to the FHC. It is likely to be the best candidate for an airworthy restoration. Other Ju 87 aircraft survive as wreckage, recovered from crash sites.









Junkers Ju 87 *Stuka*, dive-bomber, (Wk. Nr. unknown), one of two wrecks on display in the Deutsches Technikmuseum in Berlin. These two complete aircraft wrecks were recovered from separate crash sites near Murmansk, Russia, in 1990 and 1994. The wrecks were purchased from New Zealand collector Tim Wallis, who originally planned for the remains to be restored to airworthy condition, in 1996. (Ra Boe Photos)



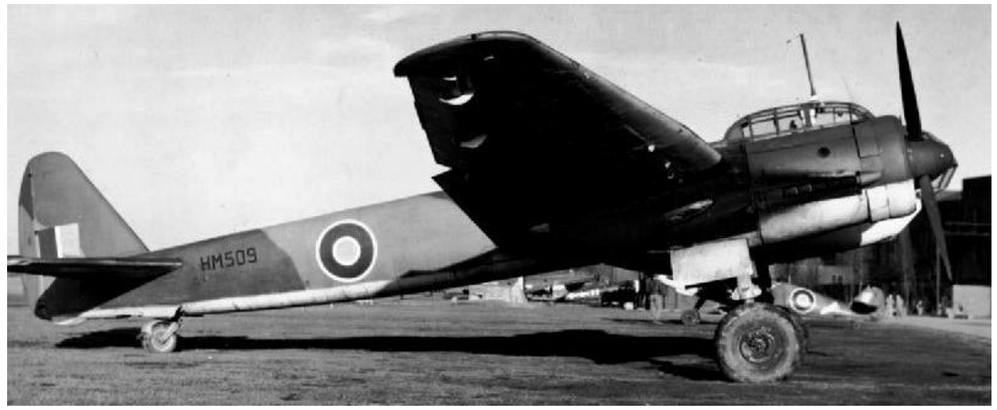
Junkers Ju 87 *Stuka*, dive-bomber, (Wk. Nr. unknown), wreckage preserved in the Sinsheim Auto & Technik Museum in Germany. This aircraft crashed near Saint-Tropez in 1944 and was raised from the seabed in 1989. (LSDSL Photo)

In October 2006, a Ju 87 D-3/Trop. was recovered underwater, near Rhodes. Junkers Ju 87 B-2 *9801,* (Wk. Nr. 0406) is under reconstruction at Yugoslav Aeronautical Museum.



Junkers Ju 88, coded 3Z+H, in Luftwaffe service. (Bundesarchiv Bild 101I-417-1766-03A)

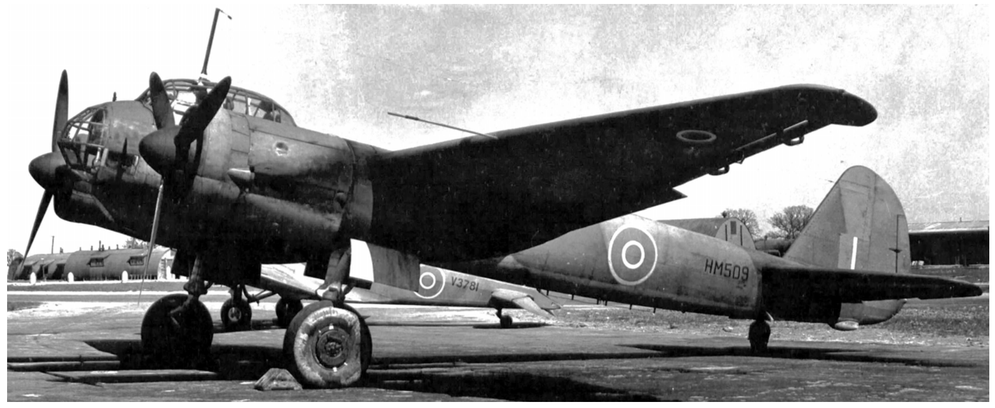



HM509


HM509











Junkers Ju 88A-6, (Wk. Nr. 6073), M2+MK of 2/KuFlGr. 106. RAF HM509, of No. 1426 (Enemy Aircraft Circus) Flight based at Collyweston, Northamptonshire, parked in front of the hangars at Bassingbourn, Cambridgeshire, during the unit's 11th tour of operational stations giving flying demonstrations. Formerly of Kustenflieger 106, this aircraft fell into British hands on 26 November 1941 when its crew became disorientated following an abortive anti-shipping sortie in the Irish Sea and landed by mistake at Chivenor, Devon. HM509 joined No. 1426 Flight, then at Duxford, Cambridgeshire, on 11 December 1941, remaining with them until 26 July 1944, when it was struck off charge after being damaged in a ground loop at RAF Thorny Island on 19 May 1944. Though not seriously damaged, it was cannibalized for spares for other Ju 88s operated by the unit. It may have been painted yellow on its underside. (RAF Photos)

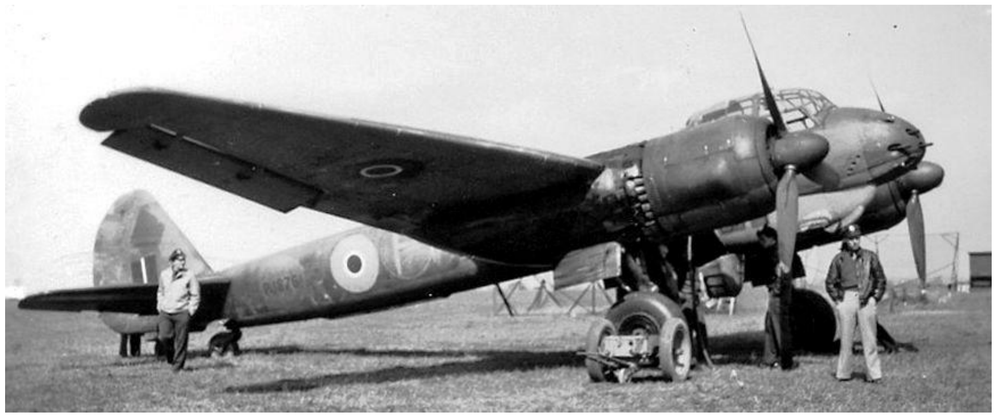


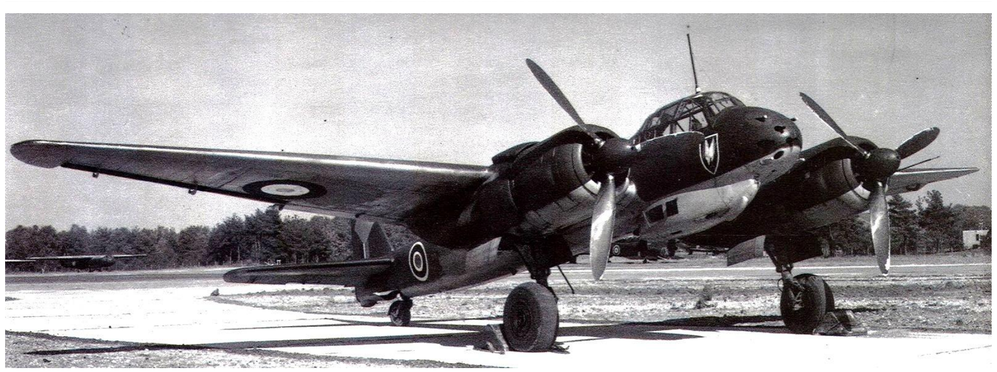
Junkers Ju 88A-1, (Wk. Nr. 7036), coded 9K+HL of 1/KG51, force-landed at Buckholt Farm on 28 July 1940 after running out of fuel. This aircraft was test flown in England as RAF AX919. (RAF Photo)



Junkers Ju 88A-5, (Wk. Nr. 3457), 4D+DL, from I./KG30, This aircraft landed in error at RAF Lulsgate Bottom on 23 July 1941. Designated RAF EE205, it was scrapped in early 1948. (RAF Photo)







Junkers Ju 88R-1, (Wk. Nr. 360043), D5+EV from IV./NJG3. Originally built as a Ju 88A-1 bomber in 1942, it was converted to R-1 standard early in 1943 for the night fighter role. In May 1943, a three-man crew was ordered to intercept an unarmed BOAC Mosquito courier flight from Leuchars, Scotland flying to Stockholm, Sweden. Two hours after their take-off, the aircrew of this aircraft defected to England, sending a fake message to their home base that they had a fire in the starboard engine. The bomber descended to sea level and dropped three life rafts to make the search parties think the aircraft

had ditched at sea. The crew then few on to Scotland. The aircraft was a significant acquisition for the RAF as this aircraft was fitted with the most up to date FuG 202 Lichtenstein B/C radar installation. This aircraft was designated RAF PJ876 and underwent trials with the RAF Wireless and Electrical Flight section of No. 1426 (Enemy Aircraft) Flight. It was acquired by the RAF Museum in 1978. (RAF Photo)

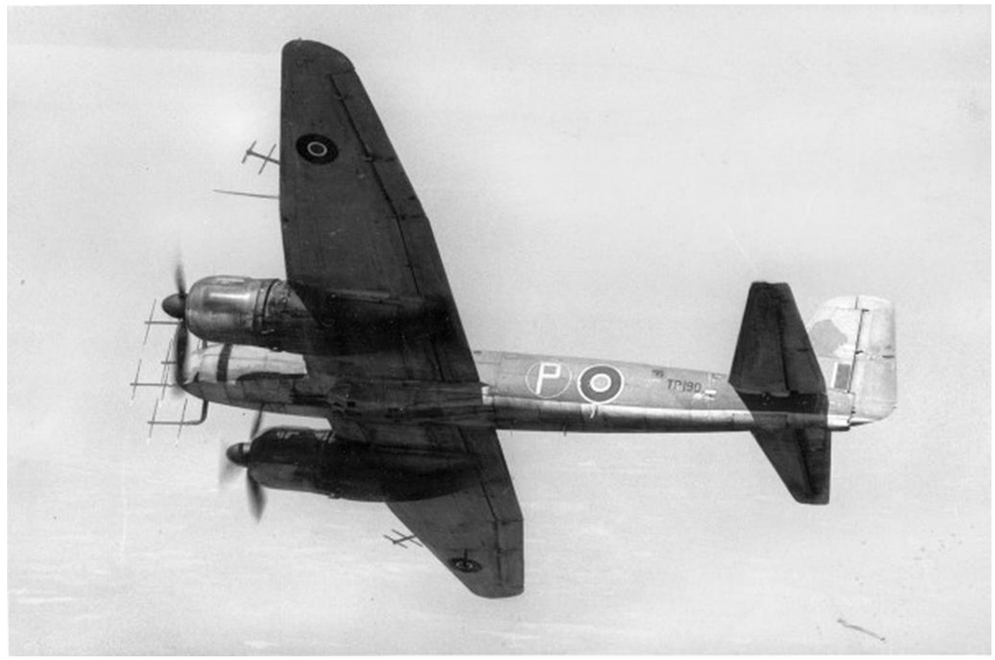


Junkers Ju 88R-1, (Wk. Nr. 360043), D5+EV from IV./NJG3. Acquired by the RAF Museum in 1978. The antenna of the on this aircraft are replicas, as the entire radar system was removed from the aircraft for evaluation during the war. It had been preserved in the Royal Air Force Museum Hendon, London, but is currently located at Cosford while the Hendon location is being upgraded. (Dapi89 Photo)

Junkers Ju 88A-5, (Wk. Nr. 6214), V4+GS from III./KG1, designated RAF HX360 was only used for spare parts.









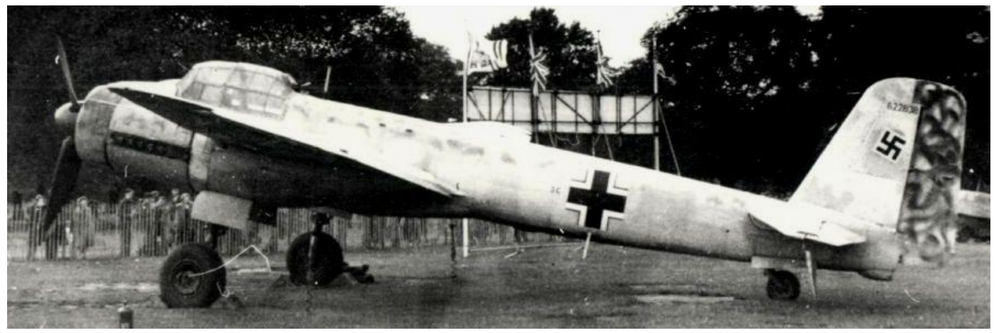
Junkers Ju 88G-1, (Wk. Nr. 712273), 4R+UR from III./NJG2, landed in error at RAF Woodbridge when it became lost on a flight and ran out of fuel on 13 July 1944. This aircraft was equipped with FuG220, FuG227 and FuG350 radars, making it an important intelligence find. Designated RAF TP190, later AM231, this aircraft was flown 33 flights before it was scrapped at Farnborough after Oct 1945. (RAF Photos)



Junkers Ju 88S-1, (Wk. Nr. 140604), RF+MT, designated RAF TS472. This aircraft is shown here with No. 1426 (Enemy Aircraft) Flight at Collyweston, Northamptonshire, England, undergoing maintenance; Focke Wulf Fw 190A-3, RAF PN999, is undergoing an engine service while airmen re-paint the wings of TS472. This aircraft was scrapped post war. (RAF Photo)

Junkers Ju 88G-6, (Wk. Nr. 622983), 4R+RB, I/NJG2, captured at Schleswig. Designated RAF AM1, this aircraft crashed at Foulsham on 12 Sep 1945.

Junkers Ju 88G-6, (Wk. Nr. 620560) was captured at Schleswig. Designated RAF AM2, this aircraft was struck off charge on 30 Apr 1946.





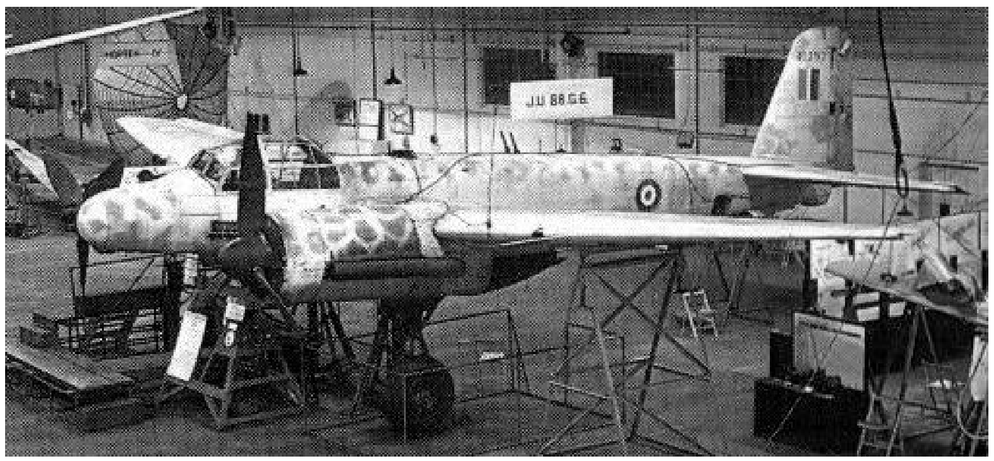
Junkers Ju 88G-6, (Wk. Nr. 620838) was captured at Flensburg. Designated RAF AM3, later VK884, this aircraft was scrapped at Farnborough in 1945. (RAF Photos)

Junkers Ju 88G-6, (Wk. Nr. 621965) captured at captured at Leck, Nordfriesland, in Schleswig-Holstein, Germany. Designated RAF AM9, later VL991, this aircraft was sent to Shoeburyness for ballistic trials.

Junkers Ju 88G-6, (Wk. Nr. 620788) captured at Eggebek. Designated RAF AM14. This aircraft crashed at Tangmere on 18 July 1945.



Junkers Ju 88G-6, (Wk. Nr. 622311) captured at Eggebek. Designated RAF AM16. This aircraft was scrapped in 1946. (RAF Photo)





Junkers Ju 88G-6, (Wk. Nr. 623193), with FuG 240 Berlin cavity magnetron radar in the nose, captured at Grove, Denmark in may 1945. This aircraft was designated RAF AM31, and is shown here at Farnborough in 1945. It was scrapped at Skellingthorpe in 1947. (RAF Photos)

Junkers Ju 88G-6, (Wk. Nr. 622960), captured at Grove, Denmark. Designated RAF AM32. This aircraft crashed at Heston, England on 15 Oct 1945.

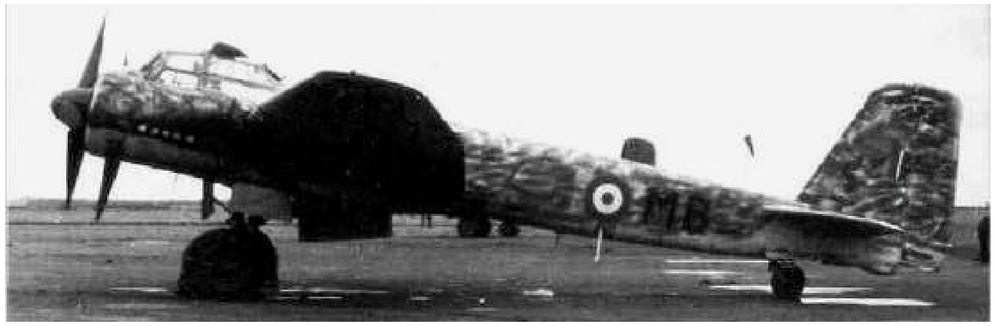
Junkers Ju 88G-6, (Wk. Nr. 622186), captured at Grove, Denmark. Designated RAF AM33. This aircraft was scrapped at Brize Norton in 1947.

Junkers Ju 88G-6, (Wk. Nr. 622461), captured at Kastrup. DesignatedRAF AM41. This aircraft was scrapped at Brize Norton in 1947.

Junkers Ju 88G-6, (Wk. Nr. 620968), captured at Flensburg. Designated RAF AM47, this aircraft was scrapped at Brize Norton in 1947.

Junkers Ju 88G-6, (Wk. Nr. 628811), captured at Flensburg. Designated RAF AM48, this aircraft was scrapoed at Brize Norton in 1947.

Junkers Ju 88G-6/U, (Wk. Nr. 0660), captured at Lubeck, Germany. Designated RAF AM112, later VN874, this aircraft was scrapped at Gosport in 1947.



Junkers Ju 88G, (Wk. Nr. 620852), 4R+MB captured and flown by the RAF at Fassberg, but not allocated an Air Ministry number. (RAF Photo)

Junkers Ju 88G, (Wk. Nr. 622138), captured and flown by the RAF at Fassberg, but not allocated an Air Ministry number. This aircraft was ferried to England, where it was likely scrapped.

Junkers Ju 88H-1, (Wk. Nr. unknown), captured and flown by RCAF No. 411 Squadron, marked DB. This aircraft was taken over post war and flown until it was likely grounded in 1946.













Junkers Ju 88A-4, (Wk. Nr. 4300227), captured at Foggia, Italy, in 1943. It was repaired by the men of the 86th Fighter Squadron and flown from Italy to Wright Field on 5 Nov 1943 by 86th Fighter Squadron *Comanche* pilots. USA FE-106, later FE-1599. It appeared in war bond drives, and was finally returned to Wright Field in the summer of 1945 after being superficially damaged in Los Angeles. It finally went to Freeman Field, Indiana, where it was used for spare parts until it was scrapped in 1946. (USAAF Photos)

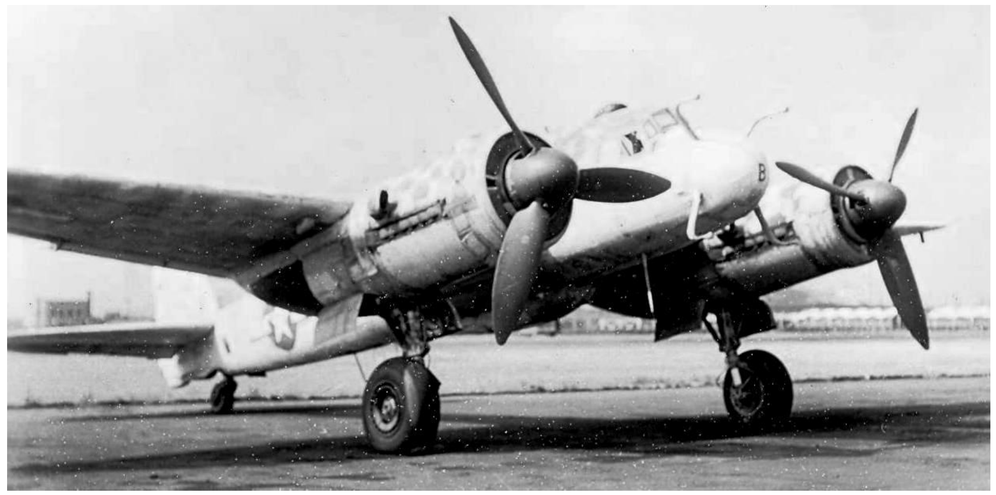




Junkers Ju 88G-6, (Wk. Nr. 620116), NJG3, designated RAF USA 21, transferred by the British to the USA. Shipped to the USA it was designated USA FE-611, later T2-611. This aircraft was scrapped at Freeman Field, Indiana in 1946. (Edgar Deigan Photos)





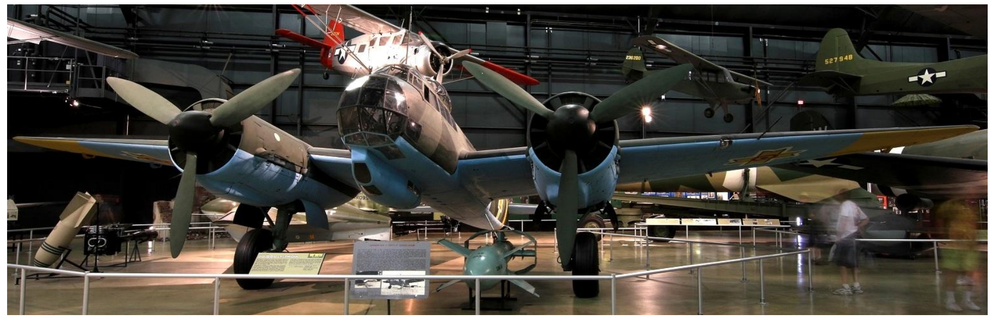


Junkers Ju 88G-6, (Wk. Nr. 620116), NJG3, designated RAF USA 21, transferred by the British to the USA. Shipped to the USA it was designated USA FE-611, later T2-611. Shown here with radar installation. This aircraft was scrapped at Freeman Field, Indiana in 1946. (USAAF Photos)

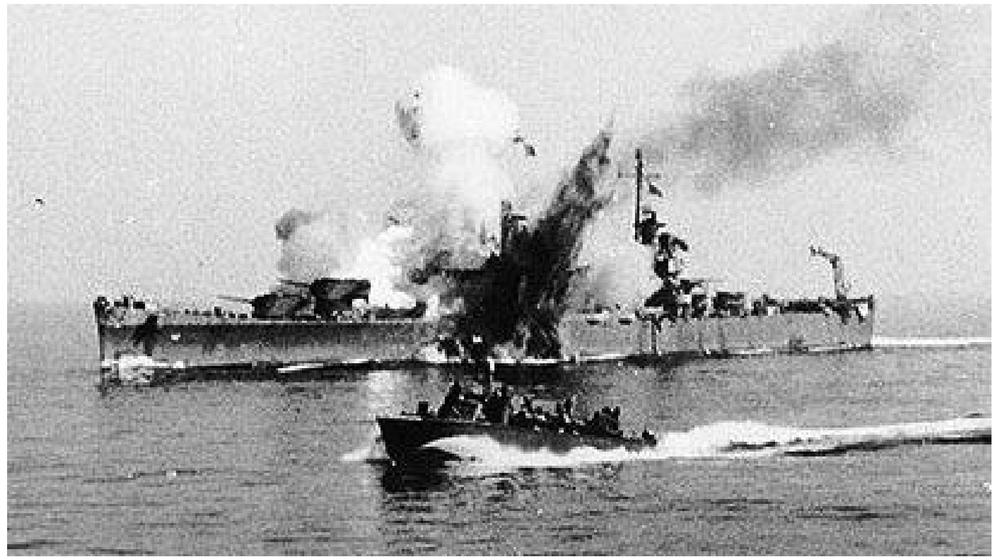




Junkers Ju 88D-1/Trop, (Wk. Nr. 430650) initially came to the RAF via a defecting Romanian pilot who landed in Cyprus on 22 July 1943. RAF HK959 was flown to Egypt and transferred to the USAAF and flown to Wright Field, over the South Atlantic route on 14 Oct 1943. This aircraft was designated USA FE-105 and later FE-1598, and briefly USAAF (Serial No. 43-0650). This aircraft is now preserved in the National Museum of the USAF, Dayton, Ohio. (USAAF Photos)



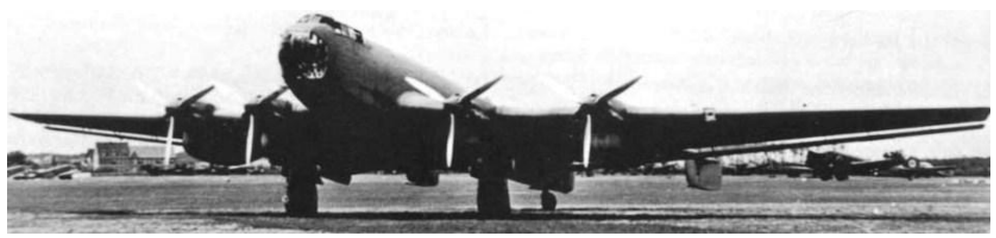
Junkers Ju 88D-1/Trop, (Wk. Nr. 430650), USA FE-1598, with Fritz X bomb, preserved in the National Museum of the USAF, Dayton, Ohio. (Goshimini Photo)

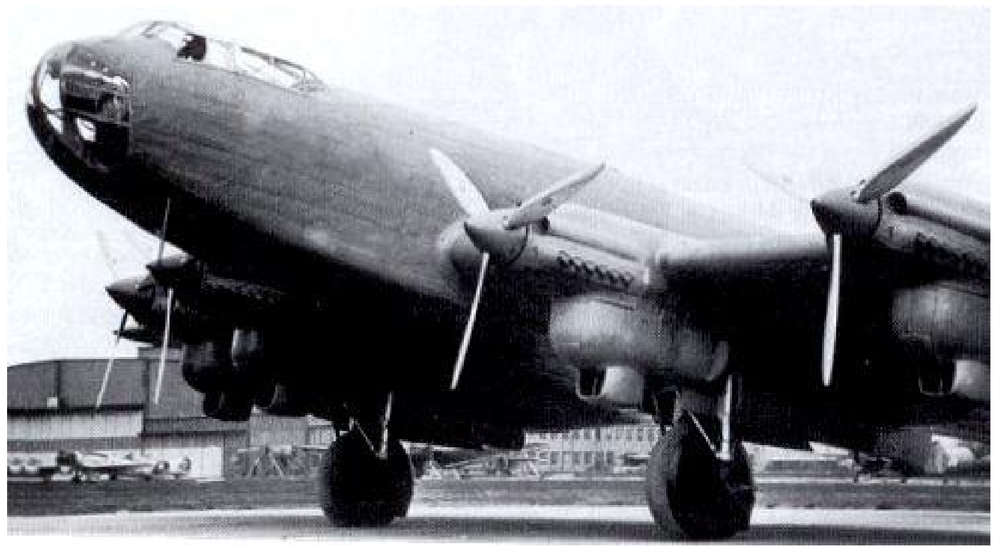


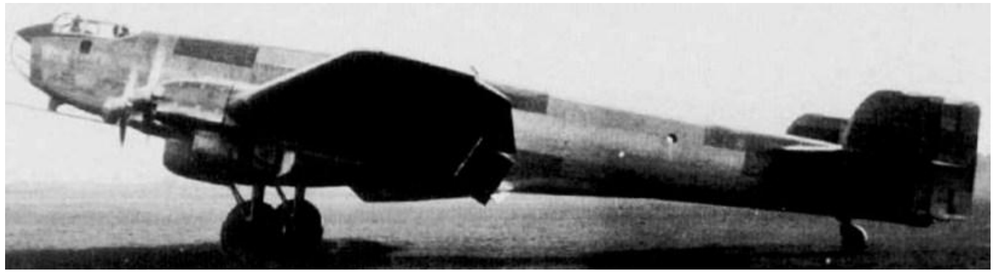
USS *Savannah* (CL-42), hit by a German Fritz X guided bomb off the coast of Salerno, Italy on 11 Sep 1943. (USN Photo)





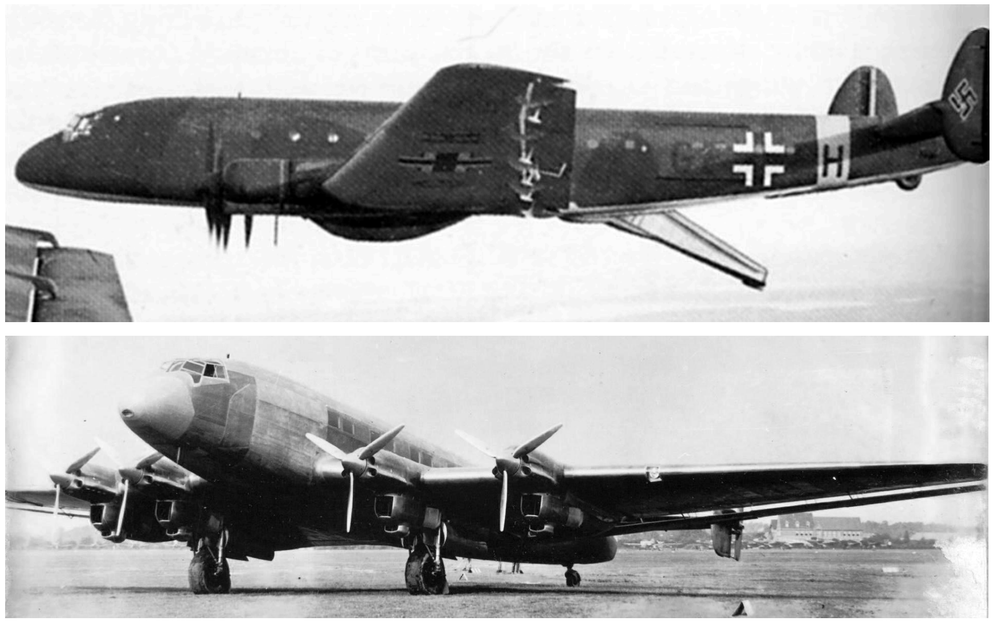






Junkers Ju 89, *Ural Bomber* design competitor (prototype). (Luftwaffe Photos)





Junkers Ju 90, bomber (prototype). (Luftwaffe Photos)

Junkers Ju 187, dive bomber (prototype)



Junkers Ju 188E-1. (Luftwaffe Photo)



Junkers Ju 188 *Rächer*, bomber, in RAF markings, Italy, 1944/45. (RAF Photo)



Junkers Ju 188 and Bf 109, captured near Erfurt, Germany in May 1945. A total of 110 Ju 188s were collected by the RAF, with 51 found in Germany, 19 in Denmark and 40 in Norway. 106 were destroyed and four were sent to England. (Luftwaffe Photo)

Junkers Ju 188D-2, (Wk. Nr. 150245), captured at Grove, Denmark in May 1945. Designated RAF AM35, this aircraft was allocated by the British to the USAAF. It was shipped to the USA where it was designated USA FE-1597, later T2-1597. This aircraft was scrapped at Park Ridge ca. 1950.

Junkers Ju 188A-2, (Wk. Nr. 180485), captured at Sylt. Designated RAF AM45, this aircraft was scrapped at Brize Norton in 1947.



Junkers Ju 188A-2, (Wk. Nr. 190327), captured at Lubeck. Designated RAF AM113, later VN143, this aircraft was scrapped at Gosport, England in 1947. (RAF Photo)

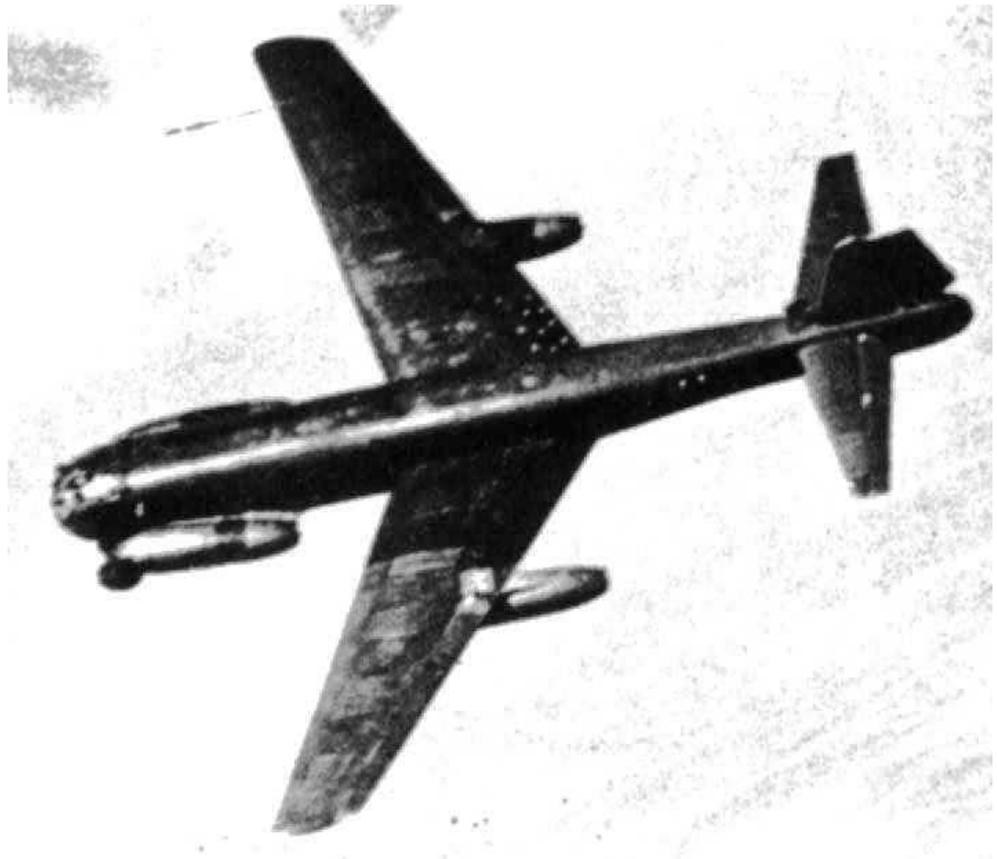


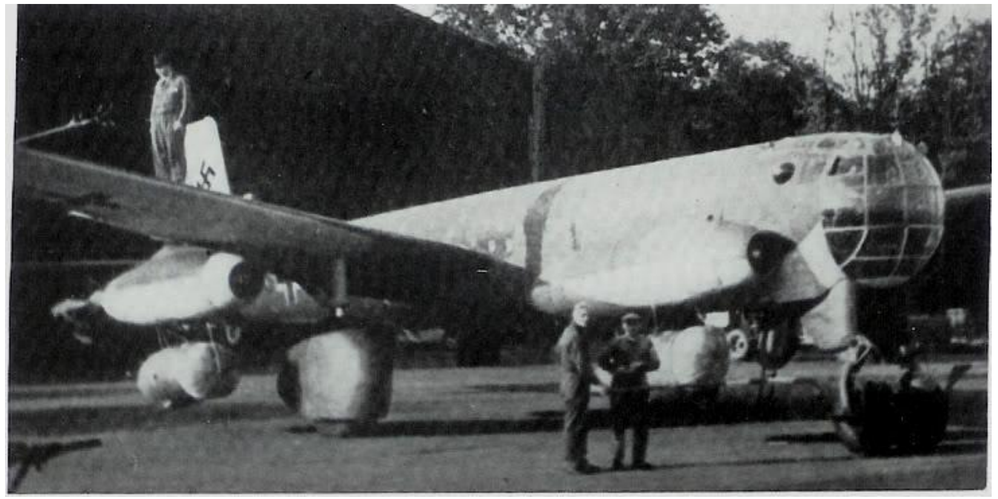


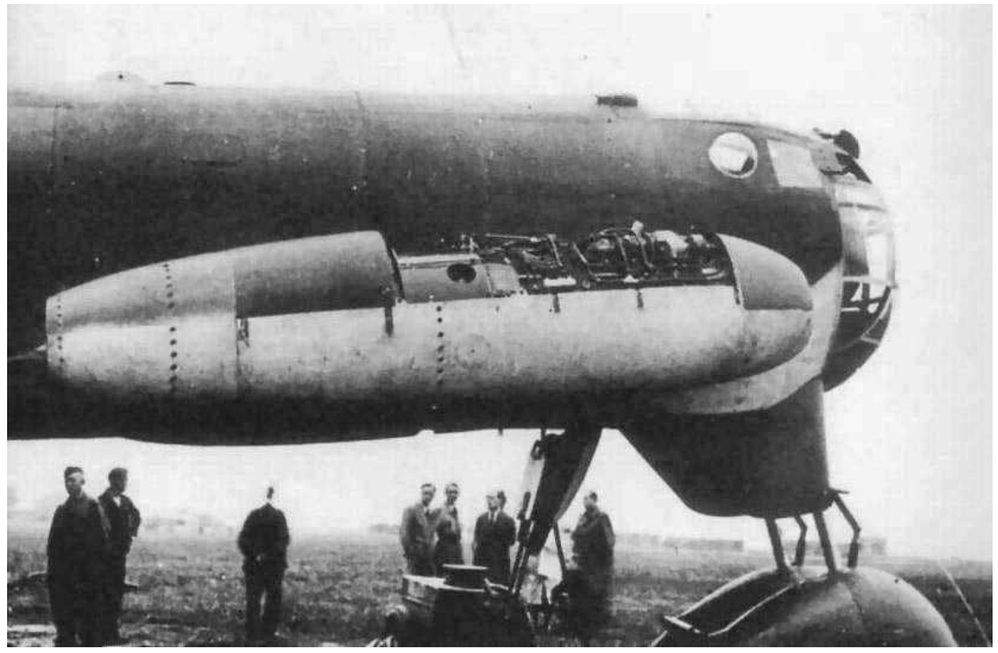
Junkers Ju 188A-1, possibly (Wk. Nr. 230776), captured at Beldringe, Denmark. Designated RAF AM108, this aircraft was scrapped at Sealand in 1948. (RAF Photos)

Junkers Ju 188A-2, (Wk. Nr. 190327), captured at Lubeck, Germany. Designated RAF AM113, later VN143, this aircraft was scrapped at Gosport in 1947.

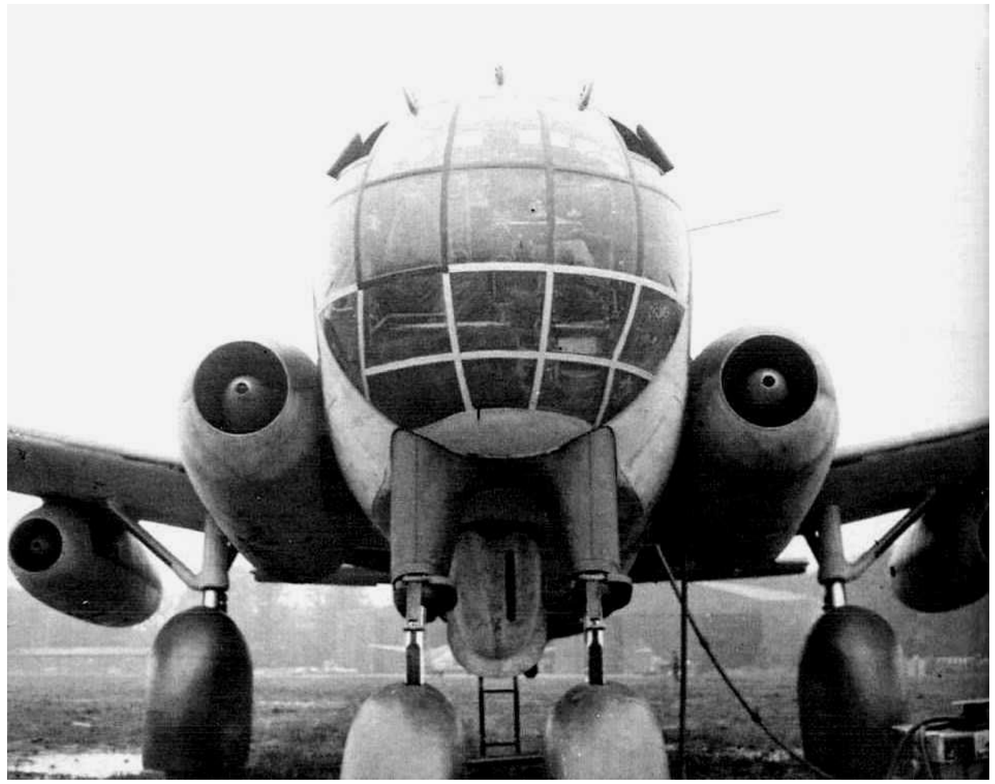
Junkers Ju 188, (Wk. Nr. 280032), F2+UN, captured and flown by the RAF at Fassberg, but not allocated an Air Ministry number. This aircraft was ferried to England, where it was likely scrapped.

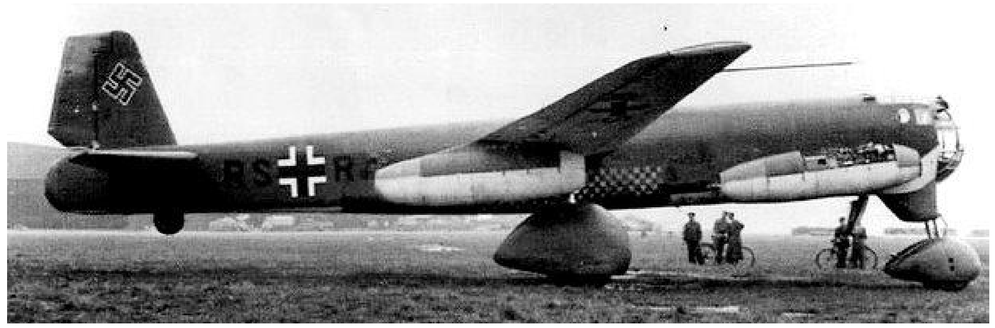






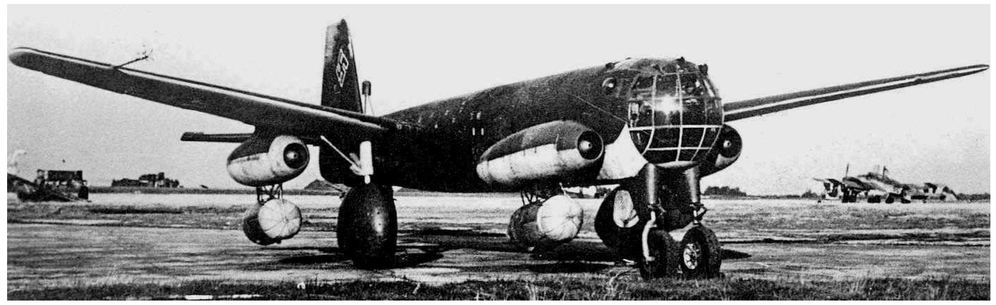












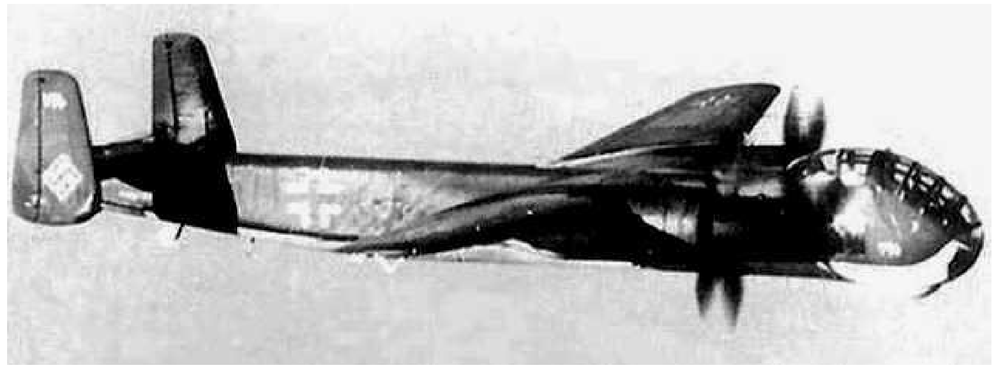
Junkers Ju 287, heavy jet bomber (prototype). (Luftwaffe Photos)

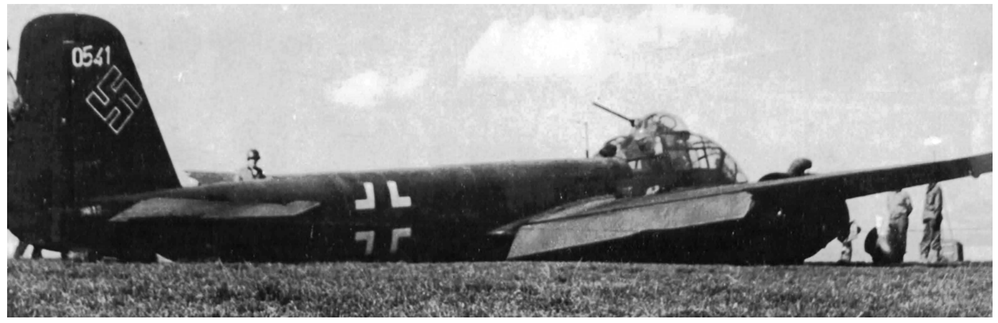
Elements of the Ju 287 prototype were captured by the Soviet Union and a number of their aviation technicians were tasked to develop this aircraft from designs which included Ju 131 and 132 bombers, Ju 126 ground-attack aircraft (in documents they often were designated EF-131, EF-132, and EF-126, from Entwicklungs Flugzeug-"Experimental Aircraft"), Jumo 004 and Jumo 01 jet engines, and the Jumo 224 aircraft diesel engine. To fulfill these tasks, two large sections were set up at OKB-1-aircraft and engine. The aircraft section comprised 433 employees, including 276 designers and 157 people working in scientific research laboratories. There were 402 specialists in the engine section, 235 at the design bureau, and 167 at scientific research laboratories. In all, 2992 employees worked at the Dessau plant in May 1946, including 20 representatives of the USSR Ministry of the Aviation Industry. The unfinished Ju 287V-2 also became the foundation for the EF-131 prototype jet bomber. Since no drawings or test materials were found in Dessau, all the documentation had to be reconstituted. This delayed production somewhat but by January 1946 preparations for the assembly of a prototype example began. Some components (wing sections, in particular) were taken from the original Ju-287V-2 but most had to be redone. The work was labour intensive and therefore the decision was made to stop after the manufacture of three examples: two (V-l, V-3) for flight testing and one (V-2) for strength tests. In May wind tunnel tests of the airplane model began. Simultaneously, the operation of the power plant was tested on a specially made bench. By August 1946 the first EF-131 (V-l) was ready.

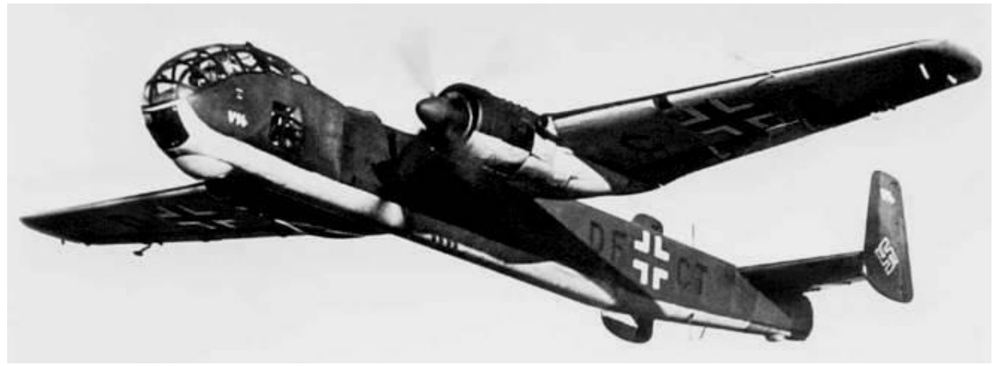
Development of the EF-140 began in 1947 as Baade's initiative and, after a mockup was inspected in 1948, the government approved the work. The second EF-131 flying prototype was used in building the aircraft and it sped up manufacturing. In September 1948 the machine was completely ready to fly. On 5 October during the second flight, some defects in engine operation were discovered. The so-called "automatic fuel flow meter" mounted on the AM-TKRD-01 engine was unsatisfactory and it proved very difficult to control engine thrust manually. The engine was spontaneously changing rpm and the aircraft jerked and rocked in flight. After the seventh sortie, flight-testing had to be stopped. In 1949 the engines were replaced and flights went on. On 24 May plant testing was completed. The aircraft reached a speed of 904 km/h and range of 2000 km. For some reason (possibly in connection with successful testing of the Tu-14 tactical bomber), no official testing of the EF-140 was conducted. Instead, in May 1948 OKB-1 was tasked to convert the plane into a long-range reconnaissance aircraft. This version was designated "140-R".

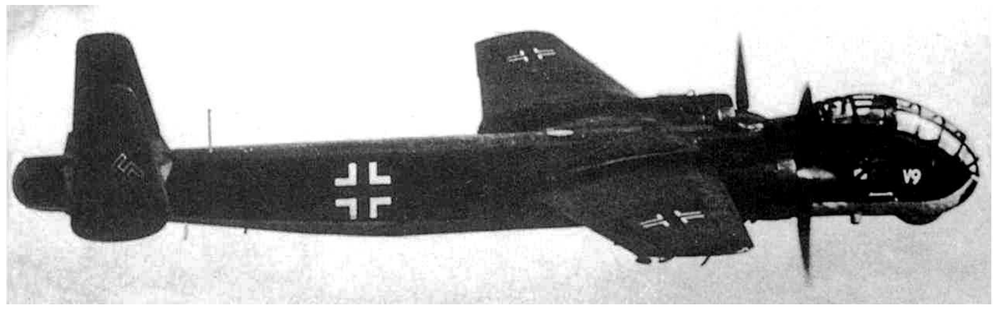
To obtain the required range (3600 km) and altitude (14,100 m), the aircraft was fitted with new more fuel-efficient VK-1 engines that V. Ya. Klimov designed (a modification of British Nene-1 turbojet engine). In addition, the wingspan was increased from 19.4 to 21.9 m and external fuel tanks were mounted on the wing tips, thus increasing total fuel capacity to 14,000 liters. The aircraft was armed with two remotely operated gun turrets with 23mm paired cannon. Targeting was carried out with the aid of periscope gun sights and the gun turrets were electrically operated. In case the upper gunner was killed or wounded, his turret could be connected with the lower turret gun sight and fire control system. The "140-R" was fitted with equipment for performing day and night reconnaissance (photo cameras, illuminating bombs, and so on) placed in the forward part of the cargo bay and aft fuselage.

The first flight of the "140-R" was made on 12 October 1949. On 20 October the aircraft took off for the second time. Both flights were interrupted due to excessive wing vibration and the aircraft was returned to the plant. Test flights resumed the next spring, after structural changes were made. The testing was stopped after the second flight on 24 March because the wing buffeting continued. TsAGI specialists were brought in to solve the problem. It was assumed that the flutter was caused by the wing-tip fuel tanks. On 18 July 1950 all work on the 140-R aircraft was stopped by government decree. The same decree canceled testing of the "140-B/R" variant that could be employed both as a reconnaissance aircraft and bomber. Baade's OKB had been tasked with developing it in August 1948. The aircraft differed from the "140-R" mainly in its having a different "filling". The fire control system was improved and the crew reduced to three. The plane was estimated to have a range of 3000 km, maximum speed of 866 km/h, ceiling of 12,000 m with a bomb load of 1500 kg, and a fuel capacity of 9400 liters. By the time the decree was issued, the aircraft had been built and partially ground tested. That was the last aircraft with a sweepforward wing in the USSR. After unsuccessful testing of the "140-R" reconnaissance aircraft, TsAGI specialists concluded that it was undesirable to use such a wing in aircraft manufacturing.
Internet: http://www.airpages.ru/eng/ru/ju287.shtml.




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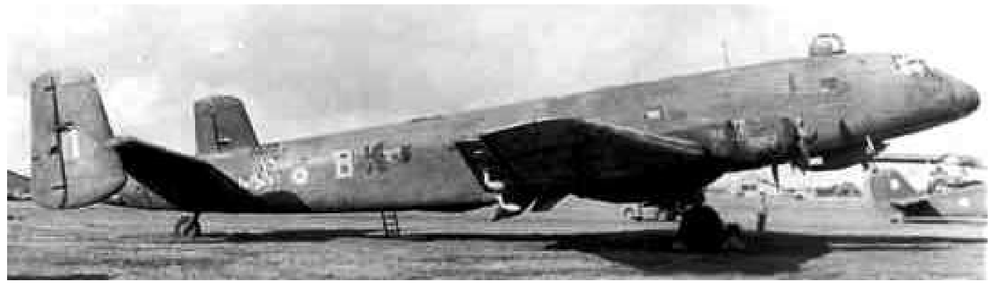



V9


V5



Junkers Ju 288, *Bomber B* design competitor (prototype). (Luftwaffe Photos)

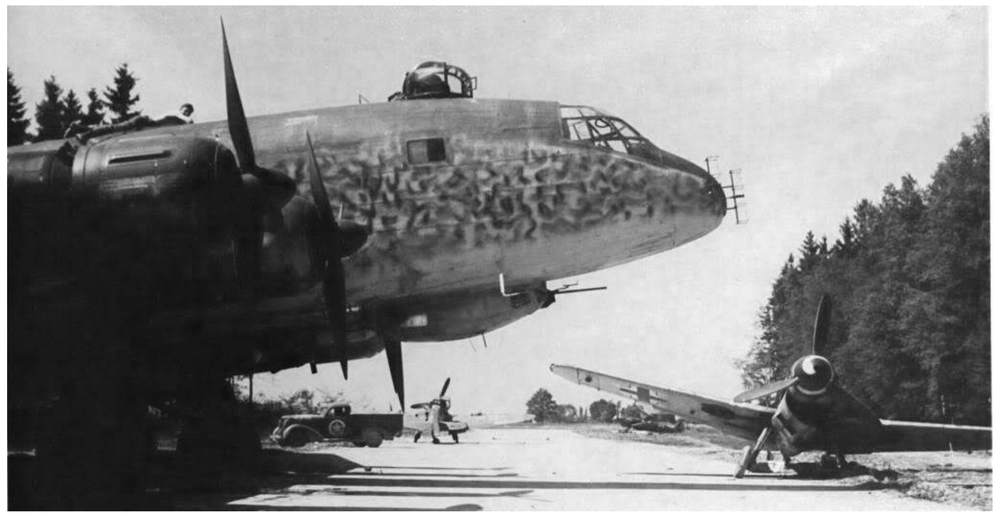




Junkers Ju 290A-2 long-range bomber, (Wk. Nr. 110157), coded 9V+BK of 2/Fernaufklarungs-gruppe (FAGr)5. This aircraft was captured at Flensburg and flown to Farnborough on 21 Sep 1945 where it was assigned RAF AM57. It was one of the last German War Prize aircraft to be scrapped at Farnborough in 1946. (RAF Photos)

Junkers Ju 290A-7, (Wk. Nr. 110186) captured at Flensburg was designated RAF AM6. This aircraft was scrapped at Brize Norton in 1947.

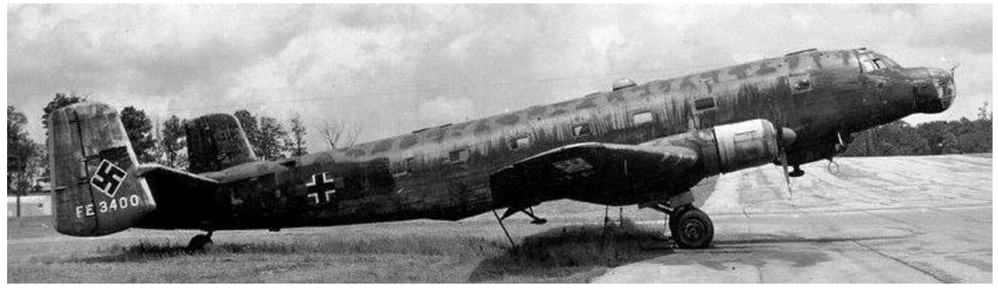




Junkers Ju 290, Salzburg, Austria. (USAAF Photo)

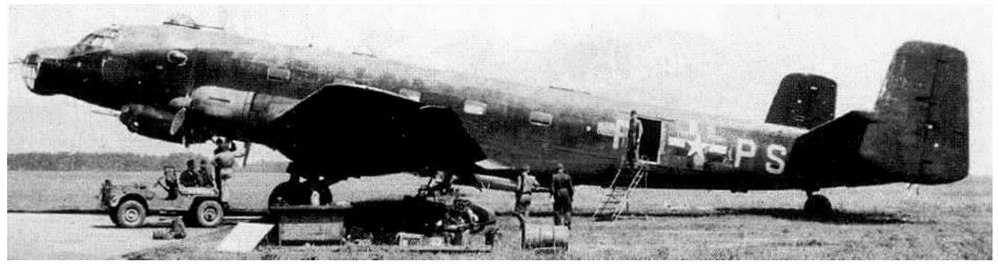




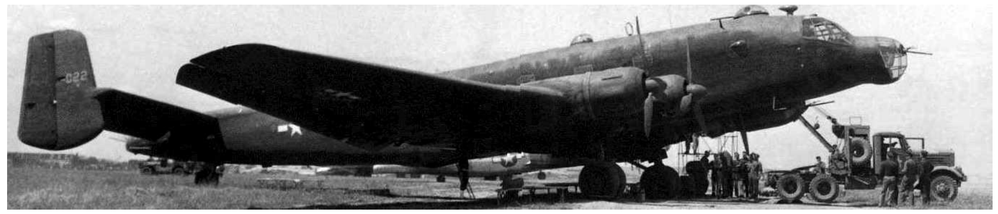

FE 3400


Alles Kaputt


Alles Kaputt


PS



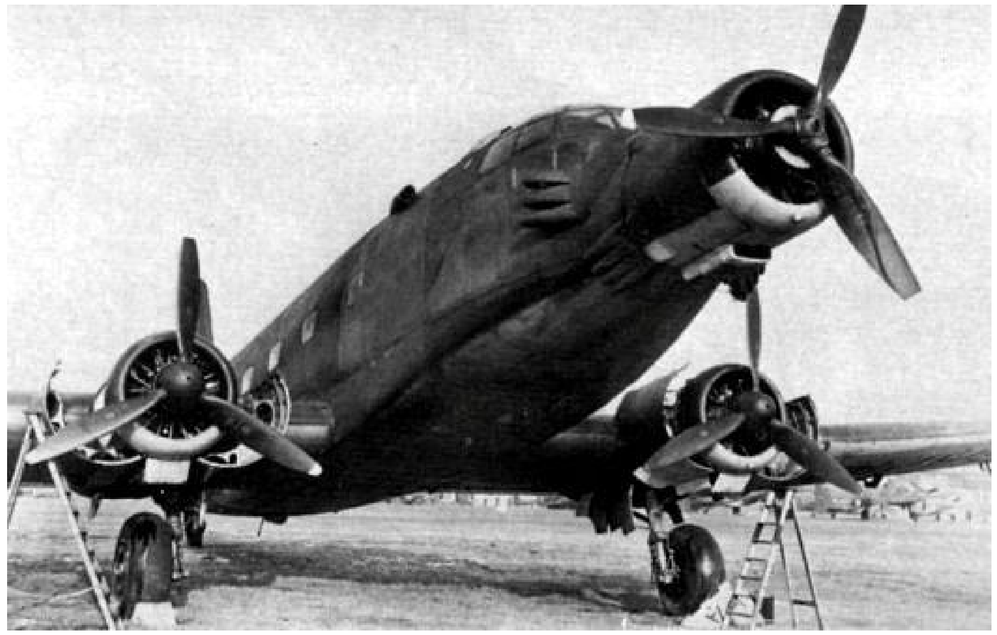


Junkers Ju 290A-4, (Wk. Nr. 110196), originally coded A3+HB of Kampfgeschwader 200 (KG 200), captured at Munich-Riem on 6 May 1945. Designated RAF USA 022, this aircraft was amed "*Alles Kaput*", and re-numbered USA FE-3400. It was flown across the Atlantic to Wright Field, Ohio, where it was scrapped in Dec 1946. (USAAF Photos)

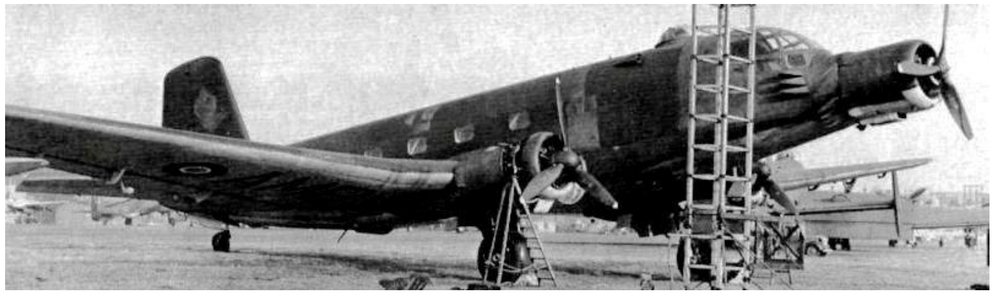
Junkers EF 132, heavy bomber (project)

Junkers Ju 252, transport (prototype)

Junkers Ju 322 *Mammut*, transport glider (prototype)







Junkers Ju 352A-0 *Herkules*, transport, (Wk. Nr. 100010) coded KT+VJ, of V/Transportgeschwader 4, RAF AM8 and later VP550. This aircraft was scrapped at Farnborough after 1946. (RAF Photos)

Junkers Ju 352A-1 *Herkules*, transport, (Wk. Nr. 100015), captured at Eggebek. This aircraft was designated RAF AM18. It was scrapped at Farnborough in 1946.

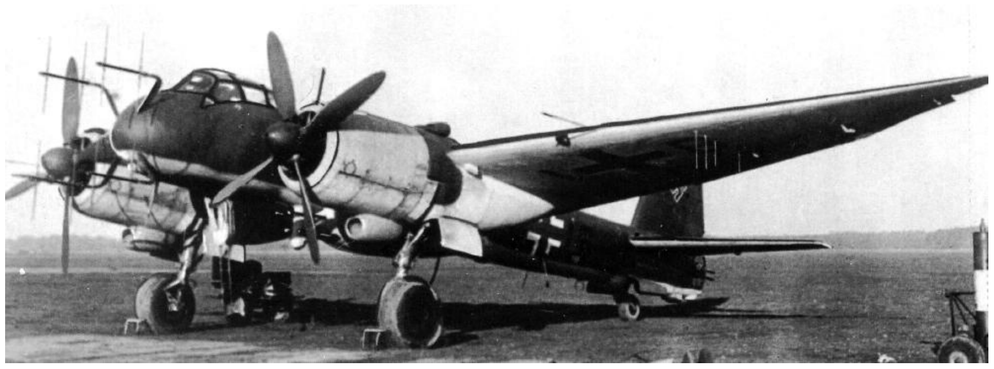
Junkers Ju 352A *Herkules*, transport, (Wk. Nr. unknown), captured at Eggebek. This aircraft was designated RAF AM19. It was scrapped at Schlesweg in 1945.

Junkers Ju 352A *Herkules*, transport (Wk. Nr. unknown), captured at Eggebek. This aircraft was designated RAF AM109. It was scrapped at Farnborough in 1946.

Junkers Ju 352A *Herkules*, transport, (Wk. Nr. unknown), captured at Eggebek. This aircraft was designated RAF AM110. It was scrapped at Knokke in 1946.

Junkers Ju 352A *Herkules*, transport, (Wk. Nr. unknown), captured in Czechoslovakia and later presented to Stalin.

Junkers W34, single engine transport.

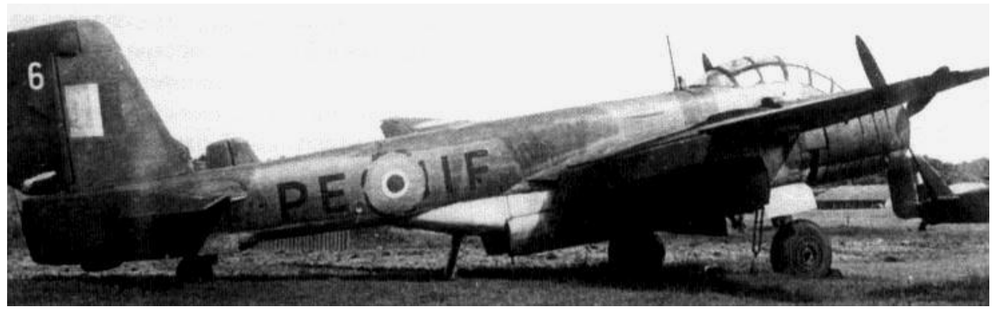


Junkers Ju 388J-1 reconnaissance/night fighter. (Luftwaffe Photo)









Junkers Ju 388L-0 reconnaissance/night fighter, (Wk. Nr. 500006), coded PE+IF, captured at Tarnewitz. Designated RAF AM83, and flown by the RAF, this aircraft was scrapped at Cranfield, England, ca. 1950. (RAF Photos)



(USAAF Photo)



Junkers Ju 388L captured by the USAAF at the end of the war. (James Crow Photo)







Junkers Ju 388L-1 Störtebeker, (Wk. Nr. 560049), USA FE-4010, later T2-4010, at Freeman Field, Indiana, post war. This aircraft is currently stored in the Paul E. Garber Facility, Suitland, Maryland. (USAAF Photos)

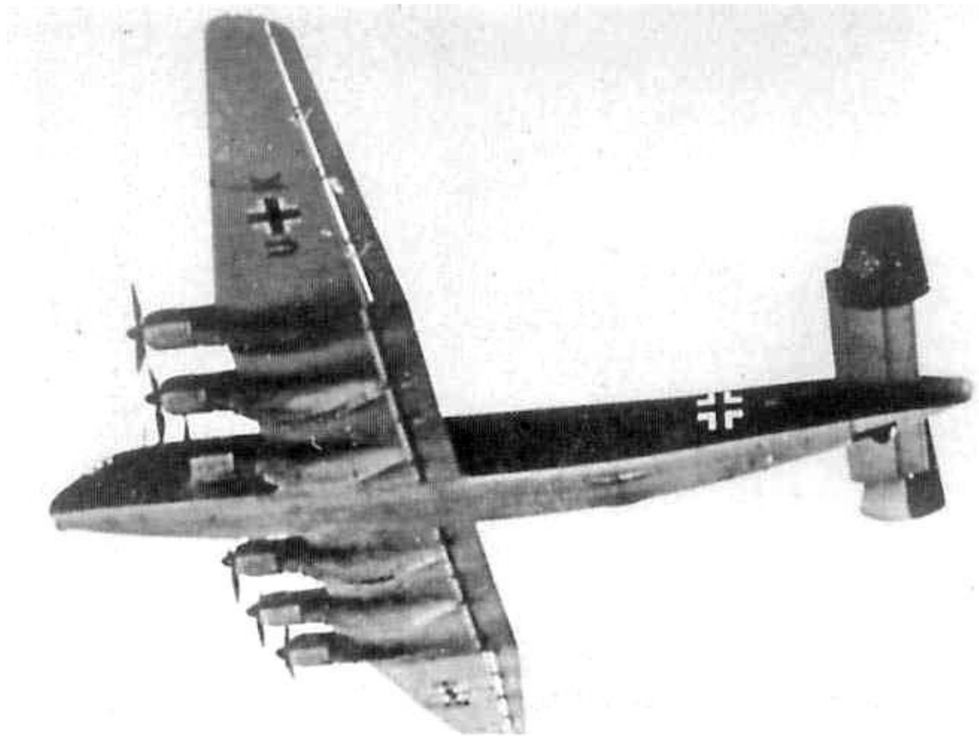


Junkers Ju 388L-1, (Wk. Nr. 560049), FE-410, later T2-4010, Wright Field, 1946 victory display. The Ju 388 was introduced very late in the war, and production problems along with the deteriorating war conditions meant that only a few were built. (San Diego Air & Space Museum Photo)

Junkers Ju 388L, (Wk. Nr. 6010). Captured after the war, this aircraft was sent to the NII-VVS (Soviet Air Forces Scientific Research Institute), where it was flown as a tow-plane for a Kranich sailplane used for prone-pilot experiments. It was still in service in 1951.



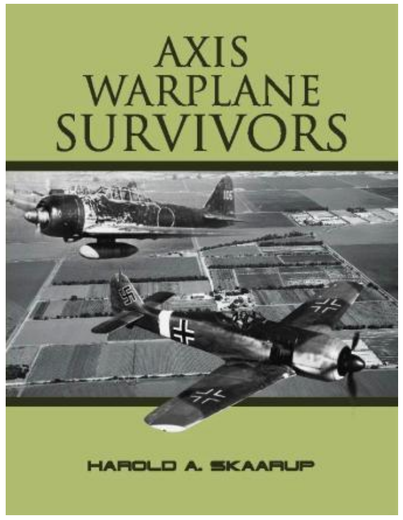




Junkers Ju 390 *Amerika Bomber*, heavy bomber (prototype) in Luftwaffe service. (Luftwaffe Photos)

Junkers Ju 488, heavy bomber (project)

German Warplane Survivors of the Second World War from Klemm to Siebel may be viewed on the next page on this website.



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