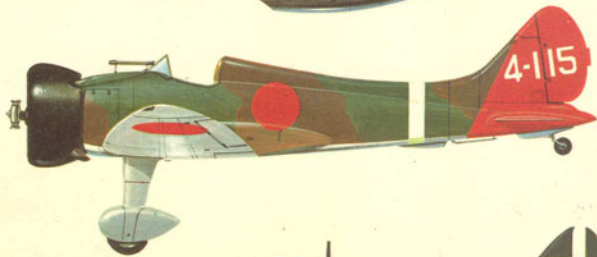


AIRCAM AVIATION SERIES

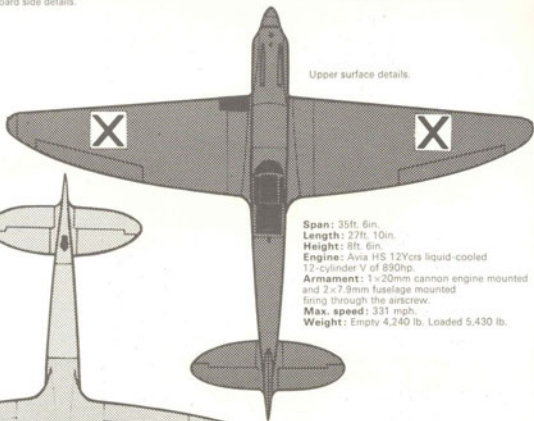
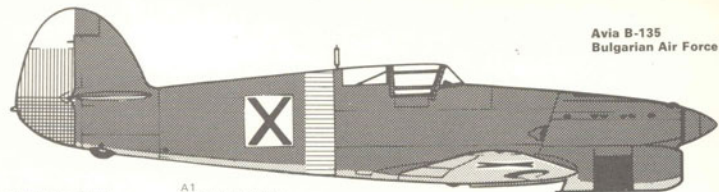
№ 517

(VOLUME 1)

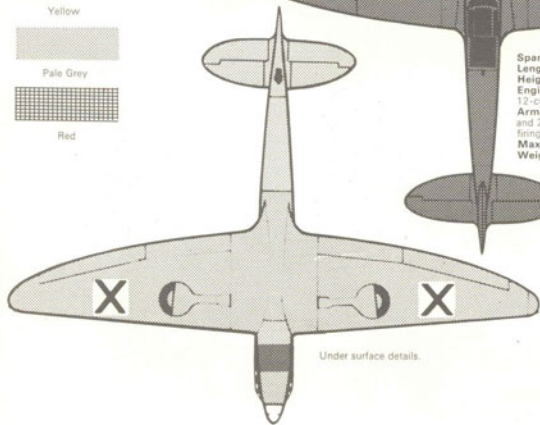
50 FIGHTERS 1938-1945



**Avia B-135
Bulgarian Air Force**

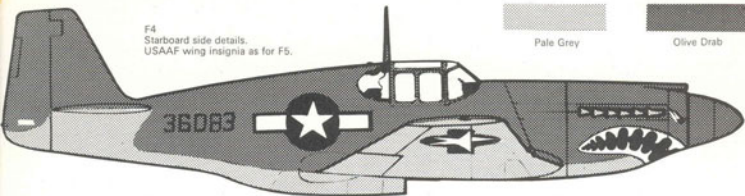


Span: 35ft. 6in.
Length: 27ft. 10in.
Height: 8ft. 6in.
Engine: Avia HS 12Ycrs liquid-cooled 12-cylinder V of 690hp.
Armament: 1 x 20mm cannon engine mounted and 2 x 7.9mm fuselage mounted firing through the aircrew.
Max. speed: 331 mph.
Weight: Empty 4,240 lb. Loaded 5,430 lb.



Below: To the left is shown the B-35 of 1938 with fixed undercarriage from which the B-135 was developed, illustrated on the right in prototype form in natural metal and silver dope finish. The German occupation of Bohemia-Moravia and the subsequent dissolution of the Czechoslovak Republic did not interrupt the development of the B-135 and eventually a limited production line was laid down at the Cakovice factory where 12 complete B-135 fighters were produced and handed over to the Bulgarian Air Force in 1941, after completion of this batch of aircraft production ceased due to the non-availability of the engine originally intended for the B-135 series, the Avia 12Y-1000C liquid-cooled 12-cylinder V of 1,000hp.
(Photos Zdenek Titz)





50 FIGHTERS 1938-1945

**Illustrated and compiled by
Richard Ward**

**Introduction by
Christopher F. Shores**

ACKNOWLEDGEMENTS

This series of books covering fighter aircraft of the 1938-1945 period, of which this is the first volume, will illustrate the good, the bad and the indifferent, the well known and the little known, from one- or two-off prototypes to 20,000-plus production runs. Wherever possible new or little known photographs and colour schemes will be used to illustrate the well known types. Fighter aircraft operated by neutral countries will also be covered in subsequent books. The aircraft have been arranged in alphabetical order by manufacturer's name, chronologically within that name. My thanks to all those who assisted with information and photographs.

Line-up of North American P-51A Mustangs of an unidentified unit on Kunming airfield in 1943. The shape of the teeth in the mouth are very similar to those painted on the P-40K Warhawks of the Chinese American Composite Wing late in 1943, photographic evidence indicates that no other unit used this particular design of Sharkmouth. (Herbert Rumburg)

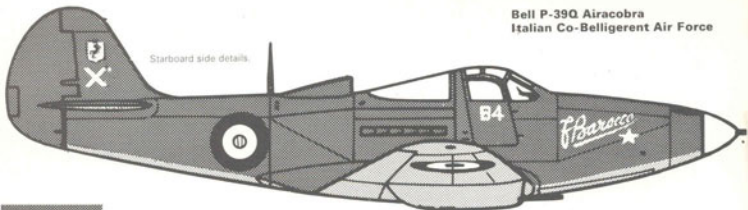


Published by: Osprey Publishing Limited, England

Editorial Office: P.O. Box 5, Canterbury, Kent, England

Subscription & Business Office: P.O. Box 25, 707 Oxford Road, Reading, Berkshire, England

Bell P-39Q Airacobra
Italian Co-Belligerent Air Force



Starboard side details.



Olive Drab

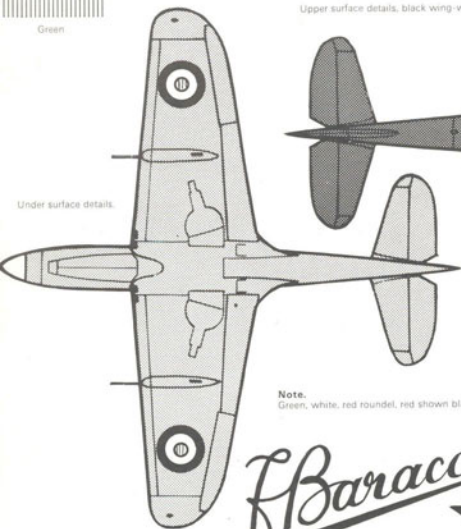


Pale Grey

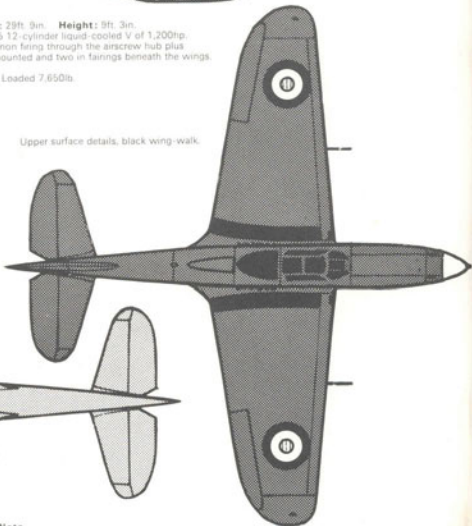


Green

Span: 34ft. 0in. **Length:** 29ft. 9in. **Height:** 9ft. 3in.
Engine: Allison V-1710-85 12-cylinder liquid-cooled V of 1,200hp.
Armament: 1 .37mm cannon firing through the airscrew hub plus
 4 .5 MGs, two fuselage-mounted and two in fairings beneath the wings.
Max. speed: 360 mph.
Weight: Empty 5,470lb. Loaded 7,650lb.



Under surface details.



Upper surface details, black wing-walk.

Note.
 Green, white, red roundel, red shown black.

4th Stormo
 "Cavalino Rampante"
 Black on white.

F. Baracca ★



"F. Baracca" nose detail, white on camouflage.
 The Italian Co-Belligerent Air Force received a total of 149 P-39N and P-39Q Airacobras, most of which were used by the 4th Stormo on ground attack operations in the Balkans, others being used for training.



The magnificent Martin Baker MB.5, without doubt this aircraft reached the zenith of piston-engine fighter development and it is most unfortunate it was never placed in production, had it been it would have more than paid its way in the last few months of World War II, in the immediate post-war years in service with the RAF, and as a valuable export item to many of the world's air forces in place of the North American P-51D Mustang. In retrospect this brilliant piece of engineering could rightly be called the TSR-2 of 1945.

50 FIGHTERS 1938-1945

For the enthusiast or modeller interested in military aviation, few aircraft types hold quite such a fascination as does the fighter, with its undertones of individualism, lone combat, adventure and chivalry. For those who share this enthusiasm, there can surely be little more appealing, more appetite-whetting, than the rare and the unusual. The one-off prototype, the small production run model, or the well-known type in unfamiliar markings, all hold their own peculiar delights for the connoisseur... and here is a feast of such rarities!

Richard Ward has depicted here a wide selection of fighters well-supported by photographic evidence. In our first category—the one-off prototypes—are the unusual Curtiss XP-55 Ascender canard fighter, the superb Martin Baker MB.5, the Grumman XF5F-1 Skyrocket built for the U.S. Navy, and its close cousin, the U.S. Army's XP-50, as well as the Finnish V.L. Pyörremyrsky, which has recently been rebuilt by enthusiasts in that country.

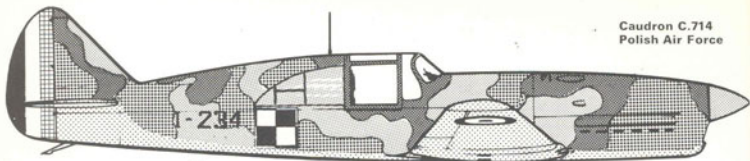
In the second category are such rarities as an Avia B-135, built in Czechoslovakia but used by the Bulgarian Air Force; a Heinkel He 112 of the Rumanian Air Force (actually used operationally in the markings shown on the Russian Front); a Yugoslav Ikarus IK-3 and

Rumanian IAR-81s. Amongst the more well-known aircraft of the third category are a number of unusual and different schemes; the Russian Hurricane and Croat Fiat G.50bis; the Bulgarian PZL P-24, the Rumanian-built and operated Messerschmitt Bf 109G, and the Allison-engined North American P-51A Mustang with its unidentified "Sharks' Teeth" in China.

The majority of the fighters depicted here actually saw combat painted in the style and insignia shown. For many this period of action was short and often obscure; for others it was long and distinguished. The General Motors FM-2 for instance was but the last in the long line of Grumman Wildcat variants to see service, flying from the smaller escort carriers in both Pacific and Atlantic long after the decks of larger vessels had become crowded with more potent Hellcats and Corsairs. That included here was still operational against the Japanese as late as spring 1945.

Some—the Mitsubishi A5M, the Morane 406, the Curtiss Hawk 75A and the Fiat G.50bis—represent the early days of the low-wing monoplane fighter, while others—the Martin Baker MB.5, the Kawanishi NIK2-J, the Reggiane Re.2005 and the Pyörremyrsky—represent the very peak of piston-engine fighter development. The PZL P-24 stands alone midway between biplane and monoplane, by 1938 an interesting and attractive anachronism.

Caudron C.714
Polish Air Force

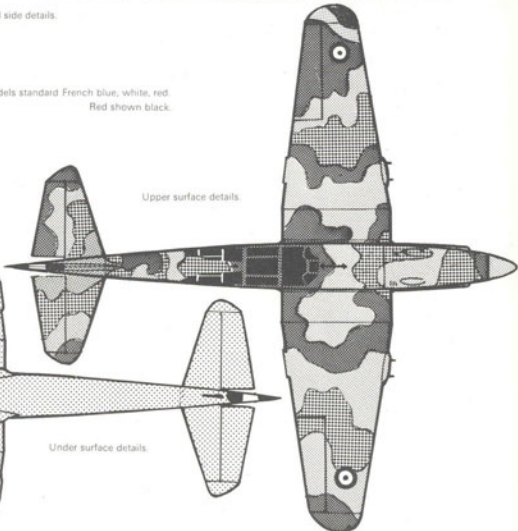


A3
Starboard side details.

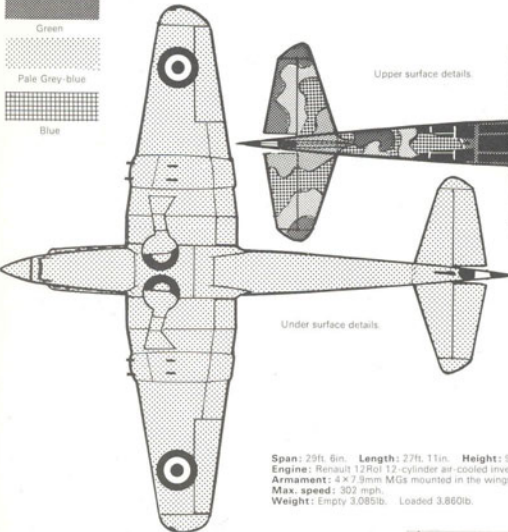


Note.
Wing roundels standard French blue, white, red.
Red shown black.

Upper surface details



Under surface details



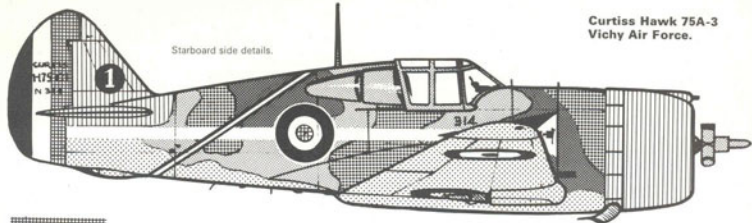
Span: 29ft. 6in. **Length:** 27ft. 11in. **Height:** 9ft. 5in.
Engine: Renault 12Roi 12-cylinder air-cooled inverted V of 450hp.
Armament: 4 x 7.9mm MGs mounted in the wings outside the aircrew arc.
Max. speed: 302 mph.
Weight: Empty 3,085lb. Loaded 3,860lb.



A forced landed C.714 lightweight fighter of the Groupe de Chasse Polonaise de Varsovie 1/145 which operated from Lyon-Bron, Dreux and Semaisses airfields during May and June 1940. Operating from Dreux in early June the unit defended the Seine sector between Vernon and Menton, during the units brief period of operations it achieved 12 confirmed air victories plus two probables. (J. B. Cynk)

**Curtiss Hawk 75A-3
Vichy Air Force.**

Starboard side details.



Blue



Yellow



Pale Blue-grey

Legend on rudder reads:

**CURTISS
H75 C1
N 314**

A small number of Hawk 75A-3's and -4's found their way to Morocco after the French capitulation where they formed the equipment of GC I/4 at Dakar and GC I/5 at Rabat in the markings of the Vichy Air Force. After the Allied occupation of North Africa those Hawks remaining were used for training by the Free French Air Force. It is interesting to note that the first air victories by the French Air Force over the Luftwaffe were won by Hawk 75A-1's on 8 September 1939.



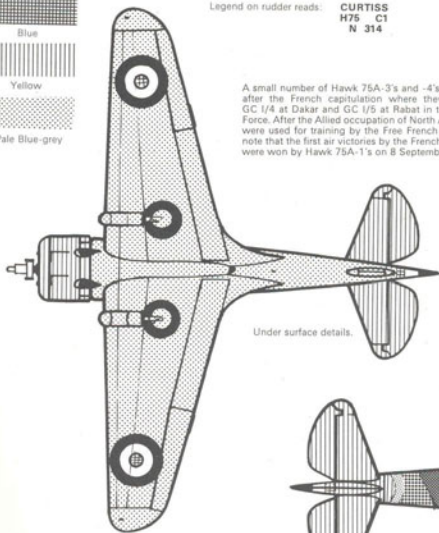
Green



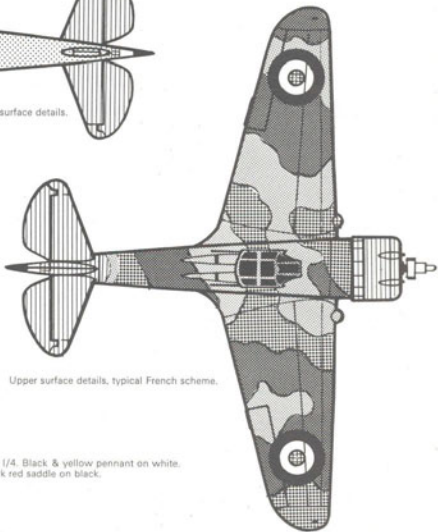
Brown



Grey



Under surface details.

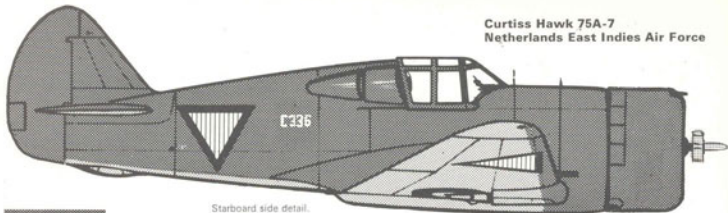


Upper surface details, typical French scheme.



GC I/4. Black & yellow pennant on white.
Dark red saddle on black.

**Curtiss Hawk 75A-7
Netherlands East Indies Air Force**



Starboard side detail.



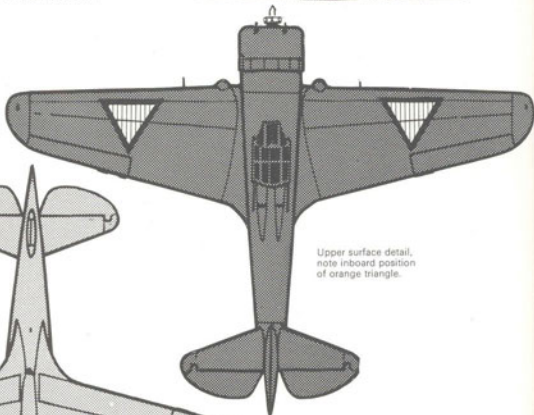
Olive Drab



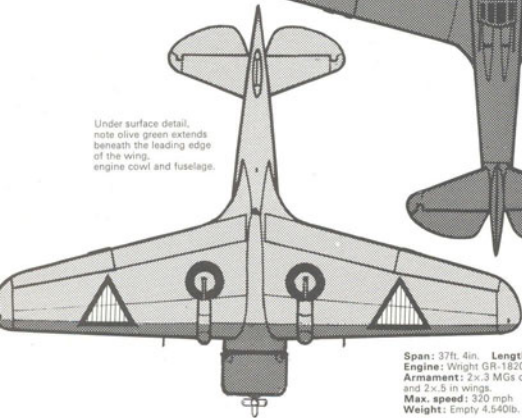
Orange



Pale Grey



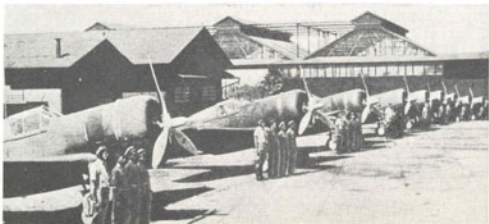
Upper surface detail,
note inboard position
of orange triangle.



Under surface detail,
note olive green extends
beneath the leading edge
of the wing,
engine cowl and fuselage.

Span: 37ft. 4in. **Length:** 28ft. 6in. **Height:** 9ft. 6in.
Engine: Wright GR-1820-G205A Cyclone 9 of 1,200hp.
Armament: 2x.3 MGs on top deck of fuselage firing through airscrew
and 2x.5 in wings.
Max. speed: 320 mph
Weight: Empty 4,540lb., Loaded 5,750lb.

Line-up of nine of the 24 Hawks on strength in 1941. It is believed that dark earth was applied to the olive drab upper surfaces either just before or after the declaration of war against the Japanese. The pattern is not known but may have been similar to that applied to the CW 21B's. (via G. H. Kamphuis)





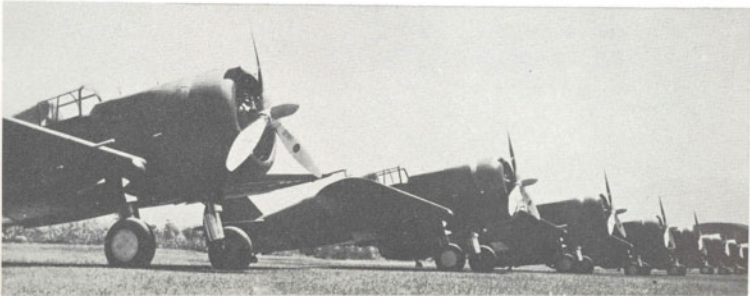
Right: A loose formation of NEIAF Hawk 75A-7's, clearly shown is the position of the orange triangle and white serial on the fuselage.

Right: Nose detail, note the serial, C336 in black on the leading edge of the wing.



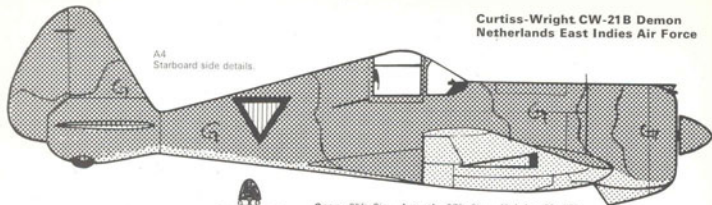
Out of an original order for 35 Hawk 75A-7's placed by the Netherlands government for service with the R.Neth.AF a total of 24 were diverted to the Netherlands East Indies after the German occupation of the Low Countries. The 24 Hawks were delivered in 1940 and had reached operational status by the time of the Japanese invasion. Flying alongside the Curtiss-Wright CW-21B and Brewster 339D the Hawks gave a good account of themselves for the brief period of fighting before the capitulation.

Below: Line-up of Hawk 75A-7's obviously taken before 8 December 1941 when the Netherlands declared war on the Japanese and dispersal became the order of the day. Note natural metal aircrews and that the second and fourth aircraft do not have wing guns. (Photos via G. H. Kamphuis)



Curtiss-Wright CW-21B Demon
Netherlands East Indies Air Force

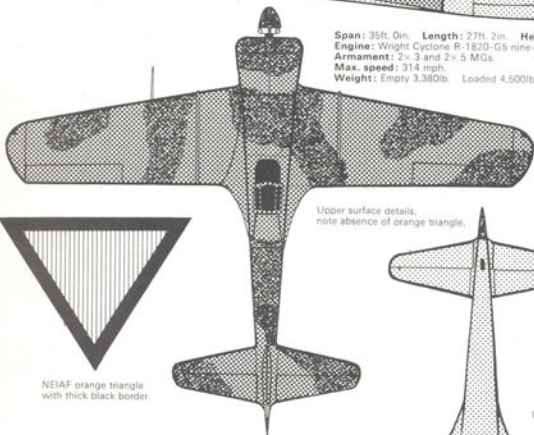
A4
Starboard side details.



Span: 35ft. 0in. **Length:** 27ft. 2in. **Height:** 8ft. 10in.
Engine: Wright Cyclone R-1820-G5 nine-cylinder radial air-cooled of 1,000hp.
Armament: 2 x .3 and 2 x .5 MGs.
Max. speed: 314 mph.
Weight: Empty 3,380lb. Loaded 4,500lb.

Areas marked G
green, other
areas brown, see
colour side-view and
plan view.

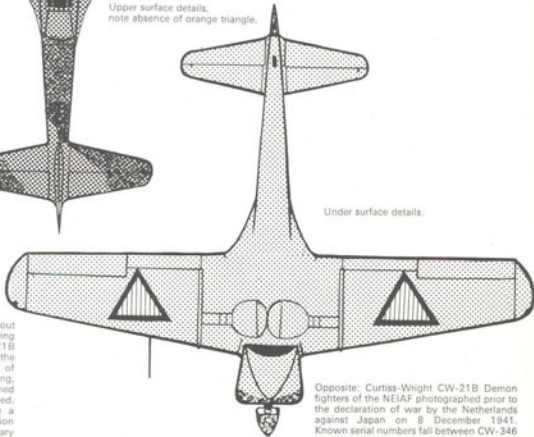
Upper surface details,
note absence of orange triangle.



NEIAF orange triangle
with thick black border.



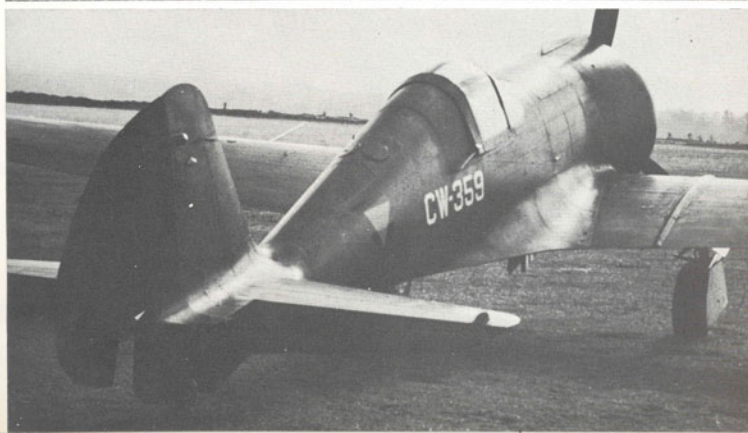
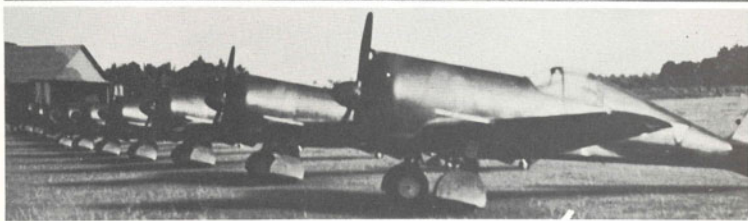
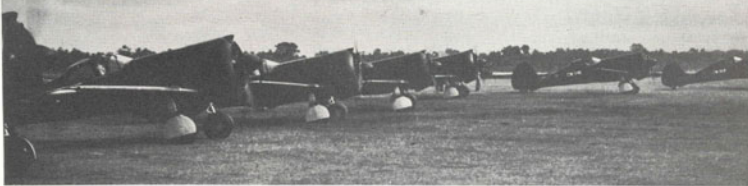
Under surface details.



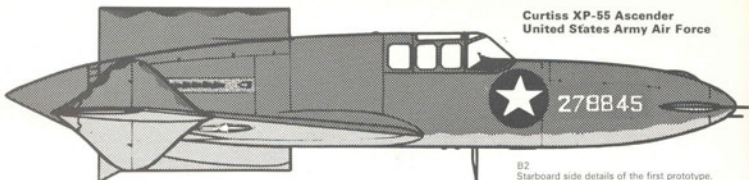
A pair of CW-21B Demons taxiing out for a training flight some time during 1941. Less than 20 CW-21B Demons were on strength with the NEIAF on 8 December 1941 all of them based at Andir, near Bandoeng, Java, no match for the cannon-armed Zero-Sans they were out-manoeuvred, out-fought and out-gunned within a matter of days of their first taste of action against the Japanese on 3 February 1942. (via G. H. Kamphuis)

Opposite: Curtiss-Wright CW-21B Demon fighters of the NEIAF photographed prior to the declaration of war by the Netherlands against Japan on 8 December 1941. Known serial numbers fall between CW-346 and CW-359. (Photos via G. H. Kamphuis)

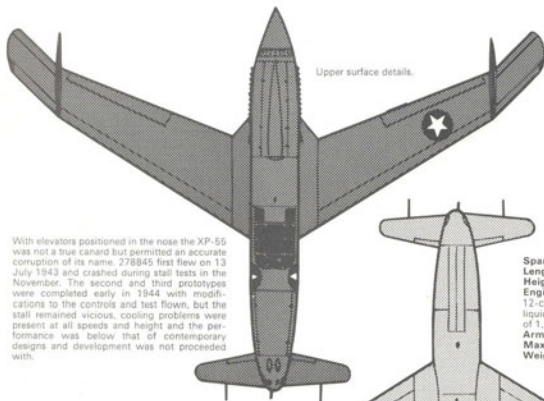




Curtiss XP-55 Ascender
United States Army Air Force



B2
Starboard side details of the first prototype.

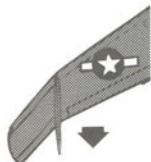


Upper surface details.

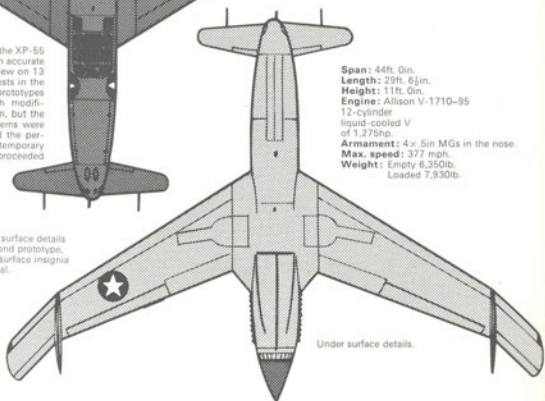


With elevators positioned in the nose the XP-55 was not a true canard but permitted an accurate corruption of its name. 278845 first flew on 13 July 1943 and crashed during stall tests in the November. The second and third prototypes were completed early in 1944 with modifications to the controls and test flown, but the stall remained vicious, cooling problems were present at all speeds and height and the performance was below that of contemporary designs and development was not proceeded with.

Span: 44ft. 0in.
Length: 29ft. 6jin.
Height: 11ft. 0in.
Engine: Allison V-1710-95
12-cylinder
liquid-cooled V
of 1,275hp.
Armament: 4 x .5in MGs in the nose.
Max. speed: 377 mph.
Weight: Empty 6,350lb.
Loaded 7,930lb.



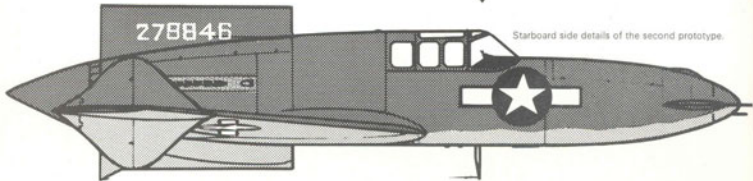
Upper surface details
of second prototype,
under surface insignia
identical.



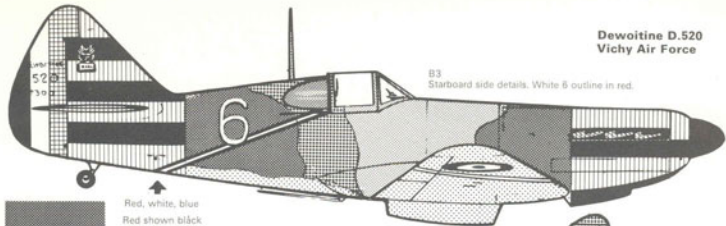
Under surface details.

278846

Starboard side details of the second prototype.



**Dewoitine D.520
Vichy Air Force**



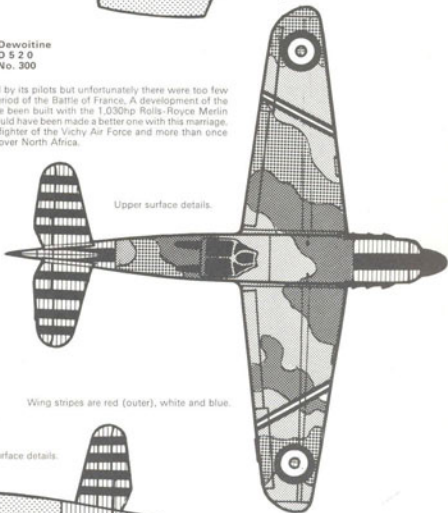
B3
Starboard side details. White 6 outline in red.



Red, white, blue
Red shown black

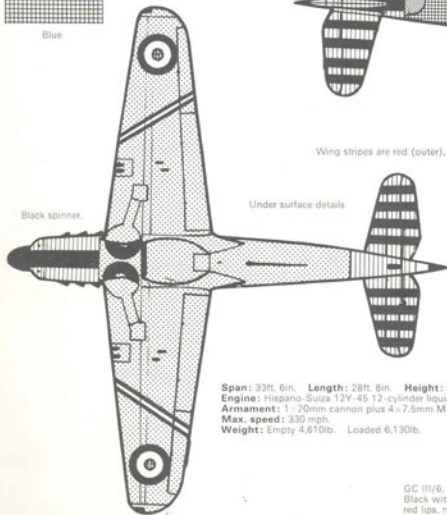
Legend on rudder reads: **Dewoitine
D 5 2 0
No. 300**

An excellent fighter well liked by its pilots but unfortunately there were too few available during the critical period of the Battle of France. A development of the D.520, the D.521 was to have been built with the 1,030hp Rolls-Royce Merlin III, certainly a good aircraft would have been made a better one with this marriage. The D.520 was the standard fighter of the Vichy Air Force and more than once met Allied aircraft in combat over North Africa.



Upper surface details.

Wing stripes are red (outer), white and blue.



Black spinner.

Under surface details.

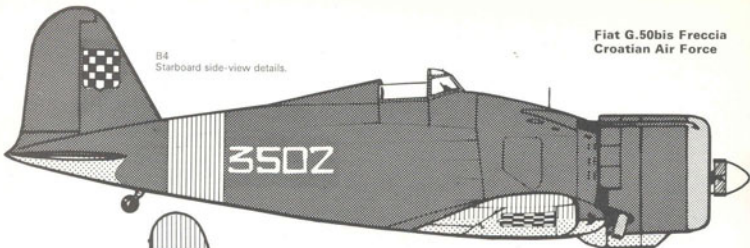
Span: 33ft. 6in. **Length:** 28ft. 8in. **Height:** 8ft. 5in.
Engine: Hispano-Suiza 12Y-45 12-cylinder liquid-cooled V of 910hp.
Armament: 1 x 20mm cannon plus 4 x 7.5mm MGs.
Max. speed: 330 mph.
Weight: Empty 4,610lb. Loaded 6,130lb.



GC III/6, 5th Escadrille.
Black with white detail,
red lips, nostrils and diagonal eyes.

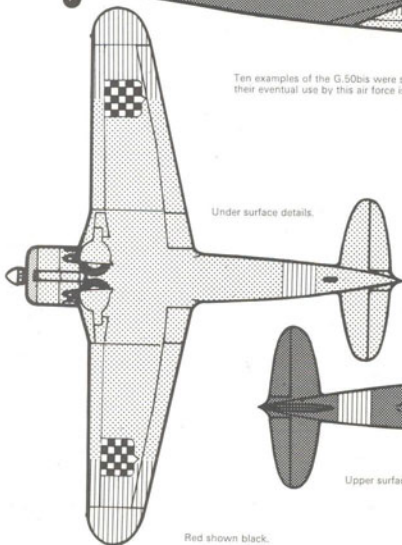
Fiat G.50bis Freccia
Croatian Air Force

B4
Starboard side-view details.

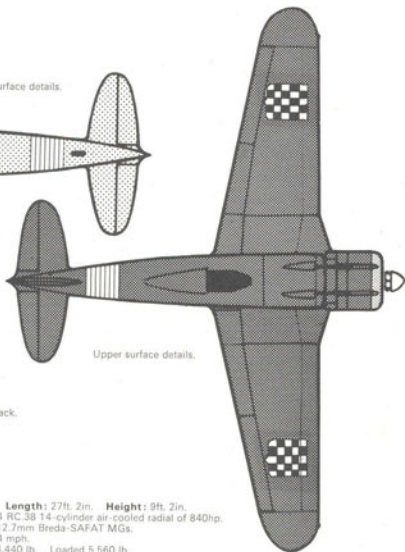


Ten examples of the G.50bis were supplied to the Croatian Air Force in 1941, their eventual use by this air force is not known.

Under surface details.



Upper surface details.



Red shown black.

Croatian Air Force
Red and white checks.



Span: 36ft. 0in. **Length:** 27ft. 2in. **Height:** 9ft. 2in.
Engine: Fiat A.74 RC.38 14-cylinder air-cooled radial of 840hp.
Armament: 2 x 12.7mm Breda-SAFAT MGs.
Max. speed: 294 mph.
Weight: Empty 4,440 lb. Loaded 5,560 lb.

Bronze Grey



Pale Blue



Yellow

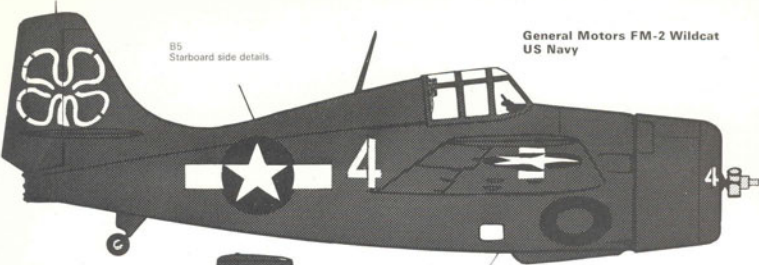


Dark Green



General Motors FM-2 Wildcat
US Navy

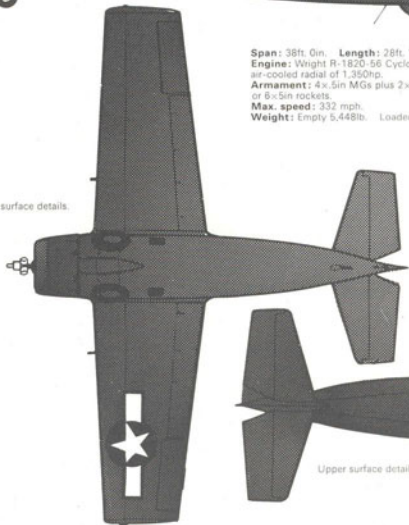
85
Starboard side details.



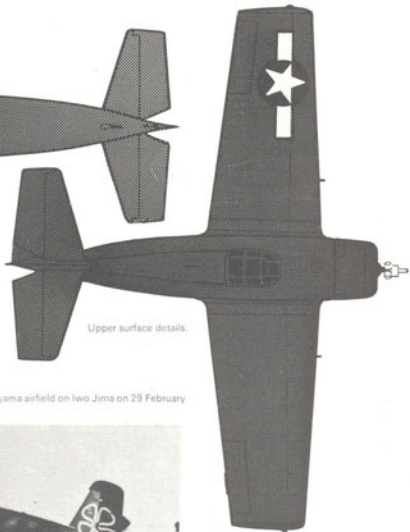
Span: 38ft. 0in. Length: 28ft. 10in. Height: 9ft. 11in.
Engine: Wright R-1820-56 Cyclone 9-cylinder
air-cooled radial of 1,350hp.
Armament: 4 x .5in MGs plus 2 x 250lb bombs
or 8 x 5in rockets.
Max. speed: 332 mph.
Weight: Empty 5,448lb. Loaded 7,486lb.

Sea Blue

Under surface details.



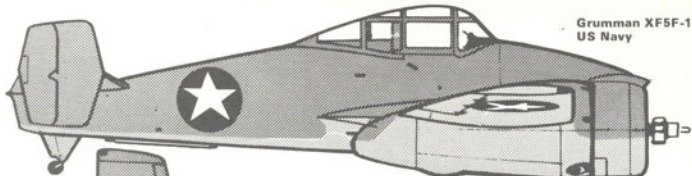
Upper surface details.



A 3rd Marine Air Division photograph of the first fighters to land on Motoyama airfield on Iwo Jima on 29 February 1945. Known numbers are 4, 18 and 24. (USMC)



Grumman XF5F-1
US Navy



Illustrated in post-May 1942 wartime colours of medium grey uppers and pale grey unders is the last modified version for the US Navy XF5F-1. On this aircraft right- and left-hand airscrews were fitted to correct torque, blades were black, hubs natural metal.

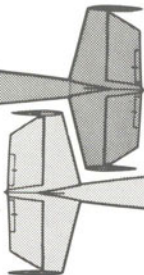
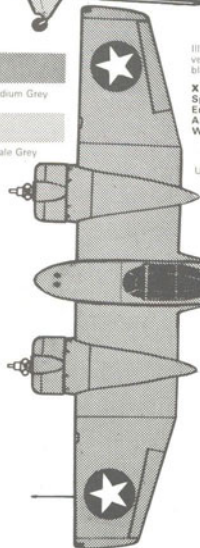
XF5F-1

Span: 42ft. 0 in. **Length:** 28ft. 10 $\frac{1}{2}$ in. **Height:** 11ft. 4 in.
Engine: Two Wright XR-1820-40 nine-cylinder air-cooled radials of 1,000hp.
Armament: 4 x .5 MGs. **Max. speed:** 380 mph.
Weight: Empty 8,110lb. Loaded 10,140lb.

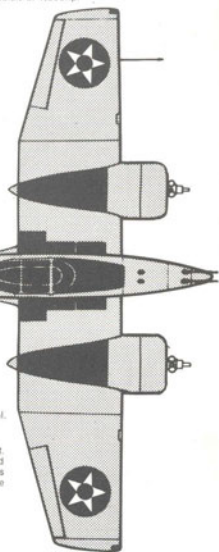
Medium Grey

Pale Grey

Upper surface details, under surface details identical.



Upper surface details, under surface details identical.

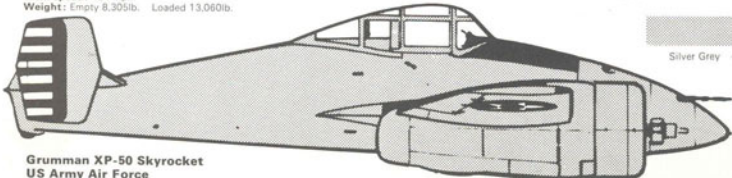


The XP-50 for the USAAF was developed alongside the XF5F-1, major difference being the tricycle undercart. The first single-seat fighter designed for the USAAF with more than one 20mm cannon indicated the belated awakening of the Army to the need for something more than a pair of light and a pair of heavy machine-guns as standard fighter armament. Unfortunately the one and only XP-50 prototype suffered a fire in one of the turbo-superchargers and was completely destroyed in the resulting crash on 14 May 1941.

XP-50

Span: 42ft. 0 in. **Length:** 32ft. 0 in. **Height:** 12ft. 0 in.
Engines: Two Wright R-1820-67/69 nine-cylinder air-cooled radials of 1,200hp.
Armament: 2 x 20mm cannon plus 2 x .5 MGs concentrated in the nose.
Max. speed: 424 mph.
Weight: Empty 8,305lb. Loaded 13,060lb.

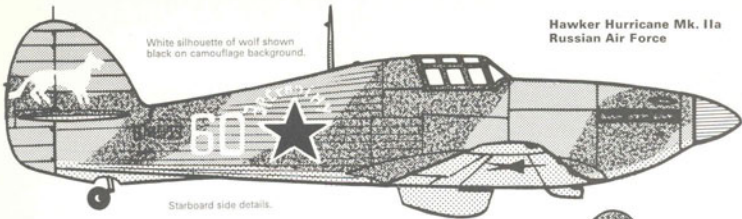
Silver Grey



Grumman XP-50 Skyrocket
US Army Air Force

**Hawker Hurricane Mk. IIA
Russian Air Force**

White silhouette of wolf shown
black on camouflage background.

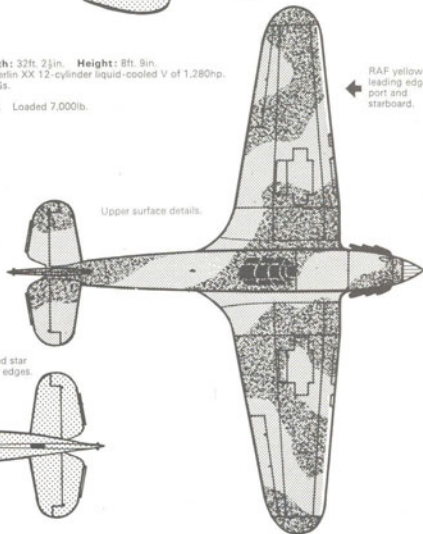


Starboard side details.

Span: 40ft. 0in. **Length:** 32ft. 2jin. **Height:** 8ft. 9in.
Engine: Rolls-Royce Merlin XX 12-cylinder liquid-cooled V of 1,280hp.
Armament: 4 x .303 MGs.
Max. speed: 342 mph.
Weight: Empty 5,500lb. Loaded 7,000lb.

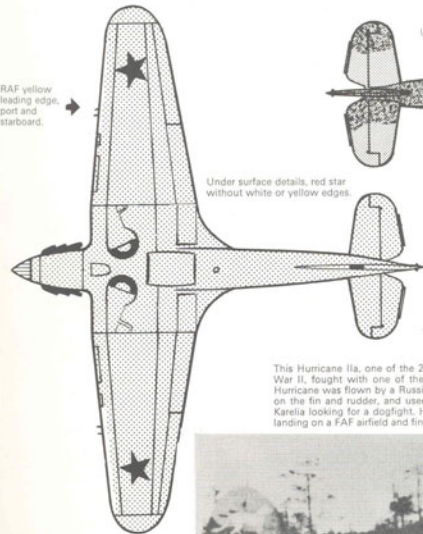


RAF yellow
leading edge,
port and
starboard.



Upper surface details.

Under surface details, red star
without white or yellow edges.



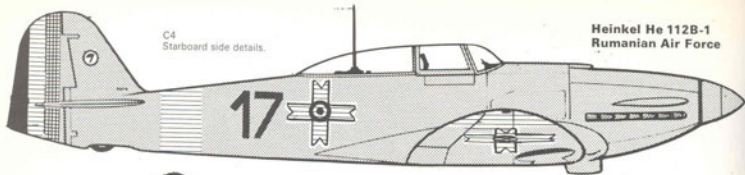
RAF yellow
leading edge,
port and
starboard.

This Hurricane IIA, one of the 2,952 Hurricanes supplied to the Soviet Air Force during World War II, fought with one of the many squadrons deployed against the Finns. This particular Hurricane was flown by a Russian who called himself "The Wolf of Vienna", hence the insignia on the fin and rudder, and used to come in low over the Finnish AF bases in Vienna, Eastern Karelia looking for a dogfight. He eventually found one too many being shot down and crash landing on a FAF airfield and finally shot himself rather than surrender as a prisoner of war.



C4
Starboard side details.

Heinkel He 112B-1
Rumanian Air Force



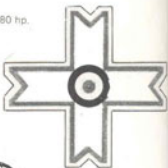
Span: 29ft. 10in. **Length:** 30ft. 6in. **Height:** 12ft. 7in.
Engine: Junkers Jumo 210Ea 12-cylinder liquid-cooled inverted V of 680 hp.
Armament: 2x20mm cannon plus 2x7.9mm MG17 MGs.
Max. speed: 301 mph.
Weight: Empty 3,570 lb. Loaded 4,960lb.

Pale Grey

Blue

Yellow

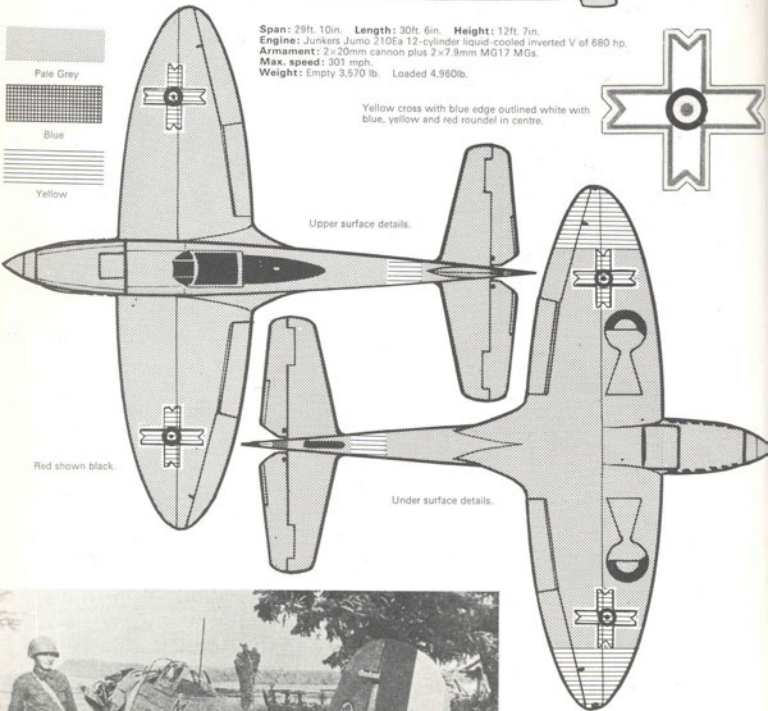
Yellow cross with blue edge outlined white with blue, yellow and red roundel in centre.



Upper surface details.

Red shown black.

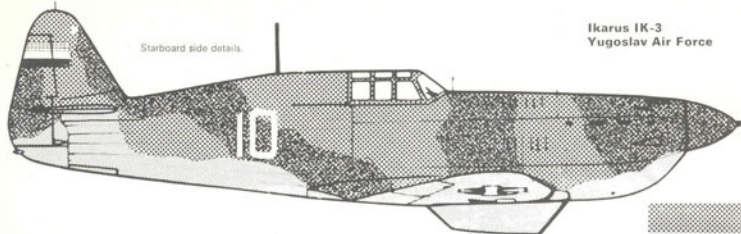
Under surface details.



Eleven He 112B-1's were delivered to the Rumanian Air Force in late September 1939, these, with 13 previously delivered He 112B-0's saw limited action on the Bessarabian front during 1941. Illustrated is a captured example guarded by a Russian soldier.

Ikarus IK-3
Yugoslav Air Force

Starboard side details.



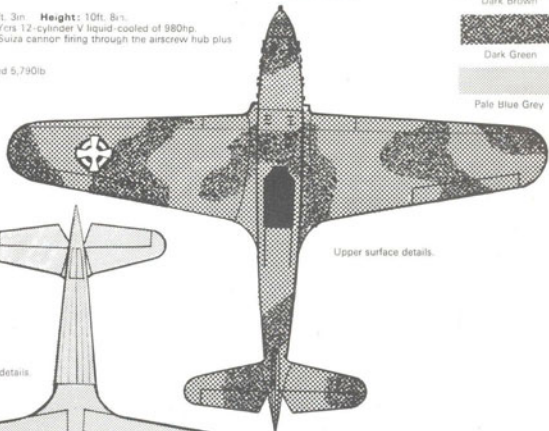
Span: 33ft. 10in. **Length:** 26ft. 3in. **Height:** 10ft. 8in.
Engine: Avia/Hispano-Suiza 12Ycrs 12-cylinder V liquid-cooled of 980hp.
Armament: 1 20mm Hispano-Suiza cannon firing through the airscrew hub plus
2 x 7.9 MGs
Max. speed: 327 mph
Weight: empty 4,560lb. Loaded 5,790lb

Dark Brown

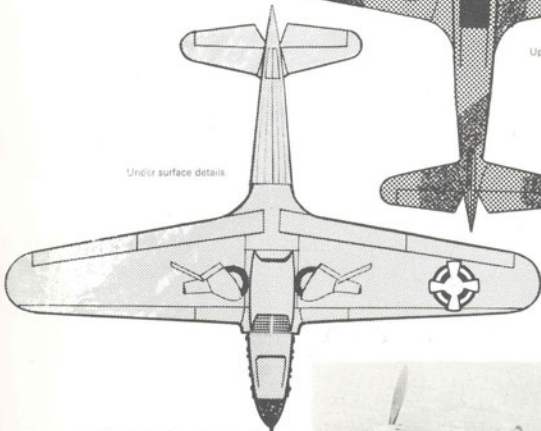
Dark Green

Pale blue Grey

Upper surface details.



Under surface details.



An Ikarus IK-3 of the 51st Group Yugoslav Air Force, during the defence of Belgrade in 1941.

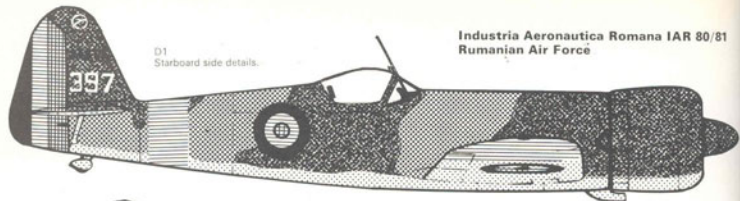
(via Profile Publications)

Twelve IK-3's formed the equipment of the 161st and 162nd Flights of the 51st Independent Squadron based at Zemun, flying alongside the Bf 109E-3's of the 102nd Flight they formed the air defence of Belgrade. From the time of the German invasion, 6 April to the 12 April 1941 the fighter defence of Belgrade accounted for at least 14 Luftwaffe aircraft, on the 12th the remaining serviceable IK-3's were destroyed on the ground by their own ground crews.



**Industria Aeronautica Romana IAR 80/81
Rumanian Air Force**

D1
Starboard side details.



Based on the PZL P-24E built under licence by the IAR factory at Brasov the IAR 80/81 retained the aft fuselage and tail unit plus other items of the P-24 but receiving a new wing and extended forward fuselage and sliding canopy. The type went into service with home defence squadrons early in 1942 and was operational until the Rumanian surrender though some units re-equipped with German-built BF 109G's prior to that time.

Span: 32ft. 10in. **Length:** 26ft. 10in. **Height:** 11ft. 10in.

Engine: IAR Gnôme-Rhône 14K Mistral-Major 14-cylinder air-cooled radial of 940 hp.

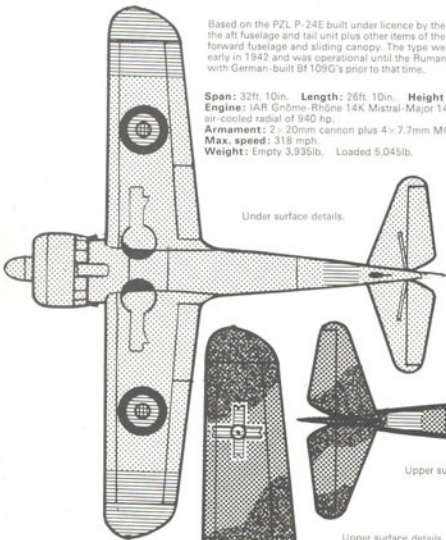
Armament: 2 x 20mm cannon plus 4 x 7.7mm MGs.

Max. speed: 318 mph.

Weight: Empty 3,935lb. Loaded 5,045lb.

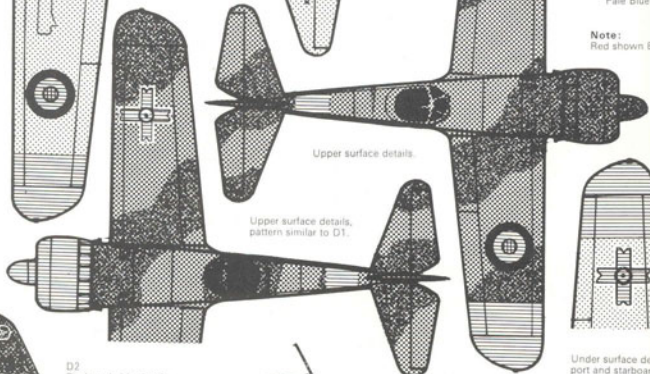


Under surface details.



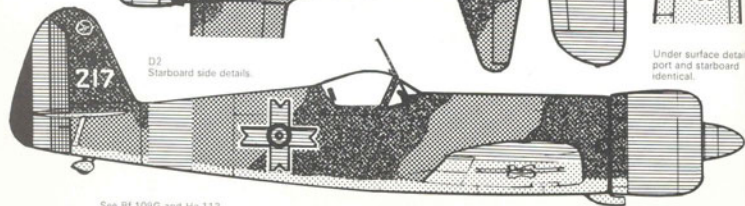
Upper surface details.

Upper surface details,
pattern similar to D1.



Note:
Red shown Black

D2
Starboard side details.



Under surface details
port and starboard
identical.

See BF 109G and He 112
for insignia colour details

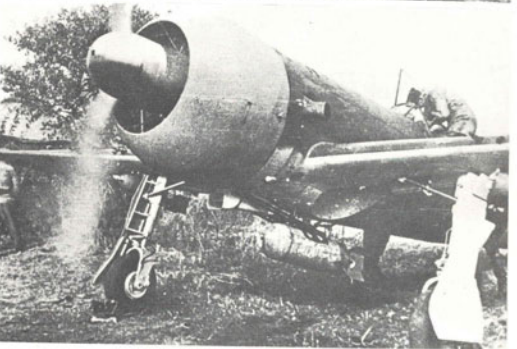
IAR 80 in flight showing clearly the camouflage pattern and the national insignia.



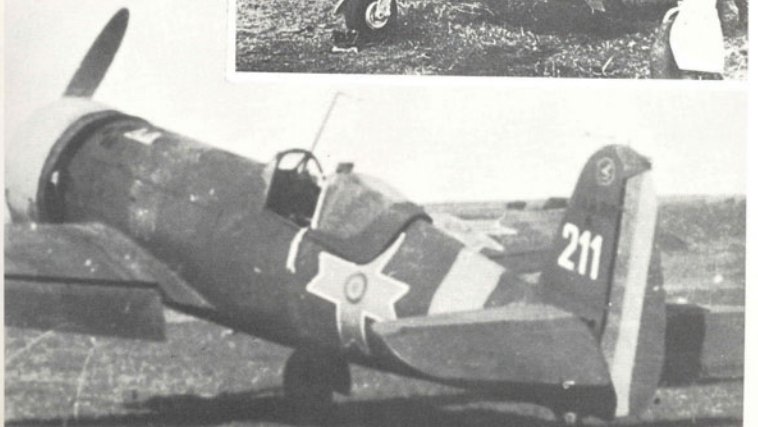
A pair of IAR 80's with the blue, yellow and red roundels in six positions.



Right: Close-up of a bombed-up IAR 81, note the all yellow cowl.

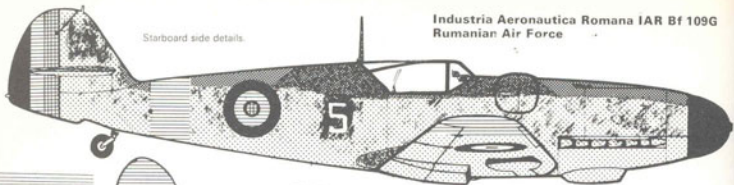


Below: Three-quarter rear shot of a IAR 80, note the fuel markings, position and size of the national insignia. (Photos Moisescu Mihail)

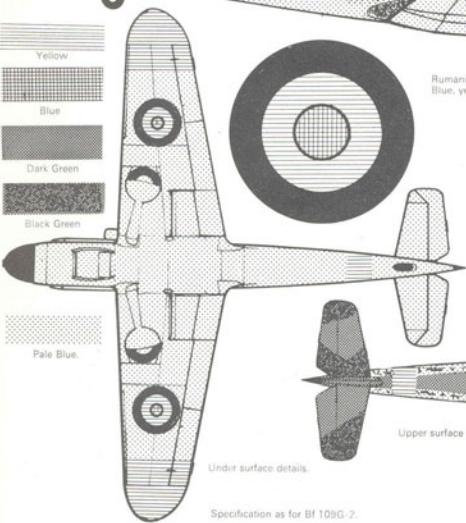
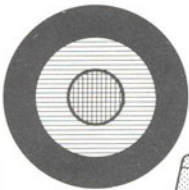


Industria Aeronautica Romana IAR Bf 109G
Rumanian Air Force

Starboard side details.

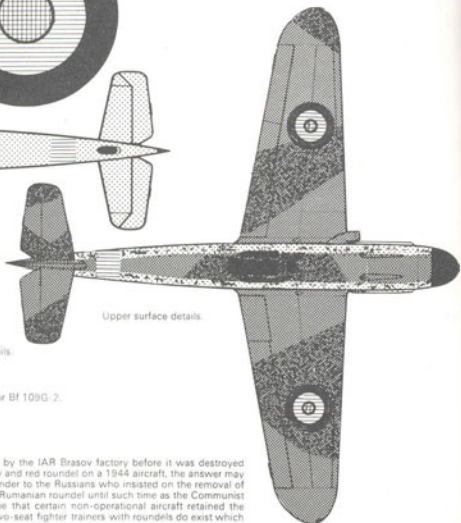


Rumanian Air Force
Blue, yellow and red. Red shown black.



Undir surface details.

Specification as for Bf 109G-2.



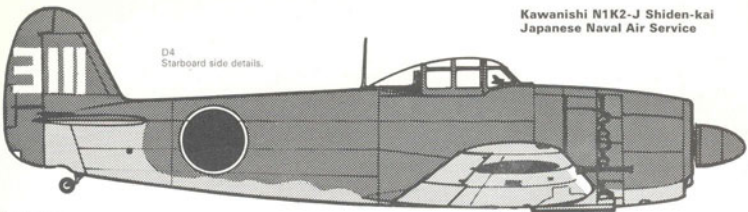
Upper surface details.

Believed to be one of the 16 or so Bf 109G's completed by the IAR Brasov factory before it was destroyed by Allied air attack in May 1944. Regarding the blue, yellow and red roundel on a 1944 aircraft, the answer may be that the photograph was taken after the Rumanian surrender to the Russians who insisted on the removal of the yellow cross insignia which was replaced by the earlier Rumanian roundel until such time as the Communist inspired present day insignia came into being or it may be that certain non-operational aircraft retained the roundel during the war years as photographs of IAR 80 two-seat fighter trainers with roundels do exist which seem to have been taken prior to the surrender. (via Moisescu Mihail)



Kawanishi N1K2-J Shiden-kai
Japanese Naval Air Service

D4
 Starboard side details.

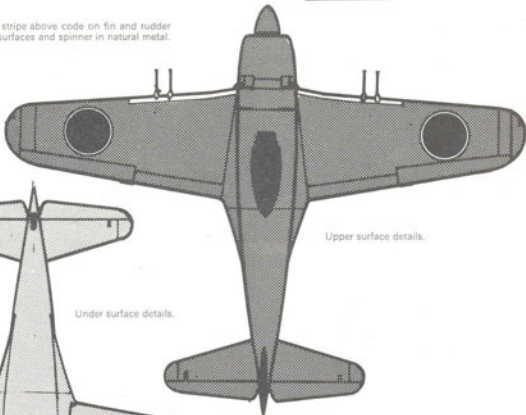


Pale Creamy-grey

Dark Green

Note: Yellow stripe above code on fin and rudder and all under surfaces and spinner in natural metal.

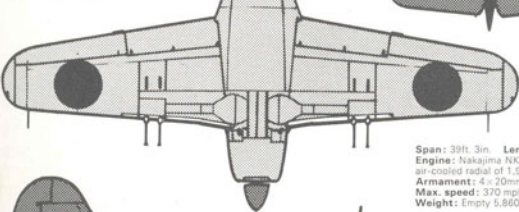
Upper surface details.



Under surface details.

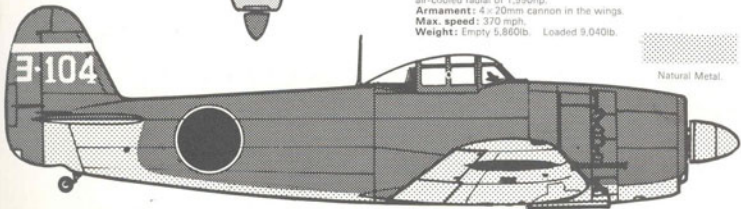
Probably one of the best JNAS fighters operational in the Pacific during the closing months of World War II, fortunately for the Allies fewer than 450 aircraft were built before the Japanese surrender.

Note: Red shown black
 Yellow leading edge shown white



Span: 39ft. 3in. **Length:** 30ft. 6in. **Height:** 13ft. 0in.
Engine: Nakajima NK9H Homare 21 18-cylinder air-cooled radial of 1,990hp.
Armament: 4 x 20mm cannon in the wings.
Max. speed: 370 mph.
Weight: Empty 5,860lb. Loaded 9,040lb.

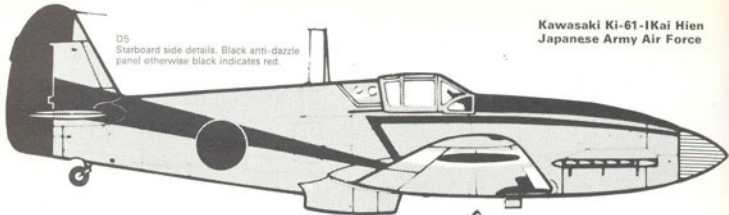
Natural Metal.



Starboard side, port side identical. N1K2-J of the Yokosuka Air Corps.

Kawasaki Ki-61-IKai Hien
Japanese Army Air Force

D5
 Starboard side details. Black anti-dazzle
 panel otherwise black indicates red.



Span: 39ft. 4½in. **Length:** 29ft. 4in. **Height:** 12ft. 1½in.
Engine: Kawasaki Ha-40 Type 2 12-cylinder
 liquid-cooled inverted V of 1,180 hp.
Armament: 2 × 20mm Ho-5 cannon plus 2 × 12.7mm Type 1 MGs.
Max. speed: 366 mph.
Weight: Empty 5,798lb. Loaded 7,650lb.

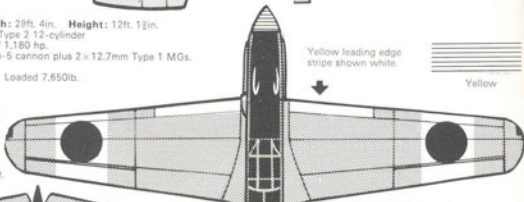
Yellow leading edge
 stripe shown white.



Yellow

Undercart detail of 244th ACR Ki-61-IKai
 below, red 78 thinly outlined white, note part
 yellow wheel cover.

1st Company,
 244th Air Combat Regiment.
 Red with white outline.



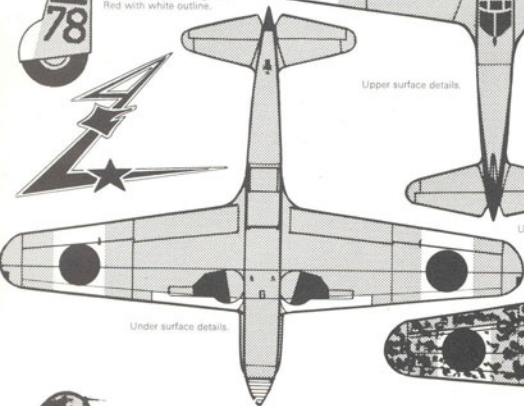
Upper surface details.



Dark Green
 on Natural Metal

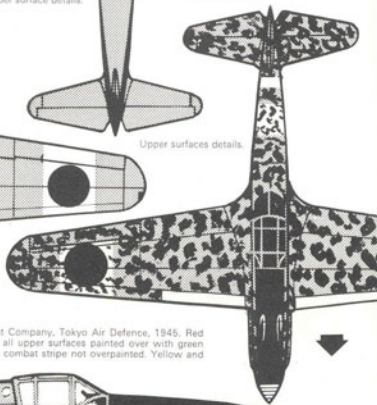


Natural Metal

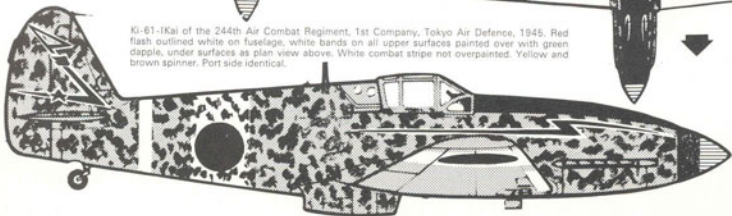


Under surface details.

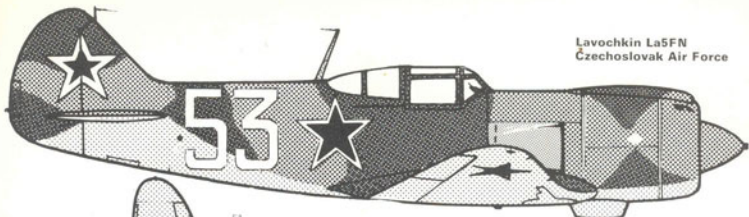
Upper surfaces details.



Ki-61-IKai of the 244th Air Combat Regiment, 1st Company, Tokyo Air Defence, 1945. Red
 flash outlined white on fuselage, white bands on all upper surfaces painted over with green
 dapple, under surfaces as plan view above. White combat stripe not overpainted. Yellow and
 brown spinner. Port side identical.



Lavochkin La5FN
Czechoslovak Air Force



E1
Starboard side details. Note the thick white surround to the star on fin and rudder and thin red outline to 53 on fuselage.



Dark Brown



Pale Blue



Dark Green

Under surface details.

Upper surface details.

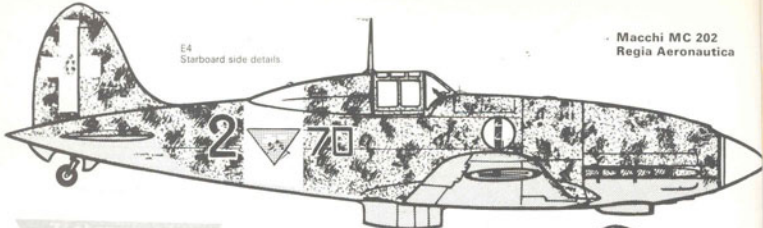
The 1st Czechoslovak Fighter Regiment, formed in September 1944 supported ground forces during the National Uprising, operated from captured airfields behind enemy lines thereby creating a small fragment of European military history as no other unit of comparable size in the ETO did so. The 2nd Czechoslovak Fighter Regiment was formed late in October 1944 both units operating with the 1st Czechoslovak Mixed Division under the command of the 8th Soviet Air Army.

Three-quarter rear shot of a La5FN clearly showing the camouflage pattern on the upper surface of the starboard wing, similar scheme to 53 above.



Macchi MC 202
Regia Aeronautica

E4
Starboard side details



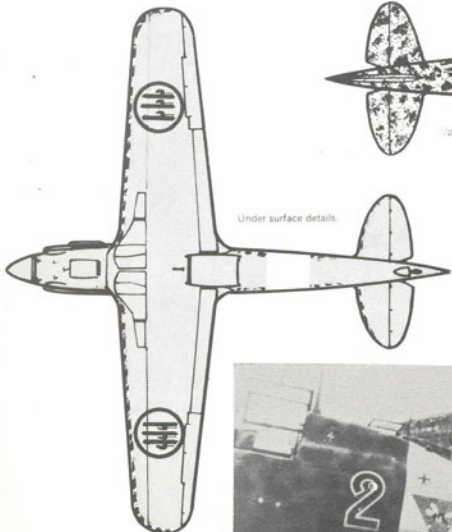
3rd Stormo CT. Pale blue triangle, white, yellow and black wasp. Brown boxing gloves.

Span: 34ft. 8in. **Length:** 29ft. 0in. **Height:** 9ft. 11in.
Engine: Alfa-Romeo RA 1000 R.C.411 12-cylinder inverted V liquid-cooled of 1,075 hp (DB601A-1)
Armament: 2 x 12.7mm MGs plus 2 - 7.7mm MGs.
Max. speed: 370 mph.
Weight: Empty 5,491lb. Loaded 6,459lb.

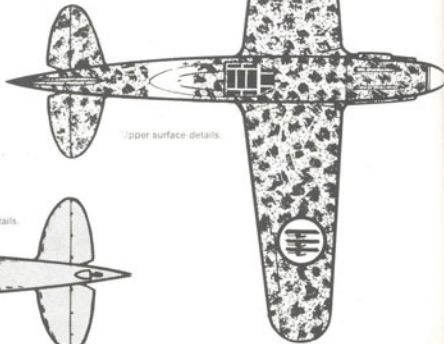


Pale Grey

See inside back cover for national insignia details.



Under surface details.

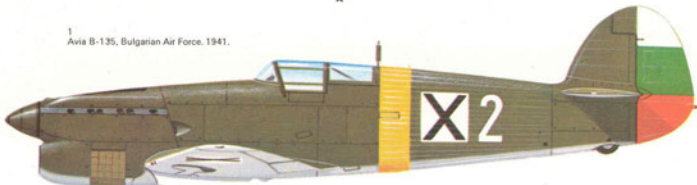


Upper surface details.

Close-up detail of the code and insignia of a Macchi MC 202 of the 70th Squadron of the 3rd Stormo. Note first aid compartment indicated with red cross. (via G. Cattaneo)



1 Avia B-135, Bulgarian Air Force, 1941.



2 Caudron C.714, Groupe de Chasse Polonoise de Varsovie I/145, June 1940



3 Caudron C.714, Groupe de Chasse Polonoise I/145, June 1940.



4 Curtiss Wright CW-21B Demon, Netherlands East Indies Air Force, 1940-41.



5 Curtiss Hawk 75A-7, Netherlands East Indies Air Force, 1940-41.



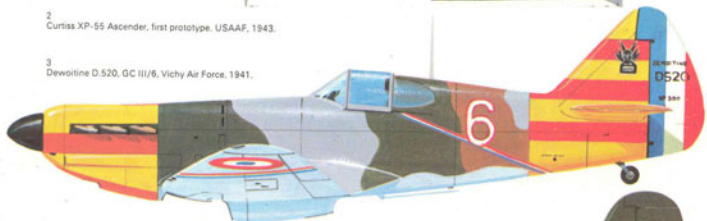
1
Curtiss Hawk 75A-3, GC I/4, Vichy Air Force, Dakar 1941.



2
Curtiss XP-55 Ascender, first prototype, USAAF, 1943.



3
Dewoitine D.520, GC III/6, Vichy Air Force, 1941.



4
Fiat G.50bis, Croatian Air Force, 1942.

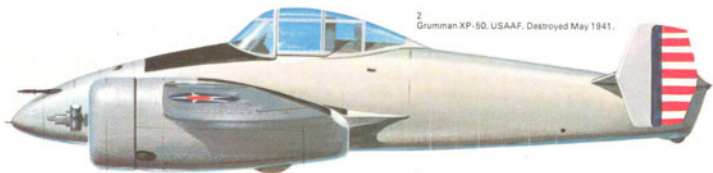


5
General Motors FM-2, VC-93, Motoyama airfield, Iwo Jima, March 1945.





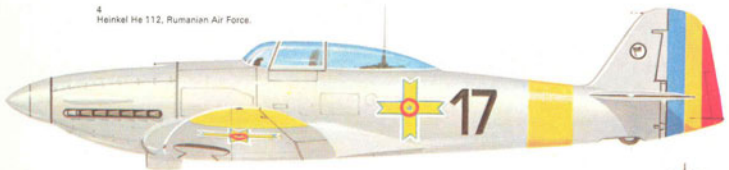
1 Grumman XF5F-1, US Navy. Long nose modification in wartime camouflage, post May 1941.



2 Grumman XP-50, USAAF. Destroyed May 1941.



3 Hawker Hurricane Mk. IIA, Russian Air Force.

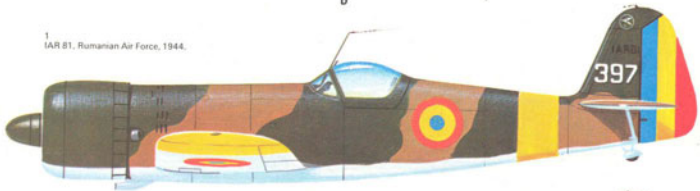


4 Heinkel He 112, Rumanian Air Force.



5 Ikarus IK-3, 51st Group, Yugoslav Air Force, Belgrade 1941.

1
IAR 81, Romanian Air Force, 1944.



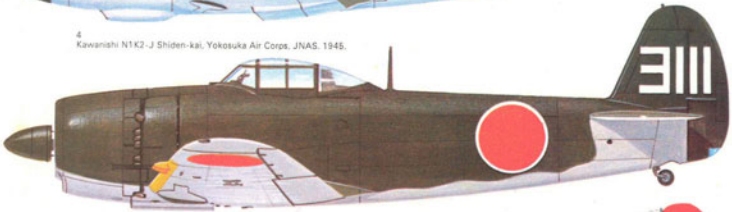
2
IAR 81, Romanian Air Force, 1944.



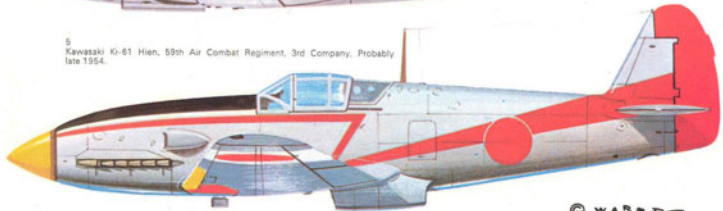
3
IAR built BF 109G6, Romanian Air Force, 1944.



4
Kawanishi NTK2-J Shiden-kai, Yokosuka Air Corps, JNAS, 1945.



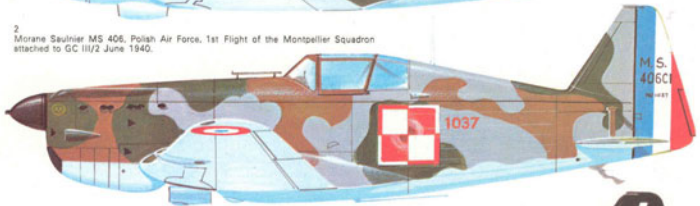
5
Kawasaki Ki-61 Hien, 59th Air Combat Regiment, 3rd Company. Probably late 1944.



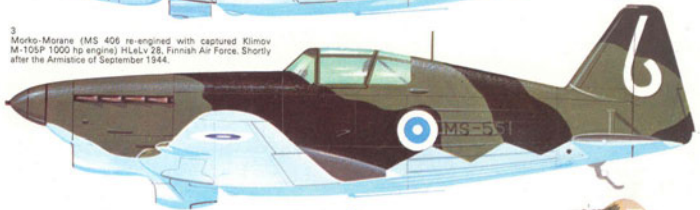
1
Lavochkin La5, 1st Czechoslovak Fighter Regiment, Przeborsk airfield, Czechoslovakia, November 1944.



2
Morane Saulnier MS 406, Polish Air Force, 1st Flight of the Montpellier Squadron attached to GC III/2 June 1940.



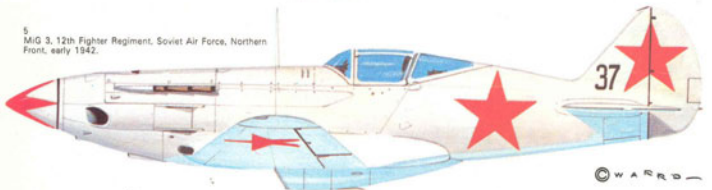
3
Morko-Morane (MS 406 re-engined with captured Klimov M-105P 1000 hp engine) HLeLv 28, Finnish Air Force. Shortly after the Armistice of September 1944.

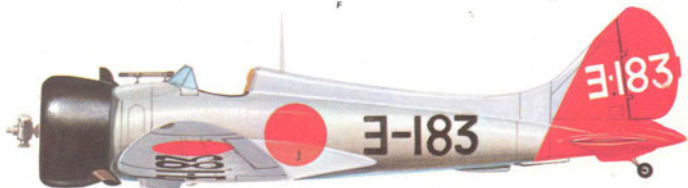


4
Macchi MC 202, 23rd Gruppo, 3rd Stormo, 70th Squadron, Regia Aeronautica, Tunisia, February 1943.



5
MiG 3, 12th Fighter Regiment, Soviet Air Force, Northern Front, early 1942.

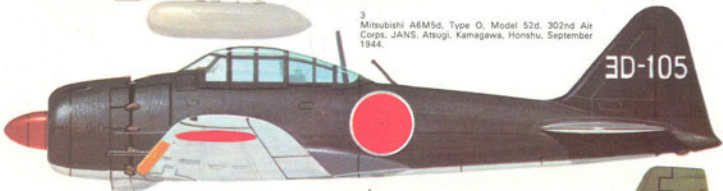




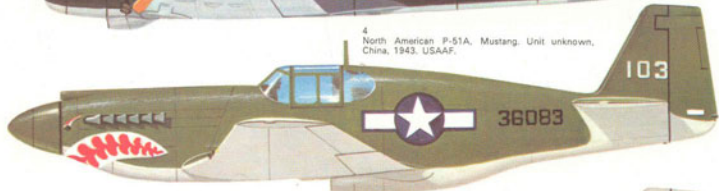
1 Mitsubishi A5M2a Type 96-2, Model 21, Yokosuka Air Corps, Imperial Guard Air Unit Base and Tokyo Air Defence JAAF. Spring 1939.



2 Mitsubishi A6M5c, Type O, Model 52c, 203rd Air Corps, 303rd Fighter Squadron flown by Petty Officer Takeo Tanimizu from Kagoshima Naval Air Station, JNAS. June 1945.



3 Mitsubishi A6M5d, Type O, Model 52d, 302nd Air Corps, JANS, Atsugi, Kamagawa, Honshu, September 1944.



4 North American P-51A, Mustang, Unit unknown, China, 1943, USAAF.



5 North American P-51B Mustang, 118th TRS, 14th Air Force, USAAF, China, 1943.



1 PZL P-24, Bulgarian Air Force, 1938-39.



2 PZL P-24, Rumanian Air Force, 1941-42.



3 Reggiane Re.2000, Hungarian Air Force, Summer 1941.

4 Reggiane Re.2001, 22nd Gruppo Autonomo, 359th Squadron, Regia Aeronautica, Sicily, September 1942.



5 Reggiane Re.2005, 22nd Gruppo Autonomo, 362nd Squadron, Regia Aeronautica, Sicily, July 1943.



1 Republic P-43 Lancer, Chinese Nationalist Air Force, September 1942.



2 Republic P-47D Thunderbolt, 5th Emergency Rescue Squadron, 8th Air Force, ETO, USAAF.



3 Republic P-47D Thunderbolt, 56th Fighter Group, 61st Fighter Squadron, 8th Air Force, ETO, USAAF. Flown by Witold Lanowski.



4 V. L. Pyörremäsky, Finnish Air Force, 1945.

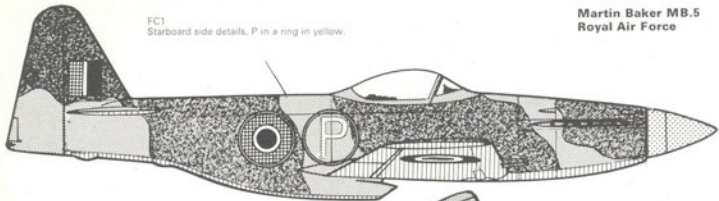


5 Yak-3M, 1st Squadron, 1st Warsaw Fighter Regiment, Polish Air Force. Flown by 2nd Lt. Edward Chromy, April, 1945.



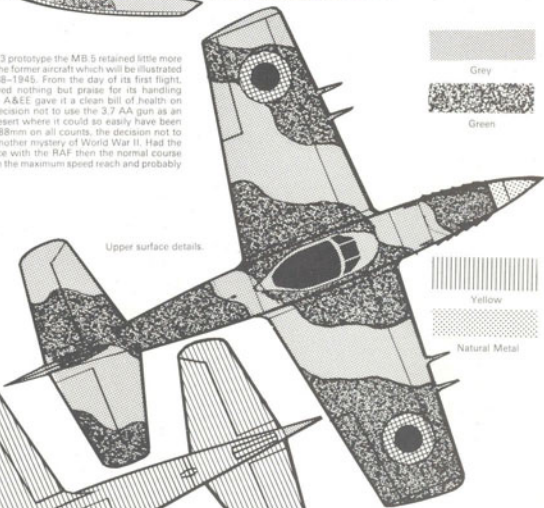
FC1
Starboard side details, P in a ring in yellow.

**Martin Baker MB.5
Royal Air Force**



Developed from the second MB.3 prototype the MB.5 retained little more than the wings and undercarriage of the former aircraft which will be illustrated in Volume 2 of 50 Fighters 1938-1945. From the day of its first flight, 23 May 1944 the MB.5 received nothing but praise for its handling qualities by all who flew it, the A&EE gave it a clean bill of health on technical excellence. Like the decision not to use the 3.7 AA gun as an anti-tank gun in the Western Desert where it could so easily have been used out-shooting the German 88mm on all counts, the decision not to put the MB.5 in production is another mystery of World War II. Had the MB.5 gone into squadron service with the RAF then the normal course of development would have seen the maximum speed reach and probably pass the 500 mph mark.

Upper surface details.



Grey

Green

Yellow

Natural Metal

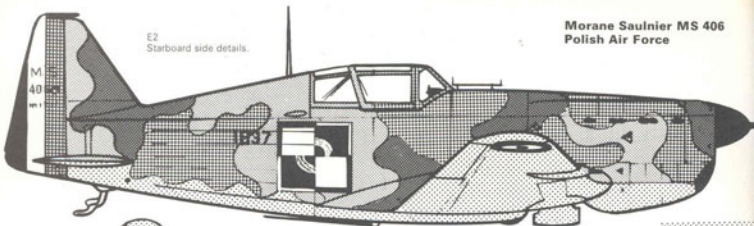
Under surface details.

Blue

Span: 35ft. 0in. **Length:** 37ft. 9in. **Height:** 15ft. 1in.
Engine: Rolls-Royce Griffon 83 12-cylinder liquid-cooled V of 2,340hp.
Armament: 4 x 20mm cannon.
Max. speed: 464 mph.
Weight: Empty 9,230lb. Loaded 11,050/12,100lb.

Morane Saulnier MS 406
Polish Air Force

E2
 Starboard side details.



Legend on rudder reads: **M.S.**
406C1
N 1037

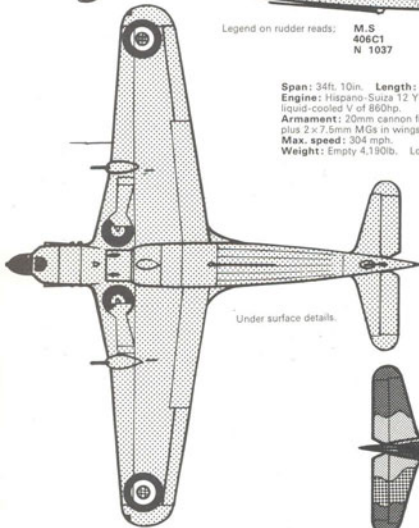
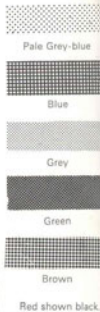
Span: 34ft. 10in. **Length:** 26ft. 9in. **Height:** 9ft. 3in.

Engine: Hispano-Suiza 12 Y-31 12-cylinder liquid-cooled V of 860hp

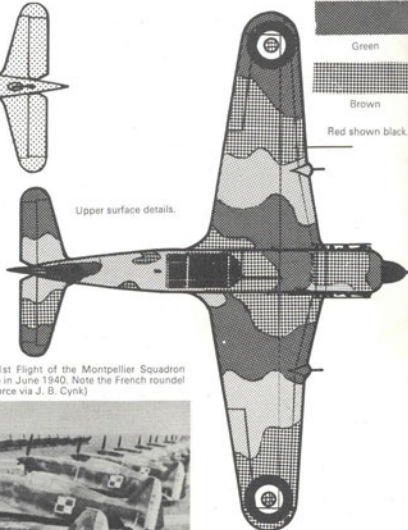
Armament: 20mm cannon firing through the airscrew hub plus 2 x 7.5mm MGs in wings.

Max. speed: 304 mph.

Weight: Empty 4,190lb. Loaded 5,365/6,000lb.



Under surface details.

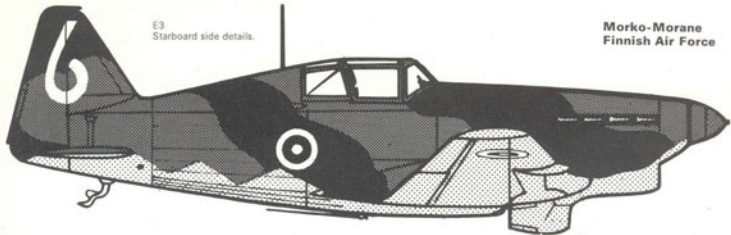


Upper surface details.

Line-up of Morane Saulnier MS 406 single-seat fighters of the 1st Flight of the Montpellier Squadron attached to Groupe de Chasse III/2 on Lyon-Bron airfield some time in June 1940. Note the French roundel is visible beneath the Polish red and white chessboard. (Polish Air Force via J. B. Cynk)



E3
Starboard side details.



Dimensions: as for MS 406.
Engine: Klimov M-105P 12-cylinder liquid-cooled V of 1,000hp.
Armament: 12.7mm MG firing through airscrew hub plus 2 x 7.5mm fw wings.
Max. speed: 327 mph.

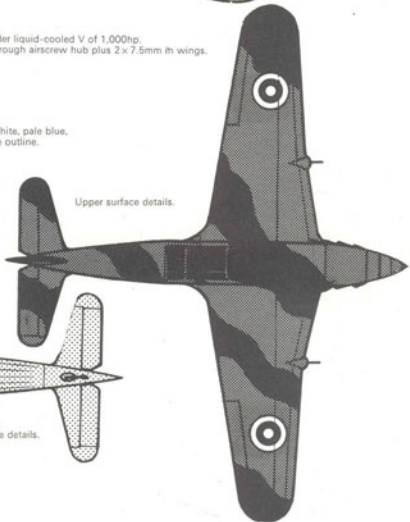
Olive Green

Pale Blue

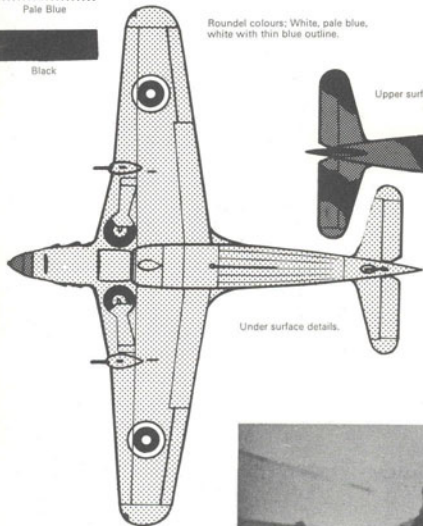
Black

Roundel colours: White, pale blue,
white with thin blue outline.

Upper surface details.



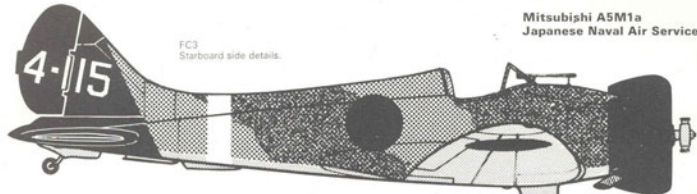
Under surface details.



A Morko-Moranni or Super-Morane of HLeLv 28 photographed after the end of the Russo-Finnish war. A batch of standard Finnish and ex-French Air Force MS 406's were re-engined with captured Klimov M-105P's of 1,000hp and dubbed Super-Moranés by the Finns. Serials on some of these modified aircraft had a small suffix v added to the MS. (via B. Hielm)



Mitsubishi A5M1a
Japanese Naval Air Service



Dark Brown



Dark Green

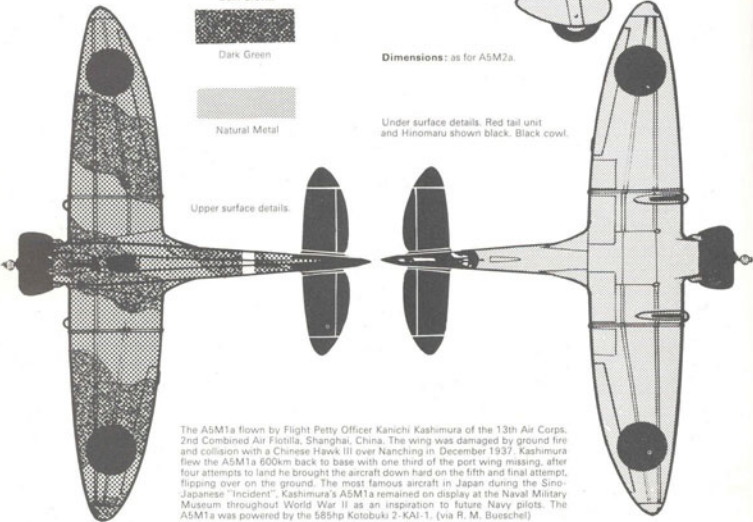


Natural Metal

Dimensions: as for A5M2a.

Under surface details. Red tail unit
and Hinomaru shown black. Black cowl.

Upper surface details.

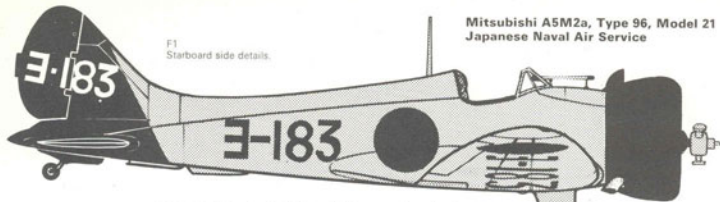


The A5M1a flown by Flight Petty Officer Kanichi Kashimura of the 13th Air Corps, 2nd Combined Air Flotilla, Shanghai, China. The wing was damaged by ground fire and collision with a Chinese Hawk III over Nanching in December 1937. Kashimura flew the A5M1a 600km back to base with one third of the port wing missing, after four attempts to land he brought the aircraft down hard on the fifth and final attempt, flipping over on the ground. The most famous aircraft in Japan during the Sino-Japanese "Incident", Kashimura's A5M1a remained on display at the Naval Military Museum throughout World War II as an inspiration to future Navy pilots. The A5M1a was powered by the 585hp Kotobuki 2-KAI-1. (via R. M. Bueschel)



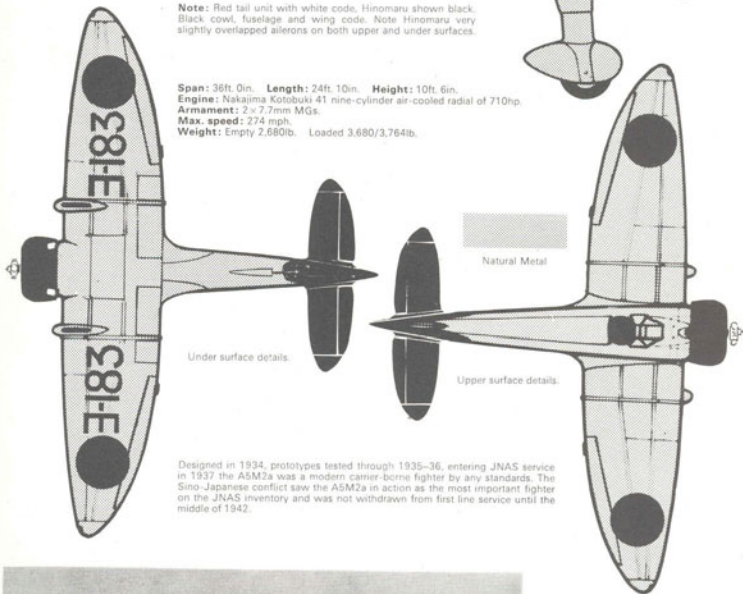
Mitsubishi A5M2a, Type 96, Model 21
Japanese Naval Air Service

F1
 Starboard side details.



Note: Red tail unit with white code, Hinomaru shown black. Black cowl, fuselage and wing code. Note Hinomaru very slightly overlapped ailerons on both upper and under surfaces.

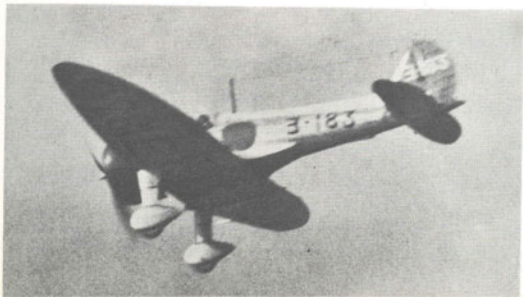
Span: 36ft. 0in. **Length:** 24ft. 10in. **Height:** 10ft. 6in.
Engine: Nakajima Kotobuki 41 nine-cylinder air-cooled radial of 710hp.
Armament: 2 x 7.7mm MGs.
Max. speed: 274 mph.
Weight: Empty 2,680lb. Loaded 3,680/3,764lb.



Under surface details.

Upper surface details.

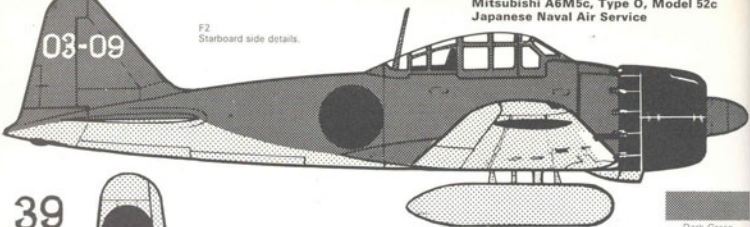
Designed in 1934, prototypes tested through 1935-36, entering JNAS service in 1937 the A5M2a was a modern carrier-borne fighter by any standards. The Sino-Japanese conflict saw the A5M2a in action as the most important fighter on the JNAS inventory and was not withdrawn from first line service until the middle of 1942.



Flying shot of 3-183, Yokosuka Air Corps, Imperial Guard Air Unit Base and Tokyo Air Defence, spring 1939. The code is faintly visible beneath the wings.
 (via R. M. Bueschel)

03-09

F2
Starboard side details.



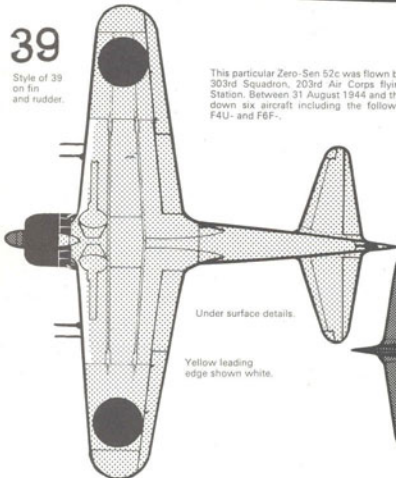
39

Style of 39
on fin
and rudder.

This particular Zero-Sen 52c was flown by Petty Officer Takeo Tanimizu, 303rd Squadron, 203rd Air Corps flying from Kagoshima Naval Air Station. Between 31 August 1944 and the end of the war Tanimizu shot down six aircraft including the following types B-24, P-51D, P-47, F4U- and F6F-.

Dark Green

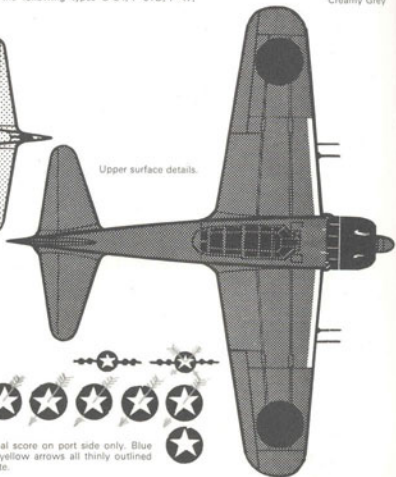
Creamy Grey



Under surface details.

Yellow leading
edge shown white.

Upper surface details.



F3
Starboard side details. Modified A6M5 to mount oblique firing 20mm cannon aft of cockpit for night fighter operations. Single cannon firing upward to port had 60-round drum, permitted an attack being made from below while outside range of USAAF 5 MG. The cannon fired to port, 11 o'clock position at 30°, modifications made in August 1944. 302nd Air Corps.



Personal score on port side only. Blue discs, yellow arrows all thin white outlines.

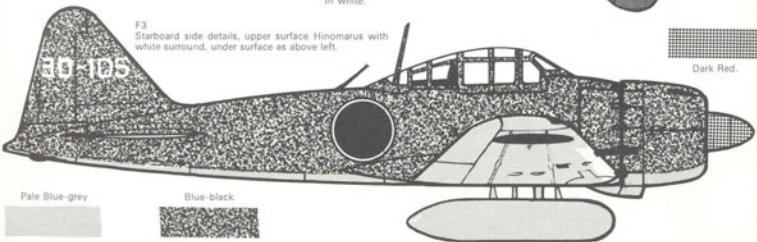
F3
Starboard side details, upper surface Hinomaru with white surround, under surface as above left.

30-105

Dark Red.

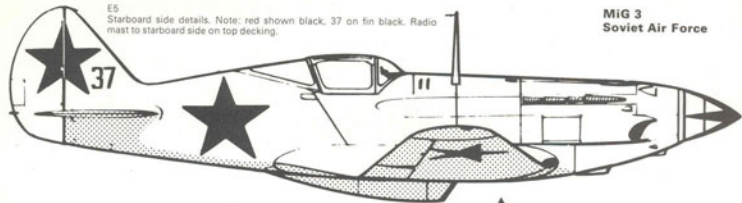
Pale Blue-grey

Blue-black



MIG 3
Soviet Air Force

E5
Starboard side details. Note: red shown black. 37 on fin black. Radio mast to starboard side on top decking.

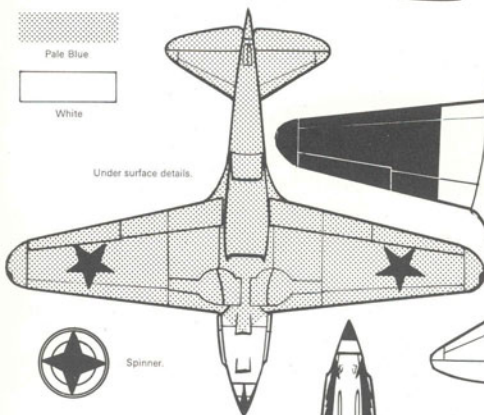


Pale Blue



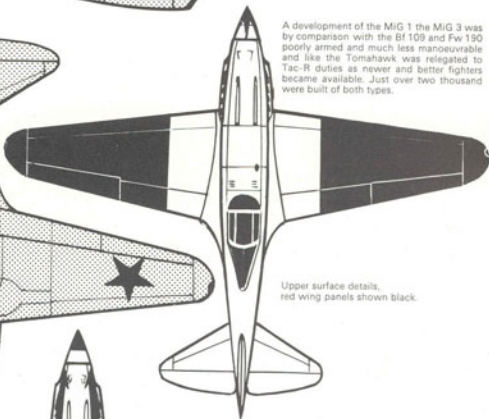
White

Under surface details.



A development of the Mig 1 the Mig 3 was by comparison with the Bf 109 and Fw 190 poorly armed and much less manoeuvrable and like the Tomahawk was relegated to Tac-R duties as newer and better fighters became available. Just over two thousand were built of both types.

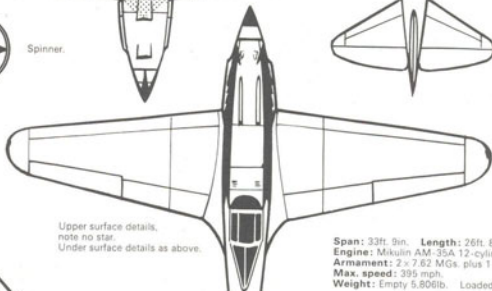
Upper surface details,
red wing panels shown black.



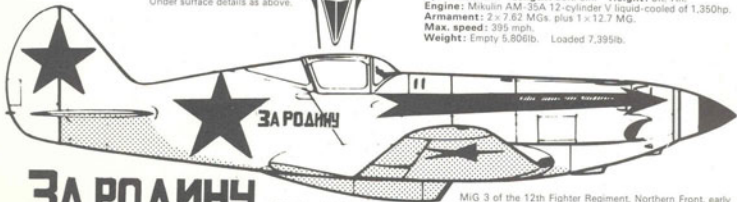
Spinner.



Upper surface details,
note no star.
Under surface details as above.



Span: 33ft. 9in. **Length:** 26ft. 8in. **Height:** 8ft. 7in.
Engine: Mikulin AM-35A 12-cylinder V liquid-cooled of 1,350hp.
Armament: 2 x 7.62 MGs. plus 1 x 12.7 MG.
Max. speed: 395 mph.
Weight: Empty 5,806lb. Loaded 7,395lb.



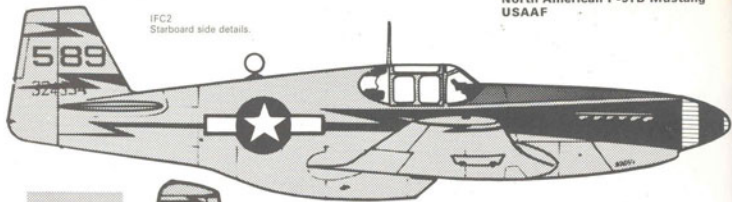
ЗА РОДИНУ

Legend on fuselage,
port and starboard in black.

MIG 3 of the 12th Fighter Regiment, Northern Front, early 1942. Black arrow on fuselage and lettering.

North American P-51B Mustang
USAAF

1FC2
Starboard side details.

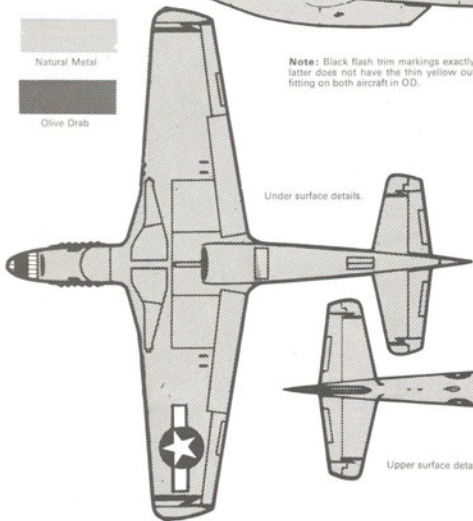


Natural Metal

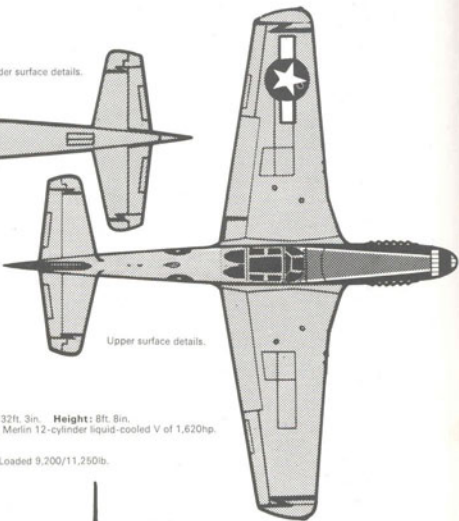
Olive Drab

Note: Black flash trim markings exactly the same for 600 and 589 except the latter does not have the thin yellow outline to fuselage and wing flashes. DF fitting on both aircraft in OD.

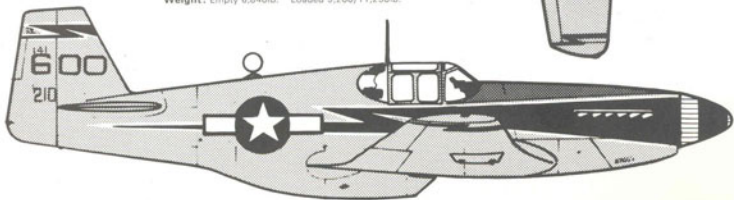
Under surface details.



Upper surface details.



Span: 37ft. 0in. **Length:** 32ft. 3in. **Height:** 8ft. 8in.
Engine: Packard V-1650-3 Merlin 12-cylinder liquid-cooled V of 1,620hp.
Armament: 4 x .5 MGs.
Max. speed: 440 mph.
Weight: Empty 6,840lb. Loaded 9,200/11,250lb.



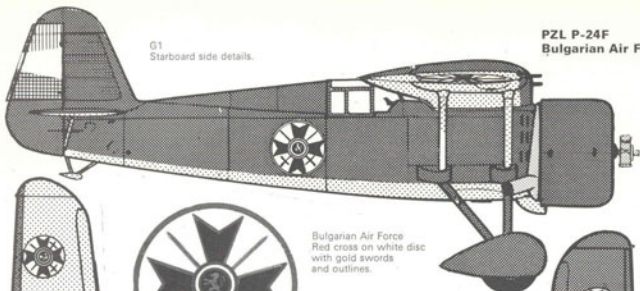


P-51B's of the 118th Tactical Reconnaissance Squadron, 14th Air Force, USAAF on Kweilin airfield, China during the last few days of the American occupation of this field before it was evacuated in the face of advancing Japanese armies. Middle photo shows 600 taking off, probably for the last time with airfield buildings burning against the rugged mountain backdrop of this field. Lower photo shows 589, note two Jap. flags under cockpit, pilots name unknown. (Photos Jack Canary via R. M. Bueschel)



PZL P-24F
Bulgarian Air Force

G1
Starboard side details.

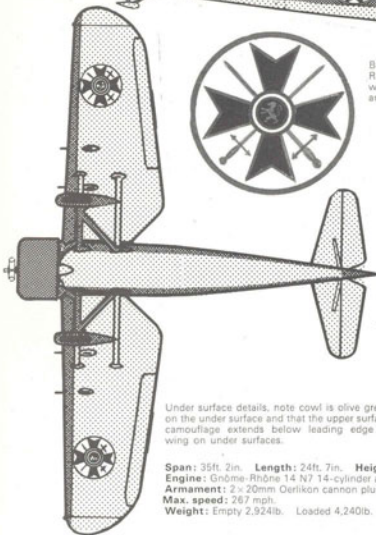


Bulgarian Air Force
Red cross on white disc
with gold swords
and outlines.



Olive Green

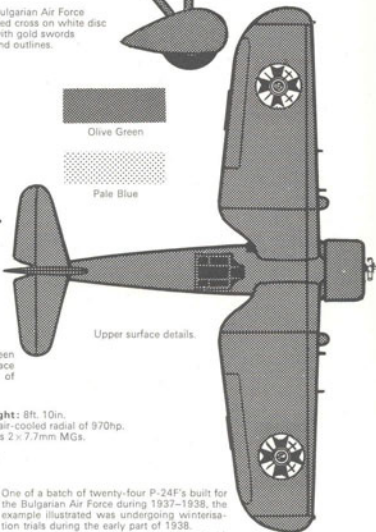
Pale Blue



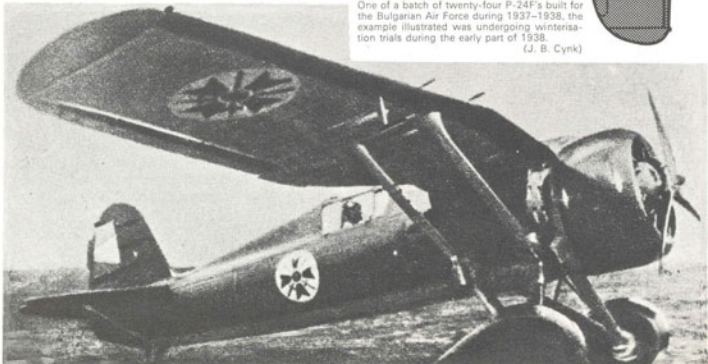
Under surface details, note cowling is olive green on the under surface and that the upper surface camouflage extends below leading edge of wing on under surfaces.

Span: 35ft. 2in. **Length:** 24ft. 7in. **Height:** 8ft. 10in.
Engine: Gnôme-Rhône 14 N7 14-cylinder air-cooled radial of 970hp.
Armament: 2 x 20mm Oerlikon cannon plus 2 x 7.7mm MGs.
Max. speed: 267 mph.
Weight: Empty 2,924lb. Loaded 4,240lb.

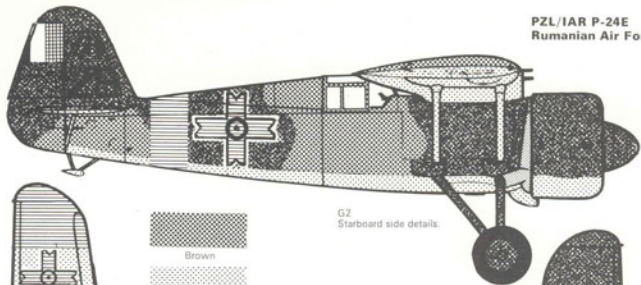
Upper surface details.



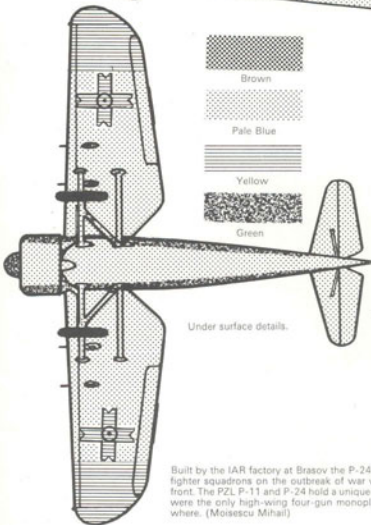
One of a batch of twenty-four P-24F's built for the Bulgarian Air Force during 1937-1938, the example illustrated was undergoing winterization trials during the early part of 1938.
(J. B. Cynk)



PZL/IAR P-24E
Rumanian Air Force



G2
Starboard side details.



Under surface details.



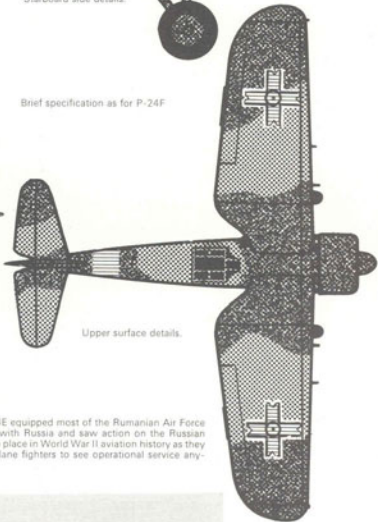
Brown

Pale Blue

Yellow

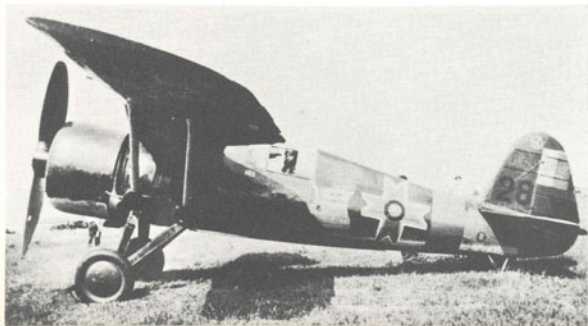
Green

Brief specification as for P-24F

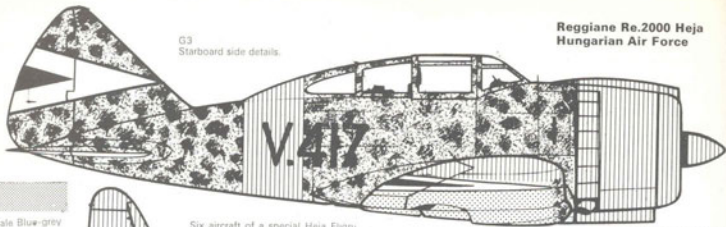


Upper surface details.

Built by the IAR factory at Brasov the P-24E equipped most of the Rumanian Air Force fighter squadrons on the outbreak of war with Russia and saw action on the Russian front. The PZL P-11 and P-24 hold a unique place in World War II aviation history as they were the only high-wing four-gun monoplane fighters to see operational service anywhere. (Moisescu Mihail)



G3
Starboard side details.



Pale Blue-grey

Six aircraft of a special Heja Flgns operated on the Russian Front from June to December 1941 in the markings as shown above. 4, below, illustrates a Heja of the 1/1 Fighter Squadron which operated as part of the Independent Fighter Group of the 2nd Air Brigade on the Russian Front in 1942. Note change of insignia from green, white and red arrow head to white cross on black square.

Yellow



Green

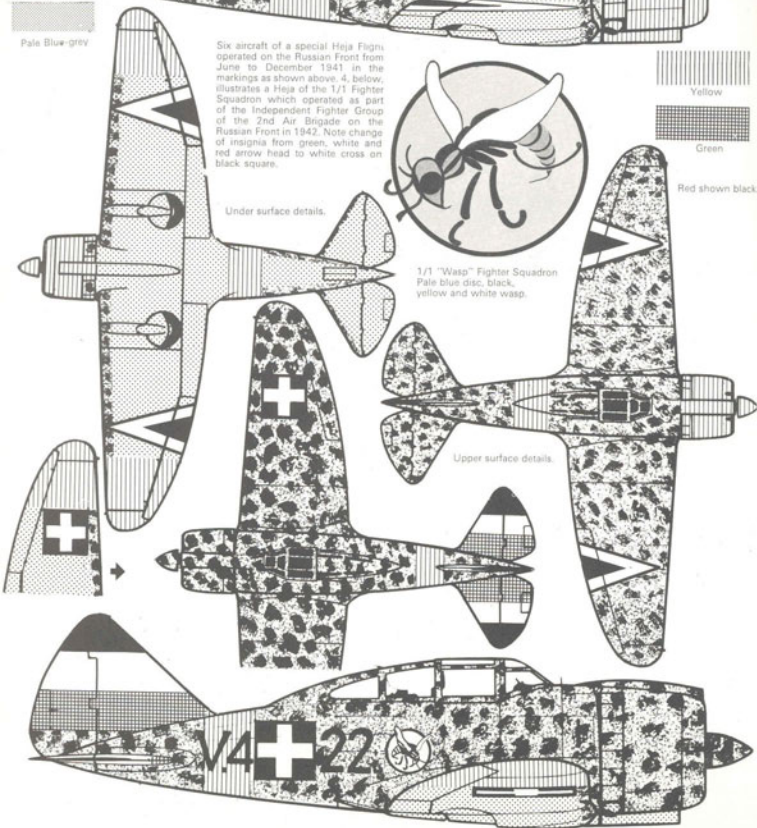
Red shown black

Under surface details.



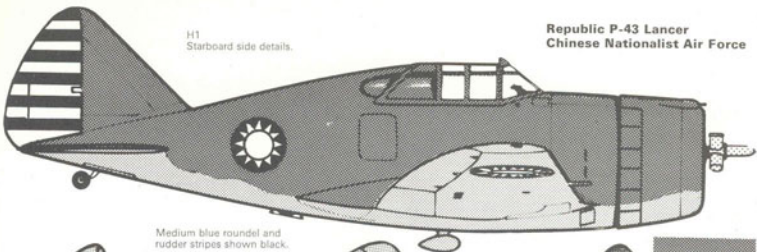
1/1 "Wasp" Fighter Squadron
Pale blue disc, black,
yellow and white wasp.

Upper surface details.



Republic P-43 Lancer
Chinese Nationalist Air Force

H1
Starboard side details.

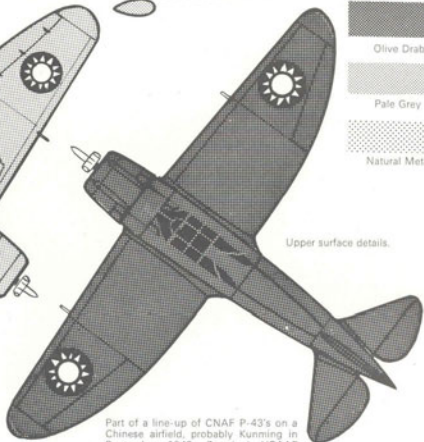


Medium blue roundel and
rudder stripes shown black.

Under surface details.

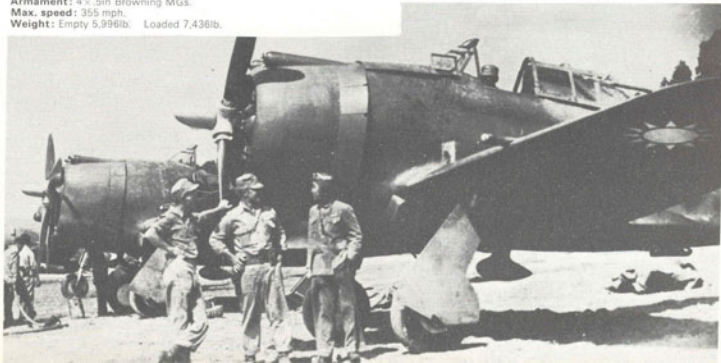


Upper surface details.



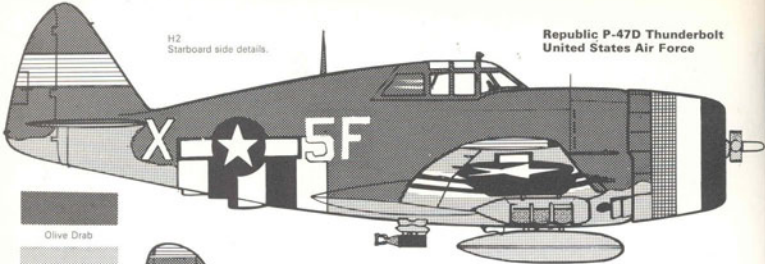
Span: 36ft. 0in. **Length:** 28ft. 6in. **Height:** 14ft. 0in.
Engine: Pratt & Whitney R-1830-57 Twin Wasp 14-cylinder
air-cooled radial of 1,200hp.
Armament: 4 x .5in Browning MGs.
Max. speed: 355 mph.
Weight: Empty 5,990lb. Loaded 7,430lb.

Part of a line-up of CNAF P-43's on a Chinese airfield, probably Kunming in September 1942. Standard USAAF finish, note Chinese pilot talking to USAAF ground-crewmembers. (USAF)



Republic P-47D Thunderbolt
United States Air Force

H2
Starboard side details.



Olive Drab

Pale Grey

Orange Yellow

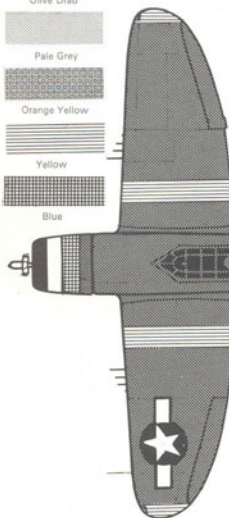
Yellow

Blue

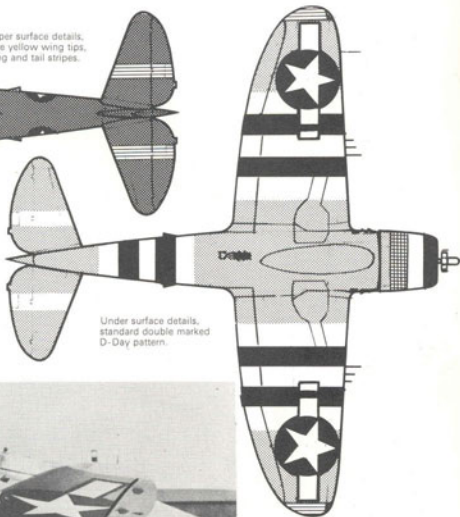
Span: 40ft. 9in. **Length:** 36ft. 2in. **Height:** 14ft. 7in.
Engine: Pratt & Whitney R-2800-21 18-cylinder air-cooled radial of 2,300hp.
Armament: Usually 2 x .5in MGs, some aircraft retained full complement of 4 x .5in MGs, per wing.
Max. speed: 435 mph.
Weight: Empty 9,900lb. Loaded 13,500/15,000lb.

Red shown black except in national insignia.

Upper surface details, note yellow wing tips, wing and tail stripes.

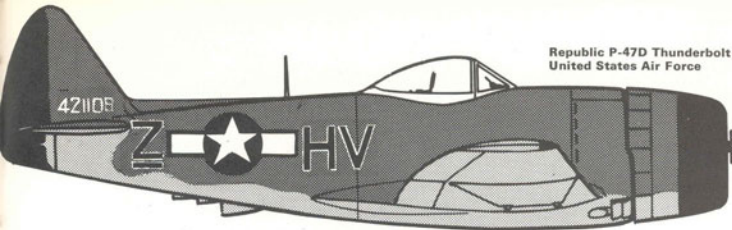


Under surface details, standard double marked D-Day pattern.



War-weary P-47D of the 5th Emergency Rescue Squadron based at Boxed with Zemke's "Wolfpack", the 56th Fighter Group. Usual stores were one 150-gal. belly tank, an M-type dinghy pack beneath each wing and up to four smoke markers on special rack aft of belly tank. (Ray E. Bowers)

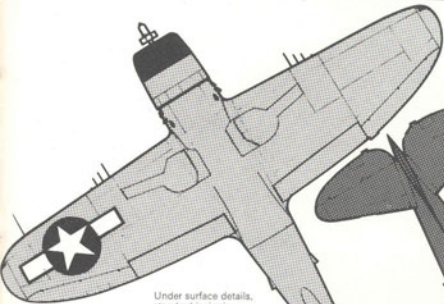
Republic P-47D Thunderbolt
United States Air Force



H3
Starboard side details, note star and bar outlined in red, code red with white outline. Red cowl and rudder shown black.

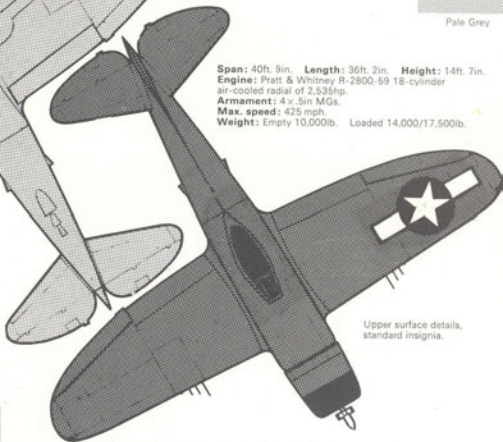
Olive Drab

Pale Grey



Under surface details,
standard insignia.

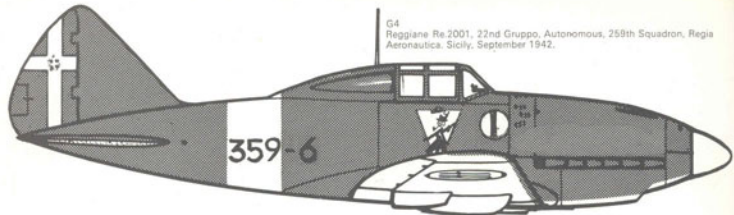
Span: 40ft. 9in. Length: 36ft. 2in. Height: 14ft. 7in.
Engine: Pratt & Whitney R-2800-59 18-cylinder
air-cooled radial of 2,536hp.
Armament: 4 x .5in MGA.
Max. speed: 425 mph.
Weight: Empty 10,000lb. Loaded 14,000/17,500lb.



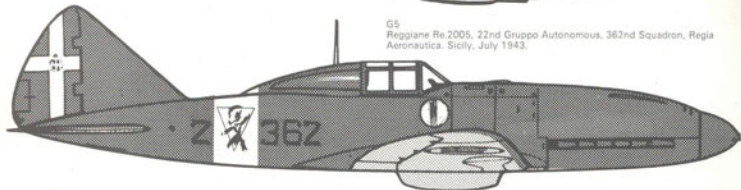
Upper surface details,
standard insignia.

Port side detail shot of P-47D of the 56 Fighter Group, 61st Fighter Squadron, 8th Air Force, ETO. Note the red surround to the national insignia on the fuselage, the large Polish chess-board on cowl, red code outlined white and the natural metal frame to cockpit canopy. A very colourful P-47D flown by Witold Lanowski. (IWM)

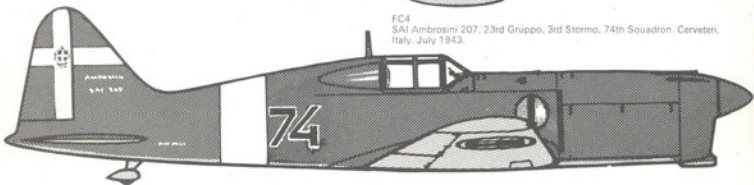




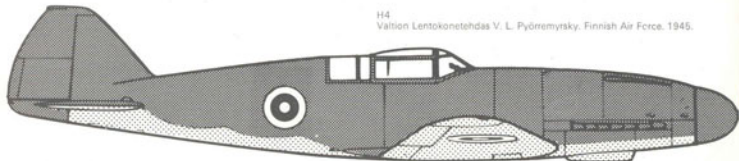
G4
Reggiane Re.2001, 22nd Gruppo, Autonomo, 259th Squadron, Regia
Aeronautica, Sicily, September 1942.



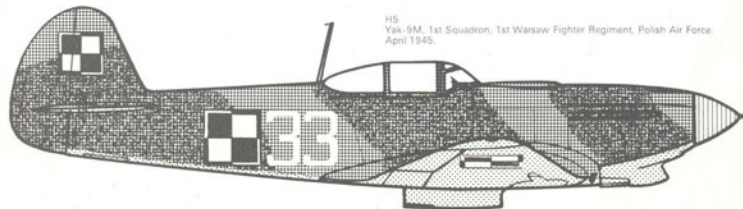
G5
Reggiane Re.2005, 22nd Gruppo Autonomo, 362nd Squadron, Regia
Aeronautica, Sicily, July 1943.



FC4
SAI Ambrosini 207, 23rd Gruppo, 3rd Stormo, 74th Squadron, Cerveteri,
Italy, July 1943.

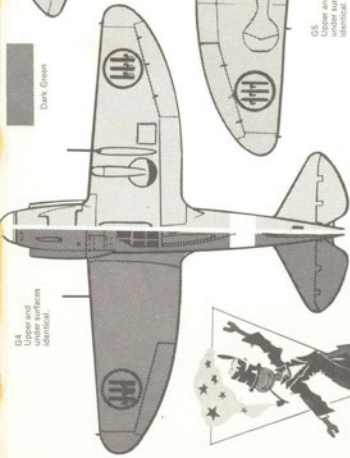


H4
Valtion Lentokonetehdas V. L. Pyörremyrsky, Finnish Air Force, 1945.



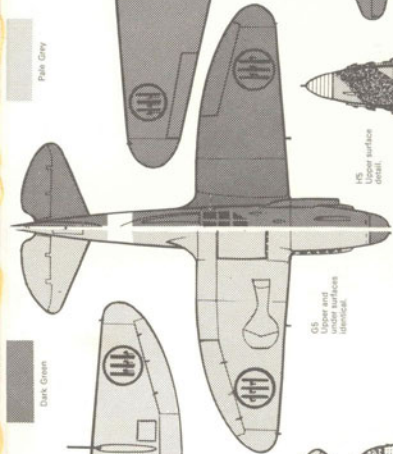
H5
Yak-9M, 1st Squadron, 1st Warsaw Fighter Regiment, Polish Air Force,
April 1945.

G4
Upper and
lower surfaces
identical.



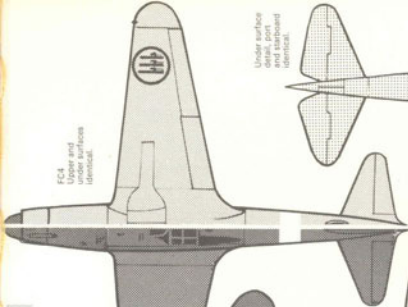
Dark Green

G5
Upper and
lower surfaces
identical.



Pale Grey

FC4
Upper and
lower surfaces
identical.

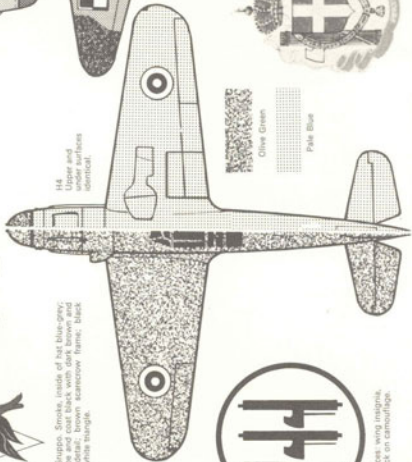


Under surface
detail, port
and starboard
identical.



22nd Gruppo. Stripes, inside of hot blue-grey; white; green; yellow; black; brown; black; white stars; white triangle.

114
Upper and
lower surfaces
identical.



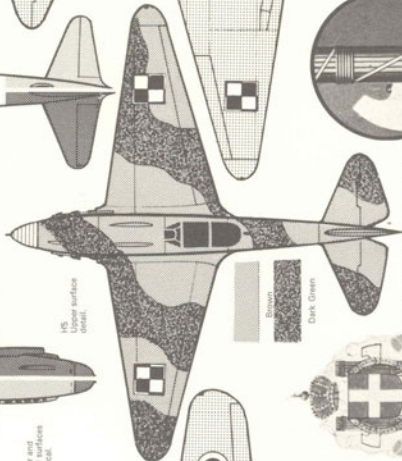
Olive Green

Pale Blue

Brown

Dark Green

115
Upper surface
detail.



Yellow

Faces wing insignia.
Black on camouflage.



Coat of arms of the House of Savoia usually positioned where the arms of the white rudder cross meet. Red shield with white crosses; red and gold crown; gold faces with white eyes; black and gold crown; black and gold scroll; black with gold scroll; Gold orb and sceptre (antiquating crown).



Faces insignia. Blue disc outlined black with light to dark brown shaded flagons. Black and brown shaded flagons. Black shaft; black string.

AIRCAM AVIATION SERIES

Each publication in the original AIRCAM series illustrates one type or major sub-type of a famous aircraft in the colour schemes and markings of the Air Forces of the World. Each issue contains eight pages of colour side-view illustrations with supporting black and white plan view drawings showing where necessary both upper and under surfaces, one hundred-plus half-tone photographs, more than half of which have never previously been published, and between three and seven thousand words of text. The AIRCAM SPECIALS cover a wide range of subjects from the three single-seat fighters of the Battle of Britain to present day Aerobatic Teams, Air Force Histories and Air Force Colour Schemes and Markings, and the Specials will have new titles added at regular intervals. The content of Specials will vary, depending on subject to between five and ten thousand words and between fifty and one hundred half-tone photographs; all will have eight full colour pages.

- 1 North American P-51D Mustang
- 2 Republic P-47 Thunderbolt
- 3 North American Mustang Mk. I/IV
North American P-51B and D Mustang
- 4 Supermarine Spitfire Mk. I/XVI, Merlin Engine
- 5 North American P-51B/C Mustang
- 6 Curtiss (P-40) Kittyhawk Mk. I/IV
- 7 Curtiss P-40 Warhawk
- 8 Supermarine Spitfire—Griffon Engine
- 9 Spad Scouts
- 10 Lockheed P-38 Lightning
- 11 Consolidated B-24 Liberator
- 12 Avro Lancaster
- 13 Nakajima Ki.43
- 14 Republic F/RF-84F
Thunderstreak/Thunderflash
- 15 Boeing B-17 Flying Fortress
- 16 Mitsubishi A6M-Zero-Sen
- 17 North American F-86A/H Sabre Vol. 1
- 18 Nakajima Ki.27/Manshu Ki.79
- 19 Grumman F6F3/5 Hellcat
- 20 Canadair Sabre Mk. I/VI:
Commonwealth Sabre Mk. 30/32 Vol. 2
- 21 Kawasaki Ki.61-I/III Hien/Ki.100
- 22 North American B-25C/H. Mitchell
- 23 Vought F4U-1/7 Corsair
- 24 Hawker Hurricane Mk. I/IV
- 25 Nakajima Ki.44-Ia/Ilb Shoki
- 26 Hawker Hunter
- 27 Douglas A-4 Skyhawk
- 28 De Havilland Mosquito
- 29 Nakajima Ki.84 Hayate
- 30 McDonnell F-4 Phantom
- 31 Vought F-8 Crusader
- 32 Kawasaki Ki.48
- 33 De Havilland Vampire
- 34 North American F-100 Super Sabre
- 35 Mitsubishi G3M-1/2/3
- 36 Douglas A-20 Havoc/Boston
- 37 English Electric Lightning
- 38 Curtiss P-36/Hawk 75/P-40A, B, C.

AIRCAM 'SPECIALS'

- S1 **Battle of Britain**
The Supermarine Spitfire, Hawker Hurricane and Messerschmitt Bf 109E.
- S2 **Finnish Air Force**
A complete history of the Finnish Air Force from formation to the present day.
- S3 } **Sharkmouth**
S4 } In two Volumes. The history of the SHARKMOUTH markings from its origin in the German Air Force in the first World War to the present day.
- S5 **Czechoslovakian Air Force 1918-1970**
A pictorial history of the Czechoslovakian Air Force through two World Wars to the present day.
- S6 **Luftwaffe: Vol. 1**
Colour Schemes & Markings 1935-1945. Fighters and Ground Attack types.
- S7 **Aerobatic Teams 1950-1970** Vol. 1
- S8 **Luftwaffe: Vol. 2**
Colour Schemes & Markings 1935-1945. Bombers, Reconnaissance, Maritime, Training and Liaison types.
- S9 **Polish Air Force**
- S10 **Luftwaffe: Vol. 1**
Bomber Camouflage & Markings 1940. He III, Ju 88, Do 17.
- S11 **Luftwaffe: Vol. 2**
Bomber & Fighter Camouflage & Markings 1940. Ju 87, Bf 110, Fw 200, Do 18, Do 24, He 59, He 114.
- S12 **Aerobatic Teams 1950-1970** Vol. 2
- S13 **United States Army Air Force** Vol. 1
Bombardment Group Identification Markings and Codes 1941-1945.
- S14 **United States Army Air Force** Vol. 2
- S15 **Royal Australian Air Force**
- S16 **South African Air Force**
Royal Netherlands Air Force
Belgian Air Force
Regia Aeronautica: Vol. 1
Colour Schemes & Markings. Fighters and Ground Attack types.
Regia Aeronautica: Vol. 2
Colour Schemes & Markings. Bombers, Reconnaissance, Maritime, Training and Liaison types.
Netherlands East Indies Air Force
West German Luftwaffe

Front cover, top to bottom:

- FC1 Martin Baker MB.5, Royal Air Force.
FC2 North American P-51B Mustang, 118th TRS, 14th Air Force, USAAF, China, 1943-44.
FC3 Mitsubishi AS1a, Type 96-1, Model 1, 13th Air Corps, 2nd Combined Air Flotilla, Shanghai, China 1937-38.
FC4 SAI Ambrosini 207, 23rd Gruppo, 3rd Stormo, 74th Squadron, Regia Aeronautica, Cerveteri, Italy, July 1943.