



American Volunteer Group Colours and Markings

Terrill Clements



Terrill Clements



13

Hawk 81-A-2 number '47' (CAF serial P-8127), assigned to Second Squadron Flight Leader John Petach, Rangoon, Burma, January-February 1942



14

Hawk 81-A-2 number '47' (CAF serial P-8127), assigned to Robert T Smith of the Third Squadron, Kunming, China, June 1942



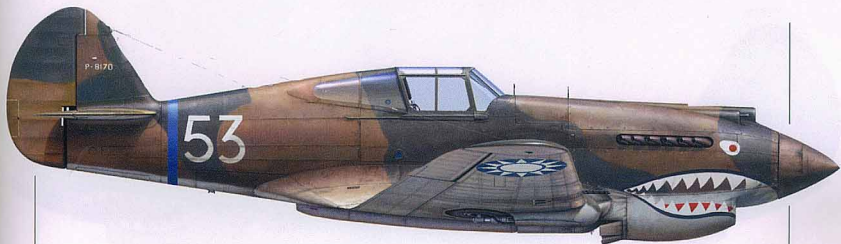
15

Hawk 81-A-2 number '48' (CAF serial P-8134), assigned to David Lee 'Tex' Hill of the Second Squadron, Toungoo, Burma, December 1941



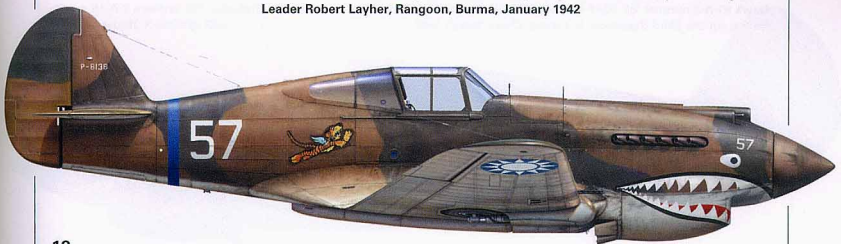
16

Hawk 81-A-2 number '49' (CAF serial P-8133) of Tom Haywood of the Third Squadron, Kunming, China, May-June 1942



17

Hawk 81-A-2 number '53' (CAF Serial P-8170), assigned to Second Squadron Flight Leader Robert Layher, Rangoon, Burma, January 1942



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Hawk 81-A-2 number '57' (CAF serial P-8138), assigned to Second Squadron Vice Leader James H Howard, Kunming, China, May 1942



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Hawk 81-A-2 'photo-ship' (CAF serial probably P-8153), Kunming, China, January 1942



20

Hawk 81-A-2 number '68' (CAF serial P-8109), assigned to Third Squadron Flight Leader Charles Older, Kunming, China, early May 1942



21
Hawk 81-A-2 number '69' (CAF serial P-8115), assigned to Neil Martin and then Lewis Bishop,
both from the Third Squadron, Kunming, China, March 1942



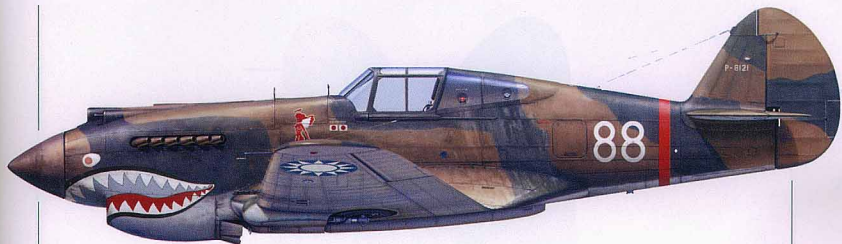
22
Hawk 81-A-2 Number '71' (CAF Serial P-8119), assigned to Ed Overend of the Third Squadron,
Kunming, China, March 1942



23
Hawk 81-A-2 number '75' (CAF serial P-8186), assigned to Third Squadron Flight Leader William Reed,
Kunming, China, January 1942



24
Hawk 81-A-2 number '77' (CAF serial P-8173) of Third Squadron Flight Leader R T Smith, Kunming, China, January 1942



25

Hawk 81-A-2 number '88' (CAF serial P-8121), assigned to Third Squadron Flight Leader Ken Jernstedt, Kunming, China, late January 1942



26

Hawk 81-A-2 number '92' (CAF serial P-8101), assigned to Third Squadron Flight Leader Robert 'Duke' Hedman, Kunming, China, March 1942



27

Hawk 81-A-2 number '99' (CAF Serial P-8139), assigned to Third Squadron Leader Arvid Olson, Rangoon, Burma, December 1941

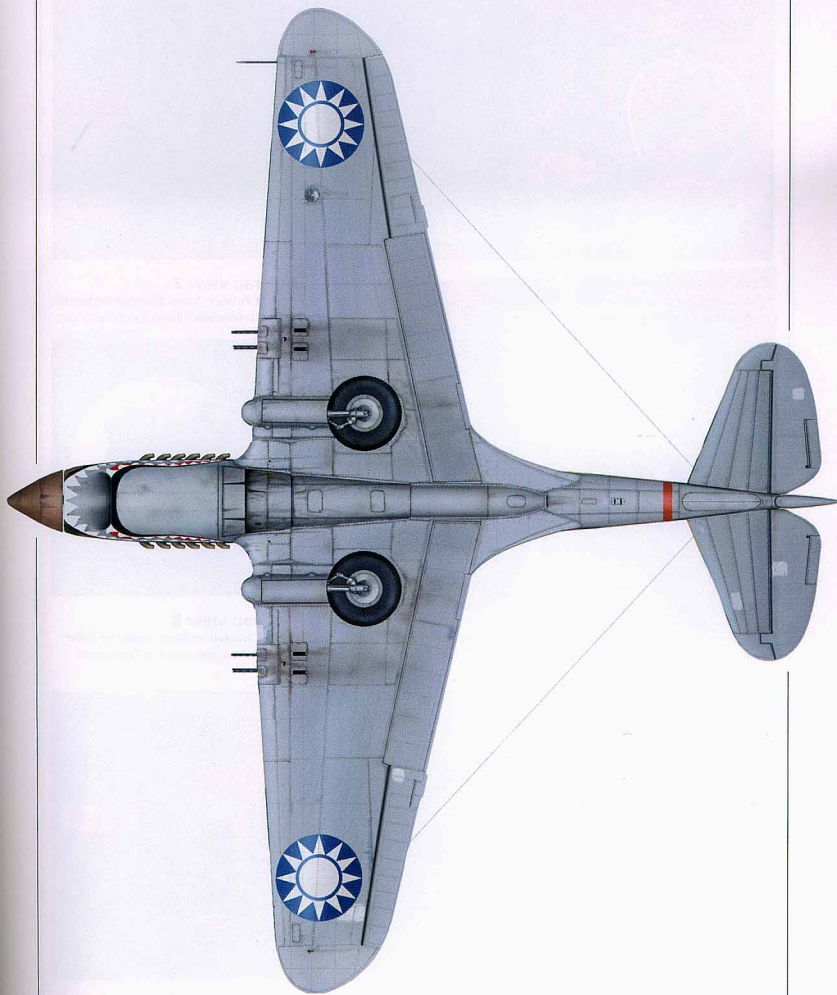


28

P-40E-1 Kittyhawk number '106' (no CAF serial), Loiving/Baoshan, China, April-May 1942



Upper plan view of Tomahawk '77', showing the camouflage pattern used on nearly all AVG Tomahawks. These shades were applied with the aid of rubber mats, insuring sharp demarcations and uniformity



Underside view of Tomahawk '77'

COLOUR PLATES



1
Hawk 81-A-2 number '3' (CAF serial number P-8103), assigned to
J Richard Rossi of the First Squadron, Rangoon, Burma, February 1942



2
Hawk 81-A-2 number '5' (CAF serial probably P-8198), assigned to First Squadron Vice Leader Charles R Bond,
Loiwing, China, April 1942



3
Hawk 81-A-2 number '7' (CAF serial P-8194), assigned to First Squadron Leader
Robert Neale, Kunming, China, June 1942



4
Hawk 81-A-2 number '13' (CAF serial P-8102) of James D Cross of the First Squadron, Rangoon, Burma, January 1942



5
Hawk 81-A-2 number '18' (CAF Serial P-8197), assigned to First Squadron Flight Leader Matt Kuykendall, Rangoon, Burma, January-February 1942,



6
Hawk 81-A-2 number '21' (CAF serial P-81882), assigned to First Squadron Vice Squadron Leaders Frank Schiel and Greg 'Pappy' Boyington, Rangoon, Burma, January-February 1942



7
Hawk 81-A-2 number '25' (CAF serial P-81444), assigned to Einar 'Mickey' Mickelson of the First Squadron, Rangoon, Burma, January 1942



8
Hawk 81-A-2 number '33' (CAF serial P-8151) of First Squadron Flight Leader Robert Little, Kunming, China, April 1942



Scrap view 1

Cartoon version of the 'First Pursuit' insignia and tiger decal applied to the starboard side on Tomahawk '7'



Scrap view 2

First Pursuit 'Adam and Eve' insignia on Tomahawk '13'



Scrap view 3

Bert Christman's cartoon of 'Scarsdale Jack', which may have decorated Tomahawk '34'



Scrap view 4

Bert Christman's 'cycling panda' that adorned Tomahawk '47'



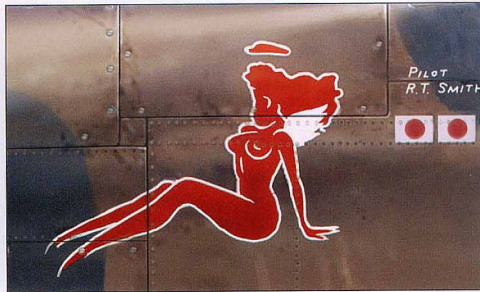
Scrap view 5

The 'horned bulldog' added by Third Squadron personnel to Tomahawk '49'



Scrap view 6

The port detail view of the chalk or water-paint 'Hell's Angel' insignia hastily applied to Tomahawk P-8115 in September 1941



Scrap view 7

'Hell's Angel' insignia on Tomahawk '77'



Scrap view 8

'Flying Tiger' decal received by the AVG in March 1942. The blue 'V-for-Victory' element of the decal was not always used

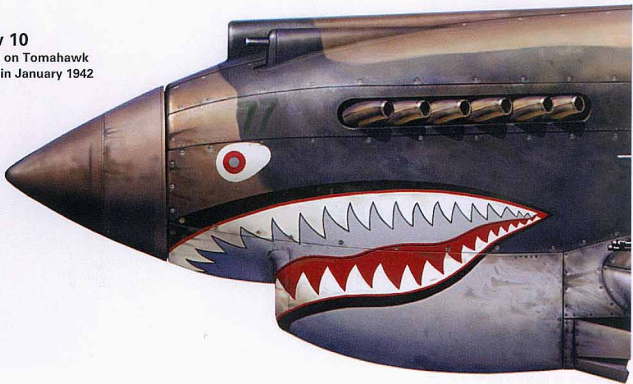
Scrap view 9

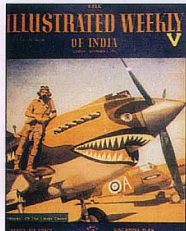
The blue-lipped shark head on Tomahawk '36'



Scrap view 10

The shark head on Tomahawk '77', as revised in January 1942





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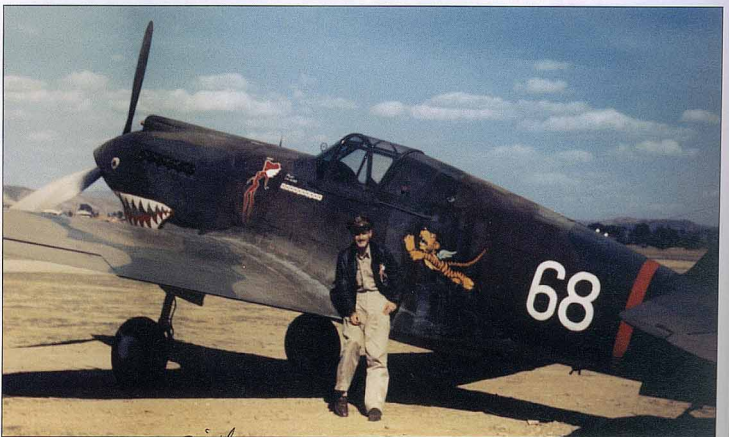
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COLOUR PLATES

1

Hawk 81-A-2 number '3' (CAF serial number P-8103), assigned to J Richard Rossi of the First Squadron, Rangoon, Burma, February 1942

This was one of a few aeroplanes that never received a shark head, probably because it was in maintenance at the time these were being applied in November-December 1941. It had no squadron insignia either, but it did wear the First Squadron's white fuselage band and personal markings, consisting of small Chinese and American insignia on either side of the fuselage. These were made with the same stencils applied to many AVG ground vehicles. It cannot be determined from the available photos if a pilot ID inscription was carried, although Rossi recalls that his name was on it. Wheel covers were probably Dark Earth. This aeroplane was also flown by William Bartling, among others, and it was written off at Rangoon, probably on 23 February 1942.

Flight Leader John Richard ('Dick') Rossi was a flight instructor at Pensacola Naval Air Station when he signed up with the AVG. He arrived at Rangoon on 12 November 1941 with one of the last contingents of AVG personnel, and thus missed Chennault's training program. His first encounters with the enemy came during battles with 50th and 77th Sentai Ki-27s over Burma on 19 and 28 January 1942 while flying Tomahawks '18' and '5', respectively. Following the second combat Rossi was credited with the destruction of a Ki-27. He was credited with another 'Nate' during an interception mission on 25 February. The next day another flight of 'Lilys' and 'Nates' was intercepted, and Rossi was credited with shooting down three more. Following the retreat out of Burma, he flew Tomahawks '38' and '59'. On 12 June he was credited with the destruction of a Ki-48 'Lily' bomber. After dissolution of the AVG on 4 July 1942, Rossi joined China National Airways Corporation and flew transports over the 'Hump'. He may well hold the all-time record for these dangerous missions, completing at least 738 (some sources say more than 750). After the war he flew for Chennault's clandestine Civil Air Transport (CAT) and Central Aviation Transport Corporation. He joined Flying Tiger Airlines in 1950, and retired in 1973. Rossi was officially credited with 6.29 victories in the AVG.

2

Hawk 81-A-2 number '5' (CAF serial probably P-8198), assigned to First Squadron Vice Leader Charles R Bond, Loiwing, China, April 1942

The shark mouth on this aircraft is a good example of the most common basic AVG style in black, red and white, with the camouflage showing inside the mouth. The eyes were white with black or green pupils and red detailing. Unlike many other aeroplanes, the small nose numbers on '5' was not painted over when the shark mouth was added. This aeroplane carried a representative version of the 'Adam and Eve' insignia, comprised of a light green apple entwined by a black snake, with white stick figures of 'Eve' chasing 'Adam' on the body of the apple. White lettering on the snake read *1st Pursuit or First Pursuit*. An inscription in front of the cockpit read *PILOT: BOND/C.C. DOLAN*. This aeroplane was

put out of action in a strafing attack on Loiwing on 10 April 1942. It may have carried Disney tiger decals and kill markings by that time, although there are no known photos of this. It is believed that the wreckage of this aeroplane was cannibalised for parts for Tomahawk '74'.

3

Hawk 81-A-2 number '7' (CAF serial P-8194), assigned to First Squadron Leader Robert Neale, Kunming, China, June 1942

The available evidence indicates that the identification number '7' was first placed on aeroplane P-8146, then became associated with P-8172 in late January 1942 and finally P-8194 in late March, when parts of those last two airframes were merged. Note evidence of damage to the fin and rudder. The shark mouth was in typical black, white and red colours. The eye had an eccentric black pupil with probable red detailing – a style seen on several First Squadron aircraft. The 'Adam and Eve' insignia on this aeroplane was in an elaborate 'cartoon' style, with a darker than usual shade of green for the apple (see the enlarged view of this insignia on page 59). Wheel covers were in the First Squadron's white colour, which was the only known instance of such a marking. An inscription near the cockpit read *PILOT/R. NEALE*. This aeroplane featured one of the tiger decals designed by the Disney Studios that the AVG received in March 1942 (again see the enlarged view of this insignia on page 58). In fact, it appears that one had earlier been placed under the cockpit, then removed. The identification number on the starboard side was located about 12 inches further forward than the number on the port side – perhaps the result of the complicated history of this airframe. This aircraft survived to serve with the 23rd FG. Neale, of course, also frequently flew other Tomahawks, including numbers '23' and '94', as well as P-40E Kittyhawks beginning in May.

4

Hawk 81-A-2 number '13' (CAF serial P-8102), assigned to James D Cross of the First Squadron, Rangoon, Burma, January 1942

Aircraft '13's' shark mouth was applied in black, white and red like most Tomahawks in the First and Second Squadrons. The eye featured a large black pupil, trimmed in red. The squadron identification band was dirty, or 'toned down' in some fashion to make it less conspicuous – the small nose number was treated the same way. This aeroplane featured a pilot inscription in the usual location – *PILOT/J.D. CROSS*. The First Squadron insignia, which may have been the first one applied by designer Charles Bond, set the pattern for most others, but had no lettering (see the enlarged view of this insignia on page 58). The smaller chalk outline was probably Bond's initial demonstration sketch, with the painted insignia the final result after talking it over with Cross. Wheel covers were light grey. National insignia had been over-painted on both the upper- and undersurfaces of the wings some time prior to those seen here being applied. This aeroplane had a rear-view mirror mounted above the windshield. Joe Rosbert flew this Tomahawk in the AVG's first combat on 20 December 1941, but according to several entries in Bond's AVG diary, this aircraft was a 'lemon'! It was almost certainly written-off and 'parted-out' to Tomahawk '53' (P-8170) in late February 1942.

James D Cross was serving as an Army Air Corps Ferry Command pilot when he joined the AVG. He arrived at Toungoo on 12 November 1941, and got off to an inauspicious start when on his check flight in Tomahawk '11' his engine blew a rod and caught fire, forcing him to bally-in from 1000 ft. He took part in some of the AVG's earliest scrambles at Toungoo in early December 1941, although he failed to encounter the enemy. Finally, on 20 December he participated in the AVG's first combat mission from Kunming. He was apparently credited with .27 of a victory, which was his total for his AVG service. By mid-January 1942 Charles Bond was describing Cross in his diary as a 'red-ass', or chronic complainer, but a few weeks later his attitude improved when he was promoted to Flight Leader. On 21 February 1942 he was one of six 'Flying Tigers' that fought 77th Sentai 'Nates' and bombers near the Salween River Gorge. Four days later, in a battle with 'Nates' of the 50th and 77th Sentais, and now probably flying Tomahawk number '78', he was wounded in the face and arm by flying glass and fragments from several 7.7 mm rounds. After a trip to India for treatment and rest, he participated in a poorly-conducted operation ferrying P-43 Lancers to China. Apparently, he flew no more after that, and served out his AVG contract as a liaison officer with the Nationalist Chinese Air Force in Chongqing. Following his AVG service, Cross became a pilot for Pan American Airways.

5

Hawk 81-A-2 Number '18' (CAF Serial P-8197), assigned to First Squadron Flight Leader Matt Kuykendall, Rangoon, Burma, January-February 1942.

This aircraft's shark head was in the common pattern in black, white and red. Like some other First Squadron aeroplanes, its eye was more intricate than usual, but in the same colours as the mouth. This fighter did not have a First Squadron insignia, and like a few other First Squadron machines, it had a dirtied or 'off-white' fuselage number. The wheel covers were Dark Earth. This Tomahawk was also regularly flown by Richard Rossi during the Rangoon campaign.

Matthew Kuykendall was an Army pilot stationed at Maxwell Field when he joined the AVG. He was posted to Rangoon with the First Squadron, where he participated in interceptions without being credited with any victories. On 29 January he was shot up over Rangoon, and had a bullet crease his forehead. The ever-colourful newspaper accounts reported that he landed with oil 'squirting all over the cockpit'. Several months later he was fined \$100 for firing his sidearm 'in a reckless manner while intoxicated and off duty'. He was downed a Ki-27 on 5 May for his one victory recognised by CAMCO, and he served in the AVG to disbandment.

6

Hawk 81-A-2 number '21' (CAF serial P-8182), assigned to First Squadron Vice Leaders Frank Schiel and Greg 'Pappy' Boyington, Rangoon, Burma, January-February 1942

Tomahawk '21's' shark head design was in the popular First and Second Squadron style in black, red and white, with simple red and white eyes. The First Squadron insignia featured white lettering on the snake (probably *1st Pur.*). The fuselage and nose identification numbers were either 'dirtied'

or painted pale grey/off white. No pilot inscription or kill markings were carried. Note the patch of dark green paint on the fuselage between the exhaust stack and the canopy – perhaps a green apple insignia had been placed there in error by a painter influenced by the work already in progress in the Third Squadron.

Ex-Army P-40 pilot Frank Schiel was credited with seven victories in the AVG, the first of these being scored on 24 January when he shot down a 'Nate' over Rangoon. He also frequently flew solo reconnaissance missions, and on 5 May he was credited with the destruction of an 11th Sentai Ki-27. Schiel later flew Kittyhawks on ground attack missions against the advancing Japanese in northern Burma. He was involved in the 12 May raid on the Japanese air base at Hano, where he was credited with the destruction of three Japanese aircraft on the ground. By May there were only eight aeroplanes in commission in the Second Squadron for its 20 pilots, and Schiel often led the increasingly numerous ground attack missions in support of Chinese troops on the Salween River front. On 22 June he was credited with the destruction of another 'Nate'. After disbandment of the AVG, he stayed on in China to become the first commander of the 74th FS/23rd FG. He was killed in a flying accident on 5 December 1942 while on a reconnaissance mission in bad weather.

Gregory Boyington was a Marine Corps lieutenant before joining the AVG as a Flight Leader. He was credited with the destruction of a 'Nate' on 29 January 1942, and eight days later he was credited with two more. Bob Neale was appointed Squadron Leader following the death of Robert Sandell in a flying accident on 7 February, and in turn he appointed Boyington Vice Squadron Leader. Boyington's flying and fighting skills were highly regarded at the time, but his increasingly erratic and belligerent off-duty behaviour had rapidly alienated nearly everyone, and Neale soon regretted his decision. On 15 February Boyington reported for duty badly hung over, and got into a nasty argument with Neale, and after that the latter relied on Charles Bond for scheduling and operational planning. Similar problems occurred as the weeks went by, and on 6 March Boyington embarrassed AVG Commander Claire Chennault at an awards ceremony hosted by Madame and Chiang Kai-shek. The next day he was unexpectedly given leadership of an honour guard for the Chiangs when flight leader Frank Lawlor had to abort the mission. Boyington, who had apparently not paid attention to the pre-flight briefing, got off-course and the entire flight ran out of fuel and had to crash-land in the mountains. Boyington later managed to fly out two of the aeroplanes after extensive field repair work by the groundcrews, but the other aeroplanes had to be salvaged. Further conduct problems followed, including fights with Bond and Bill Bartling, although Boyington continued to perform well in combat missions. In April he was injured at Loiwing when he ran Tomahawk '92' off the runway on take-off, then crashed a nearby truck into a tree. Boyington said his engine had lost power, but the aeroplane's crew chief, Leo J Schramm, stated in his memoir that the engine had checked out fine, and the crewmen thought that the pilot had been drinking. Further problems ensued, and within days he quit/was discharged. As he wrote of this period in his famous memoir, *Baa, Baa, Black Sheep*, 'I was an emotionally immature person of the first order,



9
Hawk 81-A-2 number '34' (CAF Serial P-8196), assigned to Second Squadron Leader John Newkirk, Toungoo, Burma, December 1941



10
Hawk 81-A-2 number '36' (CAF serial P-8123), assigned to Second Squadron Vice Leader Edward Rector, Rangoon, Burma, January-February 1942



11
Hawk 81-A-2 number '44' (CAF Serial P-8184), assigned to Second Squadron Flight Leader Peter Wright, Rangoon, Burma, January 1942



12
Hawk 81-A-2 number '45' (CAF Serial P-8165) of Percy Bartelt of the Second Squadron, Kunming, China, March 1942

which does not help peace of mind or make happiness.

Frankly, this is what makes screwballs, and I'm afraid that I was one'. He was officially credited with 3.5 victories in the AVG, and apparently had one other unrecognised claim. Boyington returned to the Marines and commanded F4U Corsair-equipped VMF-214 – the legendary 'Black Sheep Squadron' – with whom he was scored an 22 additional victories before being shot down on 3 January 1944 and taken prisoner at Rabaul. Unlike virtually all Allied prisoners held there, he survived due to a sympathetic Japanese interpreter arranging for him to be moved to Japan. Boyington was later decorated with the Medal of Honor.

7

Hawk 81-A-2 number '25' (CAF serial P-8144), assigned to Einar 'Mickey' Mickelson of the First Squadron, Rangoon, Burma, January 1942

In addition to the typical shark mouth, this aircraft featured an eye with a black pupil and a thin, oval-shaped red edge around it. The inscription *Pilot: Mickelson* was placed near the cockpit, and the crew chief's name was placed under the serial number on the fin – *Curran* or *Jake* are possibilities. Photos indicate that an 'Adam and Eve' insignia was chalked onto this aeroplane, but may not have been painted. Personal markings consisted of what appears to be an illustration torn from a magazine and doped on just forward of the cockpit. Wheel covers were light grey. This aeroplane was destroyed on one of Rangoon's numerous dispersal fields, probably on 1 February.

Not much seems to be known of Einar Mickelson's career in the AVG, although it would seem that he did not fly this Tomahawk very often. He was credited by CAMCO with .27 of a victory, but appears in various accounts of the AVG more often as a pilot of transport and liaison aircraft. However, Mickelson was still on the roster of the First Squadron during its posting to Rangoon in January and February 1942. On 22 February 1942, just before Rangoon was evacuated, he was sent with two other pilots north to Magwe to provide air cover over the northward route of retreat. It seems that he flew few combat missions after that. Mickelson served until the AVG was disbanded, and after that he joined the China National Airways Corporation and flew transports on the dangerous missions over the 'hump' and throughout China. He was killed in the crash of CNAC flight 75 at Baoshan, China, on 20 February 1944.

8

Hawk 81-A-2 number '33' (CAF serial P-8151), assigned to First Squadron Flight Leader Robert Little, Kunming, China, April 1942

Again, this shark mouth has been painted in the popular black, white and red colours, but with three 'dimples' at the rear and a thin brown edge on top of the tongue. The eye featured a pinkish (or faded red) pupil, with a thin brown edge around the front of the white element. This aeroplane had a pilot inscription in the usual location – *PILOT/R.LITTLE*. Also note the crew chief's name below the fin serial (*Curran*). The 'Adam and Eve' insignia was outlined in white, and the plain black snake wore a black top hat. The insignia had no lettering, however. The wheel covers were painted Dark Earth.

9

Hawk 81-A-2 number '34' (CAF Serial P-8196), assigned to Second Squadron Leader John Newkirk, Toungoo, Burma, December 1941

The shark mouth on this machine was in the most common pattern and colours, with eyes in white and red. A previous fuselage number was painted out before the one seen here was added, probably just before deployment. Photographic evidence is inconclusive regarding whether Bert Christman actually completed his cartoon caricature of the urbane 'Scarsdale Jack' on this aeroplane (see detail painting on page 58).

10

Hawk 81-A-2 number '36' (CAF serial P-8123), assigned to Second Squadron Vice Leader Edward Rector, Rangoon, Burma, January-February 1942

This shark head design was one of several in the Second Squadron that featured blue lips with the red tongue and white teeth. The eye was white and blue (see enlarged view on page 59). An identification number was originally placed under the cockpit, but was painted over with dark green. The fuselage band was in the usual blue identification colour. This aeroplane had no pilot inscription, kill marks, squadron insignia or Disney tiger decals during its Second Squadron service. It was reassigned to the Third Squadron in April-May 1942, where it was repainted with a red fuselage band and red, white and blue pinwheels. The lips and eye of the shark head were also repainted black, and the nose identification number painted out. No 'Hell's Angels' figures were added, however. This aeroplane survived AVG service and, as number '220', was used by the 23rd FG. Note that it had a rear-view mirror.

11

Hawk 81-A-2 number '44' (CAF Serial P-8184), assigned to Second Squadron Flight Leader Peter Wright, Rangoon, Burma, January 1942

This aeroplane featured a blue-lipped shark head with a red 'doughnut' eye. It was wrecked in a tragic landing accident at Mingaladon on the night of 7-8 January 1942 that resulted in the death of Ken Merritt, who was asleep in a parked car near the airstrip.

12

Hawk 81-A-2 number '45' (CAF Serial P-8165), assigned to Percy Bartelt of the Second Squadron, Kunming, China, March 1942

The shark head of this machine was rendered in the more typical black/white/red colour scheme, but the eye featured a red 'doughnut' shape for the pupil. The side number was dirtied or painted an off-white colour, as was the smaller nose number. The underwing insignia were slightly larger than usual, and the aeroplane carried no pilot inscription. This shark head was the second of two designs worn by the machine as a result of extensive repairs after the aeroplane had been 'nosed up' during the squadron's service at Rangoon.

Former Navy pilot Percy Bartelt was one of four Second Squadron pilots who attacked the Japanese airfield at Mae Sot on 8 January 1942, sharing in a victory total of eight aircraft destroyed on the ground. He was also credited with

shooting down three Ki-30 light bombers on 23 January and two 'Nates' 24 hours later. Some time after that, Bartelt was transferred to the Third Squadron. Greg Boyington and Bartelt embarrassed Chennault at the 4 March 1942 banquet with the Chiangs, and Bartelt was dismissed/resigned from the AVG on 21 March 1942. He compiled a record of 7.00 victories paid by CAMCO.

13

Hawk 81-A-2 number '47' (CAF serial P-8127), assigned to Second Squadron Flight Leader John Petach, Rangoon, Burma, January-February 1942

This aeroplane also featured a blue-tipped shark mouth and a blue eye. It was one of the few Tomahawks on which Bert Christman completed a pilot caricature – in this case a 'cycling panda', commemorating Petach's cycling prowess (see detail painting on page 58). The colours of the cartoon are unknown, although black and white certainly predominated. No pilot inscription or kill markings were carried on this aircraft during its Second Squadron service. In late May 1942 '47' was transferred to the Third Squadron . . .

14

Hawk 81-A-2 number '47' (CAF serial P-8127), assigned to Robert T Smith of the Third Squadron, Kunming, China, June 1942

. . . where it was assigned to R T Smith. On 4 June its new pilot began cleaning it up and updating the markings, and the end result is seen here in profile. The shark head was refreshed in black, red and white, and the eye was also painted black. The serial and fuselage numbers remained the same as before, but an inscription was added near the cockpit, reading *PILOT/R.T.SMITH*. Smith painted over the nose number, repainted the identification band red and added ten small kill flags. Stan Regis added his 'Hell's Angels' figures, and a Disney tiger decal was also applied after the surface under it had been cleaned and/or repainted. Third Squadron red, blue and white pinwheels completed the markings. Bert Christman's cartoon on the starboard side was not disturbed. This aeroplane survived AVG service and ended its days with the 23rd FG as number '14'.

15

Hawk 81-A-2 number '48' (CAF serial P-8134), assigned to David Lee 'Tex' Hill of the Second Squadron, Toungoo, Burma, December 1941

Although an immensely popular subject for illustrators, few seem to realise that this aeroplane had actually seen no combat up to the point when it was written off as a result of a landing accident following an otherwise uneventful pre-dawn scramble at Toungoo on 9 December 1941. The shark mouth was in black and red. The cow panel where the shark eye was located had been removed when the reference photo for this illustration was taken following the crash, and the panda 'cowboy' cartoon was obscured by the wing. Thus, placement and exact details of these features are conjectural. It is known that Bert Christman favoured the starboard aft fuselage for his pilot caricatures, and according to 'Tex' Hill, he definitely completed his artwork on '48'. If Christman placed one on the port side of his friend Hill's fighter as well, it certainly would have looked like that illustrated here.

16

Hawk 81-A-2 number '49' (CAF serial P-8133), assigned to Tom Haywood of the Third Squadron, Kunming, China, May-June 1942

This aircraft was originally assigned to Frank Swartz of the Second Squadron. The shark mouth was still in the popular white, black and red scheme that the aeroplane had worn with the 'Panda Bears', but the eye now had a red pupil with a light-coloured centre spot (probably light blue or pink). The fuselage band had been repainted red, and the aeroplane wore a new inscription – *PILOT/T.C.HAYWOOD*. A two-line crew chief inscription was placed opposite it on the starboard side. Wheel covers were light grey. Note that this aeroplane had the light blue 'V' portion of the Disney 'flying tiger' decal applied, and the remains of one of these tigers under the cockpit. It also featured a nicely rendered 'horned bulldog' insignia on both sides of the fuselage just below and forward of the cockpit (see detail view on page 58). The colours of this marking, and the artist who rendered it, remain unknown, although it was certainly applied after the aeroplane was assigned to Haywood. No 'Hell's Angels' were added, but Bert Christman's caricature of Frank Swartz – a panda character orating from a soapbox – was retained on the starboard side.

Frank Swartz was a pilot in the Navy's Torpedo Squadron Five before joining the AVG. He flew in several actions during the Burma battles in early 1942, where he damaged one 'Nate'. He then volunteered to go to Magwe with the Third Squadron after the 'Panda Bears' were rotated to China. On 22 March he was seriously wounded during an air raid there while sharing a slit trench with Crew Chief John Fauth. He was then evacuated to a British military hospital in India. His wounds became infected and he died on 24 April. Fauth had previously died of his wounds as well.

17

Hawk 81-A-2 number '53' (CAF Serial P-8170), assigned to Second Squadron Flight Leader Robert Layher, Rangoon, Burma, January 1942

This machine was flown by many pilots during the intensive Rangoon battles in January and February 1942. 'Tex' Hill scored two victories with it on 24 January and another five days later. The shark head was in the usual pattern, with the eye in white and red. No pilot inscription was carried, and the underlying surfaces had larger than usual Chinese insignia. Its wheel covers were light grey in colour.

18

Hawk 81-A-2 number '57' (CAF serial P-8138), assigned to Second Squadron Vice Leader James H Howard, Kunming, China, May 1942

This aircraft's shark head was in the common style of black, white and red, while the pupils of the eyes were black. The small nose identification numbers were retained, but there was no pilot inscription. The wheel covers were probably painted Dark Earth.

19

Hawk 81-A-2 'photo-ship' (CAF serial probably P-8153), Kunming, China, January 1942

This aeroplane – which was converted for photographic

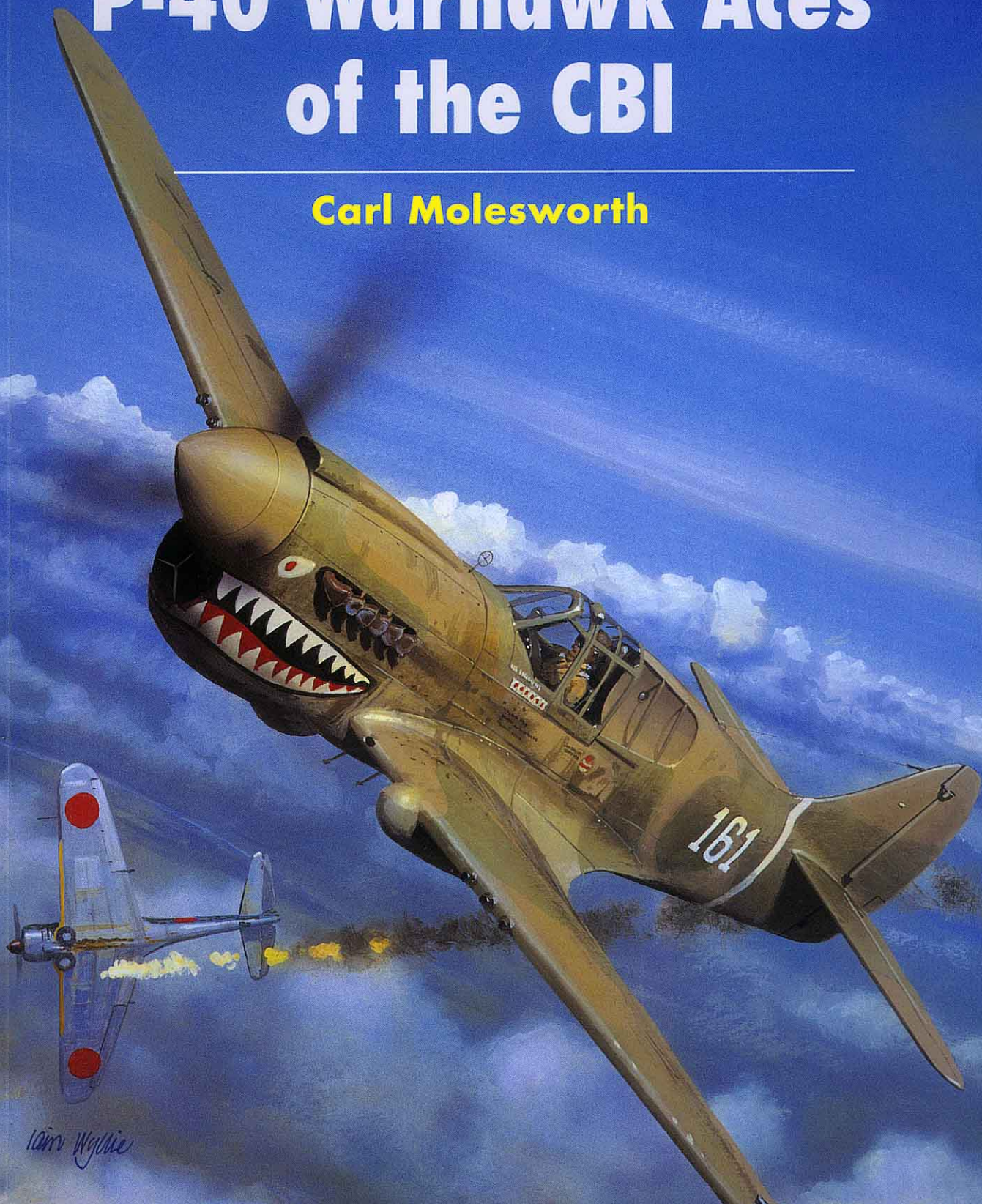


OSPREY AIRCRAFT OF THE ACES • 35



P-40 Warhawk Aces of the CBI

Carl Molesworth



Iain Wyllie

29

P-40N-5 42-105152/'White 45' of Maj Arthur W Cruikshank Jr, CO of the 74th FS/23rd FG, China, June 1944



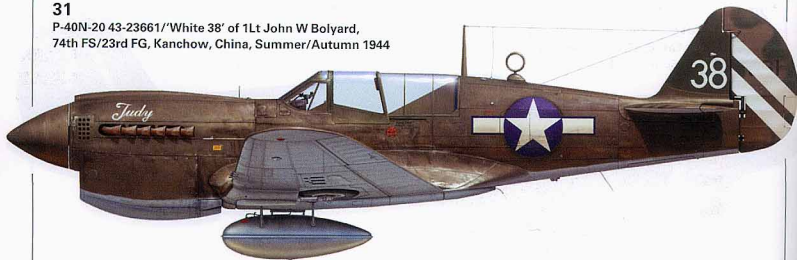
30

P-40N (sub-type and serial unknown) 'White 46' of Maj John C Herbst, CO of the 74th FS/23rd FG, Luliang, China, Summer 1944



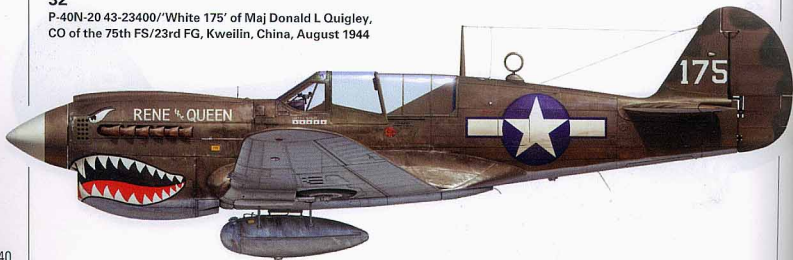
31

P-40N-20 43-23661/'White 38' of 1Lt John W Bolyard, 74th FS/23rd FG, Kanchow, China, Summer/Autumn 1944



32

P-40N-20 43-23400/'White 175' of Maj Donald L Quigley, CO of the 75th FS/23rd FG, Kweilin, China, August 1944



33

P-40N-20 43-23266/'White 194' of 1Lt Donald S Lopez,
75th FS/23rd FG, Kweilin, China, July 1944



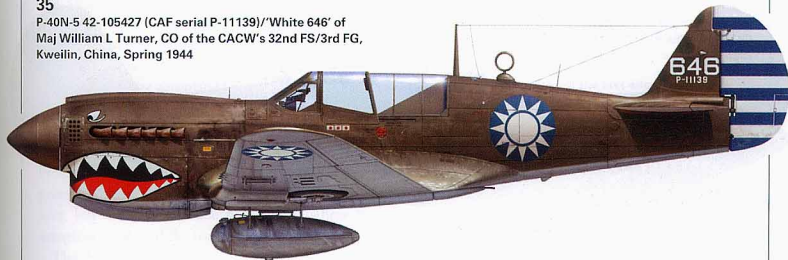
34

P-40N (sub-type and serial unknown) 'White 165' of
1Lt Forrest F Parham, 75th FS/23rd FG, Kanchow,
China, Autumn 1944



35

P-40N-5 42-105427 (CAF serial P-11139)/'White 646' of
Maj William L Turner, CO of the CACW's 32nd FS/3rd FG,
Kweilin, China, Spring 1944



36

P-40N-20 CAF serial P-11461/'White 660' of Lt Col William N Reed,
CO of the CACW's 7th FS/3rd FG, Liangshan, China, August 1944



COLOUR PLATES

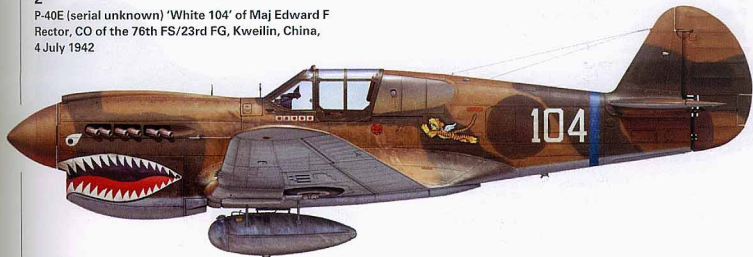
1

Hawk 81-A2 CAF serial P-8194/'White 7' of Robert H Neale, 23rd FG HQ, Kweilin, China, July 1942



2

P-40E (serial unknown) 'White 104' of Maj Edward F Rector, CO of the 76th FS/23rd FG, Kweilin, China, 4 July 1942



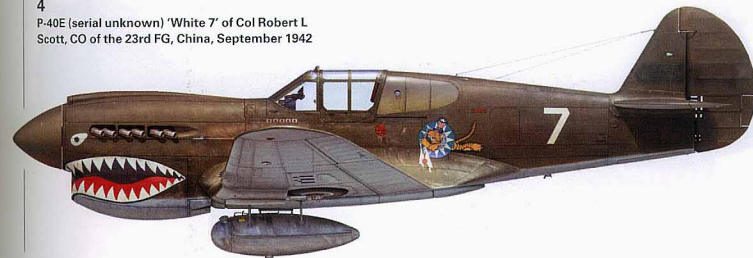
3

Hawk 81-A2 CAF serial P-8156/'White 46' of 1Lt Thomas R Smith, 74th FS/23rd FG, Kunming, China, September 1942



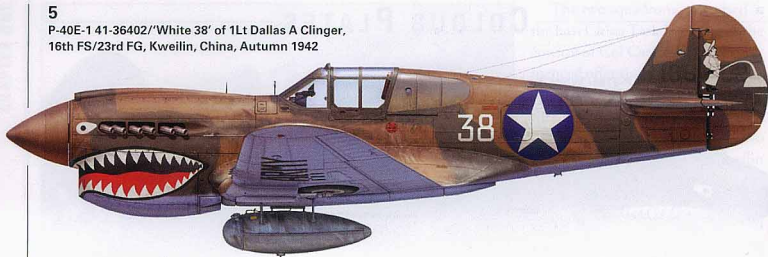
4

P-40E (serial unknown) 'White 7' of Col Robert L Scott, CO of the 23rd FG, China, September 1942



5

P-40E-1 41-36402/'White 38' of 1Lt Dallas A Clinger,
16th FS/23rd FG, Kweilin, China, Autumn 1942



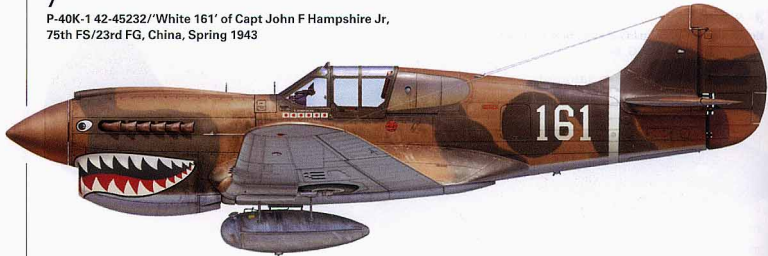
6

P-40K-1 42-46263/'White 24' of 1Lt George R Barnes,
16th FS/23rd FG, Chanyi, China, Spring 1943



7

P-40K-1 42-45232/'White 161' of Capt John F Hampshire Jr,
75th FS/23rd FG, China, Spring 1943



8

P-40K (subtype and serial unknown) 'White 162' of 1Lt Joseph H
Griffin, 75th FS/23rd FG, China, Spring 1943



37

P-40N-5 CAF serial P-11151/'White 663' of Capt Wang Kuang Fu, CACW's 7th FS/3rd FG, Laohokow, China, January 1945



38

P-40N-15 CAF serial P-11249/'White 681' of Capt Raymond L Callaway, CACW's 8th FS/3rd FG, Liangshan, China, August 1944



39

P-40N (sub-type and serial unknown) 'Black 726' of Col John A Dunning, CACW's 5th FG HQ, Chihkiang, China, Summer/Autumn 1944



40

P-40N (sub-type and serial unknown) 'Black 767' of Capt William K Bonneaux, CACW's 17th FS/5th FG, Chihkiang, China, Summer/Autumn 1944



9

P-40K (subtype and serial unknown) 'White 152' of 1Lt James W Little, 75th FS/23rd FG, China, Spring 1943



10

P-40K-1 42-45911/'White 111' of Maj Grant Mahony, CO of the 76th FS/23rd FG, China, Spring 1943



11

P-40K (subtype and serial unknown) 'White 115' of 1Lt Marvin Lubner, 76th FS/23rd FG, China, Summer 1943



12

P-40K-5 (serial unknown) 'White 1' of Col Bruce K Holloway, CO of the 23rd FG, China, August 1943



13

P-40K-5 (serial unknown) 'White 171' of Maj Elmer F Richardson,
CO of the 75th FS/23rd FG, China, October 1943



14

P-40M (sub-type and serial unknown) 'White
185' of 1Lt Christopher S 'Sully' Barrett,
75th FS/23rd FG, China, Autumn 1943



15

P-40K-5 42-9912/'White 400' of Maj Robert L Liles, CO of
the 16th FS/51st FG, Chengkung, China, December 1943



16

P-40K-1 42-46242/'White 356' of Capt J Roy Brown,
16th FS/51st FG, China, Spring 1944



17

P-40N-15 42-106238/'White 367' of 1Lt Carl E Hardy Jr,
16th FS/51st FG, China, Summer 1944



18

P-40E-1 41-36391/'White 54' of 1Lt Earl C Bishop Jr,
26th FS/51st FG, Dinjan, India, Autumn 1942



19

P-40K (sub-type and serial unknown) 'White 82' of Capt Charles H
Colwell, 26th FS/51st FG, India, Summer 1943



20

P-40K-5 42-9768/'White 255' of Maj Edward M
Nollmeyer, CO of the 26th FS/51st FG, Kunming,
China, December 1943



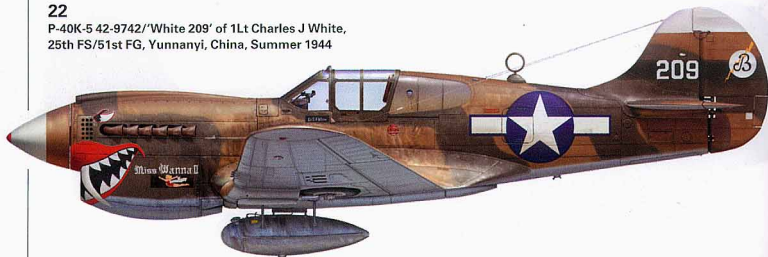
21

P-40K-5 42-9734/'White 256' of Capt Lyndon O Marshall,
26th FS/51st FG, Kunming, China, Summer 1944



22

P-40K-5 42-9742/'White 209' of 1Lt Charles J White,
25th FS/51st FG, Yunnanyi, China, Summer 1944



23

P-40M (sub-type and serial unknown) 'White 214' of
Capt Paul S Royer, 25th FS/51st FG, Yunnanyi, China,
Summer 1944



24

P-40N (sub-type and serial unknown) 'White 212' of
Lt Fred F Burgett, 25th FS/51st FG, Yunnanyi, China,
Summer 1944



25

P-40N-1 (serial unknown) 'White 55' of 2Lt Herbert H Doughty, 89th FS/80th FG, Assam, India, Spring 1944



26

P-40N-1 42-104590/'White 44' of 1Lt Philip S Adair, 89th FS/80th FG, India, Spring 1944



27

P-40N-1 42-104774/'White 71' flown by Flt Off Samuel E Hammer, 90th FS/80th FG, Moran, India, April-July 1944



28

P-40N-5 42-105009/'White 21' of Capt Harlyn S Vidovich, 74th FS/23rd FG, Kweilin, China, December 1943



COLOUR PLATES

1

Hawk 81-A2 CAF serial P-8194/‘White 7’ of Robert H Neale, 23rd FG HQ, Kweilin, China, July 1942

Neale was the leading ace of the AVG, scoring 13 victories as commander of the 1st PS. He was also one of the pilots who stayed on in China for two weeks after the AVG disbanded on 4 July 1942, helping to hold the line until sufficient USAAF personnel had arrived in-theatre to fill the ranks of the 23rd FG. Neale scored two probables (his final claims of the war) in this aircraft on 4 July over Hengyang. One of the last AVG fighters assembled in Burma in 1941, ‘White 7’ was painted in the standard AVG camouflage pattern of dark earth and dark green over light grey. The fighter was turned over to the 75th FS when the AVG disbanded, and its Chinese sun insignias were painted out in favour of USAAF stars on the upper left and lower right wings. It did, however, retain both the AVG tiger decal and the 1st PS ‘Adams and Eves’ badge for an undetermined amount of time with the 23rd FG.

2

P-40E (serial unknown) ‘White 104’ of Maj Edward F Rector, CO of the 76th FS/23rd FG, Kweilin, China, 4 July 1942

Rector scored a kill in the AVG’s first combat, on 20 December 1941, over Kunming. Accepting a USAAF commission to command the 76th FS of the newly-formed 23rd FG following the AVG’s disbandment, he scored a confirmed kill and a probable in ‘White 104’ on 4 July 1942, over Hengyang. One of the first P-40Es delivered to the AVG, this aircraft was camouflaged in dark earth and dark green over medium grey, and carried a Disney-designed flying tiger decal on its fuselage. Fellow aces Bruce Holloway, ‘Ajax’ Baumler and John Alison also flew ‘White 104’ at various times before and after Rector returned to the USA in early December 1942. The fighter is illustrated as it appeared in late December 1942 after Holloway had scored his fifth kill in it. Rector returned to China in 1944 to command the 23rd FG.

3

Hawk 81-A2 CAF serial P-8156/‘White 46’ of 1Lt Thomas R Smith, 74th FS/23rd FG, Kunming, China, September 1942

Smith was one of the original USAAF pilots assigned to the 74th FS, and he scored the squadron’s first kill in this ex-AVG aircraft on 8 September 1942. Scrambling from Kunming, he intercepted a twin-engined Japanese reconnaissance aircraft at high altitude and managed to shoot it down – he was awarded a Silver Star for this feat. Smith’s only other claim was for a Zero probable during an interception over Hengyang on 10 June 1943. The fighter’s red fuselage stripe was a carry-over from its days with the AVG’s 3rd PS, and it duly became a 74th FS marking. The 23rd FG continued to fly the old Hawks into the spring of 1943, when the few survivors were retired to the operational training unit in Malir, India.

4

P-40E (serial unknown) ‘White 7’ of Col Robert L Scott, CO of the 23rd FG, China, September 1942

Scott was a pre-war USAAC pilot who came to the CBI in the spring of 1942 as part of an abortive mission to bomb Japan with B-17s. He was chosen by Brig-Gen Claire Chennault to command the 23rd FG when it was formed in July 1942, and he continued in that capacity until early January 1943. Scott scored his fifth victory in this P-40E on 25 September 1942 during an attack on Gia Lam airfield in Hanoi. He called the fighter ‘Old Exterminator’, but this name was not physically applied to it. ‘White 7’ was painted in Olive Drab over Neutral Grey, but the serial number Scott mentions in his wartime autobiography, *God Is My Co-Pilot*, does not match with any known block of P-40E serials.

5

P-40E-1 41-36402/‘White 38’ of 1Lt Dallas A Clinger, 16th FS/23rd FG, Kweilin, China, Autumn 1942

Wyoming’s only ace, Dallas Clinger joined the 16th FS/51st FG fresh out of flight school in the summer of 1941, and arrived in China with the unit when it was temporarily attached to the 23rd FG in July 1942. He recorded his first claims – one Zero destroyed and another damaged – on 31 July 1942, when he and Lt John D Lombard attacked 23 enemy aircraft over Hengyang. This P-40E-1 was almost certainly one of the 68 Warhawks flown off the carrier USS *Ranger* on 10 May 1942 on the first leg of their delivery flight from West Africa to the CBI. It was painted sandy Dark Earth and Dark Green over Sky, and its hubcaps carried a white star on a blue disc – a common marking on 16th FS P-40s. When Clinger was transferred to the 74th FS in early 1943, he flew P-40K ‘White 48’. Like this aircraft, it wore the same cartoon on both sides of the rudder, accompanied by the inscription *HOLD’N MY OWN*.

6

P-40K-1 42-46263/‘White 24’ of 1Lt George R Barnes, 16th FS/23rd FG, Chanyi, China, Spring 1943

Barnes, like Clinger, joined the 16th FS after graduating from Class 41-E in the summer of 1941. His first victory came on 12 November 1942 during a big air battle over Kweilin, and his final two kills were recorded just over two months later at Yunnanyi) to bring his score to four confirmed and one probable. The ‘Great Wall of the Air’ unit badge worn by ‘White 24’ was inspired by the grateful residents of Ling Ling, who presented the 16th FS with a similarly-marked victory banner following its successful defence of the town in July and August 1942. The fighter was camouflaged in Dark Earth and Dark Green over Neutral Grey, and it also carried the star marking on its hubcaps.

7

P-40K-1 42-45232/‘White 161’ of Capt John F Hampshire Jr, 75th FS/23rd FG, China, Spring 1943

Hampshire served with the 24th PG in the Canal Zone prior to being posted to China in October 1942. The aggressive pilot wasted no time in getting amongst the enemy, scoring his first two victories on 25 October and three more on 12 November to become the first pilot to reach ace status in the 75th. It is likely that Hampshire scored all of his victories bar the first two in ‘White 161’, and he was killed in action in this aircraft north of Changsha on 2 May 1943. The fighter was painted Dark Earth and Dark Green over Neutral Grey, and

featured the white fuselage band of the 75th FS, in addition to red, white and blue pinwheel designs on its hubcaps. Hampshire was the leading ace in the CBI, with 13 confirmed victories, at the time of his death.

8

P-40K (subtype and serial unknown) 'White 162' of 1Lt Joseph H Griffin, 75th FS/23rd FG, China, Spring 1943

Griffin was one of the first USAAF pilots assigned to the 75th FS in July 1942. He opened his scoring with the destruction of a Japanese bomber over Kweilin on 23 November 1942, and eventually claimed three victories in China with this aeroplane before completing his combat tour. The fighter was camouflaged in standard Dark Earth and Dark Green over Neutral Grey, and featured the white fuselage band of the 75th FS in addition to a red, white and blue pinwheel design on its hubcaps. Like many pilots who flew in China early on in the war, Griffin returned to the frontline to complete a second combat tour, although this time in the ETO. He scored four more kills over Europe during the summer of 1944 whilst serving as commander of the P-38J-equipped 393rd FS/367th FG, within the Ninth Air Force. Like his P-40K, Griffin's Fighting was also nicknamed *HELLZAPOPPIN*.

9

P-40K (subtype and serial unknown) 'White 152' of 1Lt James W Little, 75th FS/23rd FG, China, Spring 1943

Little recorded seven confirmed kills between January and May 1943, and he also had the rare distinction of having scored a confirmed kill in an F-82G Twin Mustang in the opening days of the Korean War. The fuselage number of his P-40K is unconfirmed, but is based on close examination of various photos. The aeroplane was painted Dark Earth and Dark Green over Neutral Grey, and carried the white fuselage band of the 75th FS and US ARMY titling on the undersides of its wings. Later in 1943, either this P-40K or a new one was adorned with both the nickname *POCO LOBO* under its exhausts stubs and the 75th FS 'Flying Sharks' badge on its tailfin. Squadron crewchief Sgt Bill Harris also recalls that he painted a nude 'Petty girl' on one of Little's aeroplanes, although this was later removed. 'The rendition was a knockout', Harris told the author, 'but someone in headquarters didn't think it was appropriate for a fighter plane'.

10

P-40K-1 42-45911/'White 111' of Maj Grant Mahony, CO of the 76th FS/23rd FG, China, Spring 1943

Mahony was one of the early heroes of the war, having scored four confirmed kills and three probables by February 1942 during the fighting in the Philippines and on Java. He arrived in China in late 1942 and assumed command of the 76th FS in January 1943. Known for his aggressive flying and leadership, he scored his fifth aerial victory and two ground kills on 23 May 1943 at Ichang. The squadron command stripes on Mahony's P-40K were very unusual, wrapping boldly around the fin and rudder – the blue fuselage stripe was the standard 76th FS marking. The flying tiger decal may have been painted over at a later date. Mahony returned to the CBI with the 1st Air Commando Group in 1944, and then went back to the Pacific for a third tour, but was killed during a strafing mission with the 8th FG on 3 January 1945.

11

P-40K (subtype and serial unknown) 'White 115' of 1Lt Marvin Lubner, 76th FS/23rd FG, China, Summer 1943

'Marty' Lubner named this aircraft after his favourite baseball team, the Brooklyn Dodgers. It was camouflaged Olive Drab over Neutral Grey, whilst an earlier P-40K assigned to him (again coded 'White 115') was painted in Dark Green/Dark Brown camouflage with an AVG tiger decal on the fuselage, and lacked the *Dem Bums* titling on the nose. Lubner scored all six of his kills between November 1942 and September 1943, his victims being single-engined fighters. He returned to the 23rd FG for a second tour in the summer of 1945, flying a P-51K named *Barfly* whilst leading the 118th TRS. Lubner is believed to have flown the very last combat mission of World War 2, and he went on to complete a further 21 sorties in F-86s with the 18th FBW during the Korean War.

12

P-40K-5 (serial unknown) 'White 1' of Col Bruce K Holloway, CO of the 23rd FG, China, August 1943

A West-Pointer, Holloway arrived in China in May 1942 with the vague orders to 'observe' the AVG. He soon wangled a combat posting under Gen Chennault, and flew several uneventful missions with the group before it disbanded. Holloway subsequently served in the 23rd FG firstly as its executive officer, then CO of the 76th FS and finally as group commander. His 13th victory, on 24 August 1943, made it a three-way tie with Bob Neale and John Hampshire for the honour of the top-scoring American P-40 pilot of the war. Holloway retired from the USAF as a four-star general in 1973. This Olive Drab over Neutral Grey P-40K-5 may well have carried red/white/blue pinwheels on its hubcaps after its use by Holloway. The fighter was badly shot up on a mission on 8 September 1943 with Lt Fred Meyer of the 74th FS at the controls, and Holloway never flew it again.

13

P-40K-5 (serial unknown) 'White 171' of Maj Elmer F Richardson, CO of the 75th FS/23rd FG, China, October 1943

Richardson, like many of the early aces of the 23rd, flew in the Panama Canal Zone prior to being sent to China in the autumn of 1942. His first score came on 1 April 1943, and by October of that year he was both a six-victory ace and CO of the 75th FS – as denoted by the fuselage bands on his P-40. He claimed his last two kills in December 1943 after being assigned to the 23rd FG HQ, running his score to eight confirmed. Richardson's Olive Drab P-40K shows signs of heavy repainting, which occurred in the autumn of 1943 when the 23rd FG moved its squadron numbers from the fuselage to the tail of its aircraft. The 75th FS painted the forward section of its propeller spinners white at this time as well. This aircraft had previously worn its 'White 171' numbering on the fuselage ahead of a single white stripe, and had its fin adorned with the unit's 'Flying Sharks' emblem. The P-40 also boasted a white ring around the outside of its hubcaps.

14

P-40M (sub-type and serial unknown) 'White 185' of 1Lt Christopher S 'Sully' Barrett, 75th FS/23rd FG, China, Autumn 1943

Barrett flew in Panama and Peru with the 24th FS for a year before joining the 75th FS at Chanyi, in China, in December 1942. On 26 July 1943, he scored his first confirmed victory (plus a probable) during a bomber escort mission to Hankow. Barrett followed this up four days later with his second, and last, kill which he claimed following the interception of 53 Japanese aircraft over Hengyang. The near-daily series of combat missions being flown by the 23rd FG at this time hit the group hard, and in late August Barrett's 'White 185' was one of only ten P-40s within the 75th FS considered fit for duty. This aeroplane was fitted with only four wing guns, which was unusual for a P-40M (it would have left the Curtiss factory with six guns installed). Like all M-models in-theatre, it was painted Olive Drab over Neutral Grey, whilst its national marking consisted of the short-lived red-outlined 'star-and-bars'.

15

P-40K-5 42-9912/'White 400' of Maj Robert L Liles, CO of the 16th FS/51st FG, Chengkung, China, December 1943

One of 68 pilots who flew P-40s off the carrier USS *Ranger* on 10 May 1942, Liles was assigned to the 16th FS in Karachi, and moved to China with the unit in July 1942. He scored one probable over Hengyang during the unit's first engagement, on 30 July 1942, and his first confirmed victory came on 26 December over Yunnanyi. Nearly a year later, on 18 December 1943, Liles claimed his fifth, and last, kill during an interception mission over Kunming. His P-40K-5 (which he named *DUKE*) enjoyed an extraordinarily long combat life, being assigned to the squadron in February 1943, and remaining in service until late July 1944. Again, the aeroplane carried the star marking on its hubcaps, while the rudder motif – a diving eagle holding a 'Tojo' in its talons – was painted on by Liles' crewchief. The ace instituted the unit's white spinner marking during his stint as CO of the 16th FS.

16

P-40K-1 42-46242/'White 356' of Capt J Roy Brown, 16th FS/51st FG, China, Spring 1944

Brown joined the 16th FS as a replacement pilot in June 1943, and scored his first victory on 20 September during an interception over Kunming. He went on to claim three more victories, three probables and one damaged before he completed his tour in June 1944. Although listed as an ace in some publications, Brown firmly maintains that his final score was four confirmed. This aircraft, with its 300-series tail number and white propeller spinner, displays the standard squadron markings adopted in the autumn of 1943, although the victory tally dates it as spring 1944. Heavily weathered in Dark Earth and Dark Green over Neutral Grey, and with a large light-coloured patch on the outer panel of its right wing, 'White 356' may have been transferred in from another unit.

17

P-40N-15 42-106238/'White 367' of 1Lt Carl E Hardy Jr, 16th FS/51st FG, China, Summer 1944

Hardy shot down a Japanese fighter during an interception mission over Hengyang on 12 December 1943, having joined the squadron just days earlier. His only other score was a 'Tojo' damaged during a B-24 escort mission to Yochow on 29 August 1944. On 13 October 1944, whilst serving as D

Flight commander, Hardy was shot up by ground fire in this aircraft during a strafing attack at Kweiping. He nursed 'KLAWIN-KITTEEN' back to his base at Nanning, where he was able to belly-land it without further injury to himself – the P-40 was also duly repaired and returned to service. The unpainted aluminium support strap on the sliding portion of the canopy was a common field modification on Warhawks in China.

18

P-40E-1 41-36391/'White 54' of 1Lt Earl C Bishop Jr, 26th FS/51st FG, Dinjan, India, Autumn 1942

'Duke' Bishop was another of the pilots who flew a P-40 off the USS *Ranger*, being assigned to the 26th FS in Karachi on 26 May 1942 and moving up to Dinjan with the squadron in September to commence combat operations over Assam and Burma. His first encounter with enemy aircraft came on 31 October 1942, when he attempted to intercept a high-flying Japanese reconnaissance aircraft, but had to give up after chasing it for nearly two hours. More than a year later, after the squadron had moved to Kunming, Bishop was involved in two intercept missions that netted him a score of two bombers confirmed destroyed, plus one bomber and one fighter damaged. He damaged this P-40E-1 (a *Ranger* 'original') in a belly landing at Dinjan in early 1943. It was painted in faded Dark Green and Dark Brown over Neutral Grey, with US ARMY titling on the wing undersides.

19

P-40K (sub-type and serial unknown) 'White 82' of Capt Charles H Colwell, 26th FS/51st FG, India, Summer 1943

Yet another USS *Ranger* pilot, 'Hank' Colwell joined an advanced flight of the 26th FS at Dinjan in July 1942, and went on to become one of the unit's most respected leaders. His only claims – one confirmed and one damaged – came on 25 February 1943 during a big Japanese raid on Dinjan. Sadly, shortly after his promotion to the rank of major, Colwell was killed in an accident during an administrative flight on 2 June 1943. 'White 82' carried an unusually large sharksmouth, plus the 'Tom Collins Flight' badge on both sides of its rudder. The fighter's paint scheme was the common Dark Green and sandy Dark Brown over Neutral Grey.

20

P-40K-5 42-9768/'White 255' of Maj Edward M Nollmeyer, CO of the 26th FS/51st FG, Kunming, China, December 1943

'Big Ed' Nollmeyer, who was the first ace of the 26th FS, also joined the squadron from the USS *Ranger* cadre. He recorded the 26th's third confirmed victory on 26 October 1942 in a fight near Digboi, in Assam. A year later, and by then a major and the squadron's CO, Nollmeyer led the 26th to Kunming following its reassignment to the Fourteenth Air Force. The unit adopted the yellow noseband marking when it got to China, whilst the twin yellow fuselage bands on this P-40 denoted its allocation to the squadron commander. Sharksmouth markings were not standardised in the squadron until early 1944 after Nollmeyer had scored his fifth, and final, confirmed kill. A sharksmouth was eventually painted around the squadron badge on 'White 255', but no eye was added. A red and yellow pinwheel design was also painted on the hubcaps. The *Bugs Bunny* badge on the

fuselage was a personal insignia that had also been applied to the rudder of Nollmeyer's previous aircraft, P-40E-1 'White 95'.

21

P-40K-5 42-9734/'White 256' of Capt Lyndon O Marshall, 26th FS/51st FG, Kunming, China, Summer 1944

'Lyn' Marshall joined the 26th at Dinjan as a replacement pilot in February 1943, and he moved to China with the unit later that year. He scored his first victory on 13 March 1944 whilst escorting B-25s to Hainan Island. Marshall's big day came on 5 April 1944, when he led a flight of five P-40s from Nanning to intercept a formation of Japanese fighters attacking the base. Diving through a layer of thin cloud, Marshall and his flight tore into the enemy fighters and destroyed eight for the loss of one P-40 in a mid-air collision. His score for the day was no fewer than four destroyed, two probables and one damaged. Marshall was unusual among CBI aces in that he chose not to display victory flags on his P-40, which was painted Dark Green and sandy Dark Brown over Neutral Grey. The fighter did, however, have shamrocks painted on its hubcaps according to its pilot.

22

P-40K-5 42-9742/'White 209' of 1Lt Charles J White, 25th FS/51st FG, Yunnanyi, China, Summer 1944

White flew his first three missions out of Assam with the 80th FG in August 1943, before transferring to the 25th FS and moving with the squadron to Yunnanyi the following month. He subsequently completed 111 combat sorties over the next 14 months, rising to command B Flight. As luck would have it, the squadron only registered aerial claims on five days during that entire period, and White missed out on all of them. He picked up a shrapnel wound in his left leg during a mission on 3 November 1944, and returned stateside the following month. His P-40K, *Miss Wanna II*, was one of the aircraft that the 25th FS brought with it to China in September 1943. It displays full unit markings, including the distinctive 'Assam Draggins' dragonsmouth on the nose, B Flight badge on both sides of the rudder, and a white propeller spinner with a red tip. The Warhawk was painted Dark Green and sandy Dark Brown over Neutral Grey.

23

P-40M (sub-type and serial unknown) 'White 214' of Capt Paul S Royer, 25th FS/51st FG, Yunnanyi, China, Summer 1944

Royer began flying missions with the 25th FS from Assam in June 1943, and by 1 October he was in China undertaking a B-24 escort mission to Haiphong, during the course of which he claimed one Zero probably destroyed. Royer's most notable sortie occurred on 19 December 1943, when he shot down a 'Lily' bomber and then collided with another one whilst defending Yunnanyi. The collision destroyed not only the bomber but also Royer's P-40, although he was able to bail out of his stricken fighter and return to duty with the 25th FS. The three kill flags on this P-40M reflect his final score of two destroyed and one probable, which made him the unit's top scorer. The angled white fuselage stripe denoted his position as a flight leader. A white ring was also painted around the outside edge of the P-40's hubcaps.

24

P-40N (sub-type and serial unknown) 'White 212' of Lt Fred F Burgett, 25th FS/51st FG, Yunnanyi, China, Summer 1944

Burgett was one of several pilots who trained on P-47s with the 89th FS/80th FG in the USA only to be transferred to the P-40-equipped 25th FS upon their arrival in India. On 24 October 1943, whilst escorting B-24s sent to bomb Hanoi, Burgett experienced engine trouble in his P-40 and carried out a forced landing near Chimming. Assigned a new P-40N ('White 212'), he named it *SING PAO* after the baby daughter of the Chinese doctor who had invited several pilots to his home for dinner. Painted Olive Drab, with a factory-applied dapple of darker green, over Neutral Grey, the aircraft carried the B Flight 'bee' badge on a white disc on both sides of its rudder. Burgett's tour ended when he bailed out of another P-40 and fractured both his legs in the process – he spent the next 13 months in hospitals and rehab centres. To this day, Fred Burgett likes to say that he is credited with destroying two aircraft, "but unfortunately both of them were our own".

25

P-40N-1 (serial unknown) 'White 55' of 2Lt Herbert H Doughty, 89th FS/80th FG, Assam, India, Spring 1944

'Hal' Doughty joined A Flight of the 89th FS at Sadiya, in northern Assam, where six P-40s and 12 pilots were stationed to protect the western end of the Hump route. On 27 March 1944 he scrambled with three other P-40s, led by 1Lt Robert D Bell, to intercept Japanese aircraft attacking Allied airfields in the Ledo area. Breaking out of thin cloud at 20,000 ft, the P-40s encountered a mixed formation of 'Helen' bombers and 'Zeke' fighters. In the ensuing melee, Doughty shot down two 'Zekes' and a 'Helen', and damaged a second bomber – this proved to be his only encounter with enemy aircraft during the war. All P-40N-1s assigned to the 80th FG, including Doughty's, carried six wing guns. This aircraft also featured a star marking on its hubcaps similar to those of the 16th FS. Finally, the red propeller spinner identified this Warhawk as an 89th FS aircraft.

26

P-40N-1 42-104590/'White 44' of 1Lt Philip S Adair, 89th FS/80th FG, India, Spring 1944

Phil Adair flew 139 combat missions during his 18 months in the CBI with the 89th FS. The first 126 were flown in two P-40s (an N-1 and an N-5) that were both named *Lulu Belle*, whilst the last 13 were completed in P-47Ds. On 13 December 1943, Adair performed a solo attack on a formation of Japanese aircraft attacking Dinjan that subsequently saw him credited with one confirmed destroyed and three damaged. On 17 May 1944 he destroyed two 'Oscars' when his flight was attacked following its bombing run on a bridge near Kamaing, in Burma. Adair brought white tyre paint with him to India, and he used it to paint the whitewall tyres (including the tail wheel) on his first *Lulu Belle*. The hubcaps were decorated with a cartoon of a buzzard carrying a bomb.

27

P-40N-1 42-104774/'White 71' flown by Flt Off Samuel E Hammer, 90th FS/80th FG, Moran, India, April-July 1944

'Gene' Hammer was the sole 80th FG pilot to score five kills

flying single-engined fighters. Joining the 90th FS in Assam in early 1944 as a replacement pilot, he first encountered Japanese aircraft on 27 March 1944 when he was flying as a wingman in a flight of four P-40s protecting Allied airfields in the Ledo area. During a 20-minute battle with the enemy, each of the Warhawk pilots destroyed two enemy aircraft apiece – Hammer's victims were both 'Helen' bombers. Nearly nine months later, and now flying P-47s, Hammer destroyed three 'Tojos' to 'make ace' in the 90th's last aerial engagement of the war. Dubbed *RUTH MARIE*, this well-worn P-40N-1 was Hammer's regularly assigned aircraft in the months leading up to his unit's conversion to Thunderbolts, although he was almost certainly not flying it on the day he scored his first two victories. The fighter exhibited evidence of having previously been numbered 'White 77', and it also boasted two bullet-hole patches on its rudder.

28

P-40N-5 42-105009/'White 21' of Capt Harlyn S Vidovich, 74th FS/23rd FG, Kweilin, China, December 1943

Vidovich was a full-blooded Paiute-Sohone Indian whose grandfather, Wovoka, founded the Ghost Dance religion. He flew his first missions from Kweilin with the 74th FS in May 1943. On 10 June, Vidovich was preparing to land at Hengyang following a fruitless interception mission when he was told of a second raid approaching the airfield. He climbed out of the landing pattern with his flight and attacked a Zero, which he claimed as a probable. Vidovich went on to score two confirmed victories before he was killed in a bad-weather flying accident on 18 January 1944. His P-40N-5 was fitted with the larger wheels and tyres of earlier model Warhawks, this being a common modification on early P-40Ns in China.

29

P-40N-5 42-105152/'White 45' of Maj Arthur W Cruikshank Jr, CO of the 74th FS/23rd FG, China, June 1944

'Art' Cruikshank was one of the original pilots of the 74th FS, and he was also the first ace to score all of his victories with the squadron. He completed his first tour in October 1943 with six victories, then returned to China the following May to assume command of the 74th. On 15 June 1944, Cruikshank was flying this particular P-40N (which featured the 74th FS badge on both sides of its rudder) when it was hit by ground fire near Chuihow. He bailed out over friendly territory and returned to the squadron just a few days later. Cruikshank scored his last two victories on 25 June 1944, raising his final score to eight confirmed, although he was shot down for a second time the very next day flying P-40N-20 43-22876. Again, he evaded capture by the Japanese, but was sent home when he returned to his unit in August.

30

P-40N (sub-type and serial unknown) 'White 46' of Maj John C Herbst, CO of the 74th FS/23rd FG, Luliang, China, Summer 1944

'Pappy' Herbst arrived in China in the late spring of 1944 following service in Europe with the Royal Canadian Air Force. He flew his first missions with the 76th FS, then assumed command of the 74th FS on 30 June 1944 after Maj Cruikshank was shot down. Although Herbst is best known for being a top Mustang ace, he also flew this particular

P-40N during the summer of 1944. On 8 August he was leading three flights of Warhawks when they encountered a large enemy formation over Hengyang – Herbst downed two KI-43s to 'make ace'. He finished the war with 18 victories, but was killed on 4 July 1946 flying a P-80 jet during an Independence Day airshow in San Diego, California. All of Herbst's fighters were named in honour of his son, Tommy.

31

P-40N-20 43-23661/'White 38' of 1Lt John W Bolyard, 74th FS/23rd FG, Kanchow, China, Summer/Autumn 1944

Bolyard flew P-40s with the 74th FS for the first ten months of 1944, during which time he scored just one ground kill. His P-40N had been transferred in from the 91st FS/81st FG at Chengtu, and retained that unit's diagonal white bands on its rudder, although the fin was painted out to accommodate the 74th FS aircraft number. On 30 September 1944 Bolyard ground-looped this P-40 at Kanchow after flying a strafing mission against Nanchang airfield. He went on to score five kills in a P-51C during November and December 1944.

32

P-40N-20 43-23400/'White 175' of Maj Donald L Quigley, CO of the 75th FS/23rd FG, Kweilin, China, August 1944

Don Quigley flew 24 missions with the 90th FS/80th FG in Assam before transferring to China in January 1944. He assumed command of the 75th FS in June 1944, and his first victory came on 5 July when he destroyed an 'Oscar' (he also claimed one probable and two damaged) whilst escorting B-25s sent to bomb Tungcheng, Quigley scored his fourth and fifth kills on 4 and 5 August 1944, but he was then shot down by ground fire when flying this aeroplane – named for his wife Irene – north of Hengyang five days later. Quigley bailed out and was quickly captured by Japanese soldiers. He spent the next 13 months in PoW camps in Hankow, Shanghai and Sapporo, on the Japanese island of Hokkaido.

33

P-40N-20 43-23266/'White 194' of 1Lt Donald S Lopez, 75th FS/23rd FG, Kweilin, China, July 1944

Don Lopez joined the 75th FS as a replacement pilot in November 1943. On 12 December 1943, he destroyed an 'Oscar' by colliding with it near Hengyang, the impact tearing the wingtip off his P-40K. Lopez had scored five kills and five damaged (all KI-43s) by November 1944. In mid-June 1944, this aircraft was struck in the nose by the wingtip of a P-51 in a taxiing accident at Kweilin. The name *LOPEZ'S HOPE* was added to the P-40's upper cowling following the accident.

34

P-40N (sub-type and serial unknown) 'White 165' of 1Lt Forrest F Parham, 75th FS/23rd FG, Kanchow, China, Autumn 1944

A former enlisted man, 'Pappy' Parham was older than most replacement pilots when he joined the 75th FS at Kweilin in July 1944. His unit was heavily engaged opposing the Japanese advance down the Hsiang River valley at that time, and Parham destroyed his first enemy aeroplane (an 'Oscar', over Yochow on 19 August. Parham withdrew with the unit to Chihkiang the next month, where he ran his score up to five destroyed, two probables and five damaged. Note

the extra support strap added to the sliding portion of his P-40's canopy. Farham named all his fighters *Little Jeep*.

35

P-40N-5 42-105427 (CAF serial P-11139)/'White 646' of Maj William L Turner, CO of the CACW's 32nd FS/3rd FG, Kweilin, China, Spring 1944

Bill Turner scored his first three victories during the fighting over Java and New Guinea in 1942, then returned to action in December 1943, when he led the Chinese-American 32nd FS into combat from Kweilin. His combat experience quickly showed, for he destroyed a 'Tojo' on 23 December over Canton. He rounded out his scoring at eight victories with a 'Tojo' destroyed on 25 August 1944. Turner continued to fly in the frontline until 19 December 1944, when he broke his leg during a night parachute jump. The P-40N-5 shown here was destroyed on the ground at Hanchung on 6 June 1944. Like all CACW aircraft, it was the property of the Chinese Air Force, hence the CAF markings. National markings were not applied to the wing upper surfaces on CACW P-40s.

36

P-40N-20 CAF serial P-11461/'White 660' of Lt Col William N Reed, CO of the CACW's 7th FS/3rd FG, Liangshan, China, August 1944

Bill Reed fought a long war, scoring his first victory on 20 December 1941 over Rangoon with the AVG. His final tally with the group was three aerial victories and seven destroyed on the ground. He returned to China in the spring of 1944 as the co-commander of the 7th FS, and he duly claimed six confirmed victories and three probables with the unit – his last success came on 27 October 1944 at Kingmen. Reed was killed parachuting from his P-40 on the same night that Turner broke his leg. *BOSS'S HOSS* was autographed on its cowling by film star Ann Sheridan, and members of her USO troupe, at Liangshan on 20 August 1944. Crewchief Homer Nunley had the nickname *Jug's Plug* painted on the right side of the fighter's nose. The captured sharkmouth was a distinctive marking of the 7th FS, but the white propeller spinner was exclusively worn by Reed's P-40.

37

P-40N-5 CAF serial P-11151/'White 663' of Capt Wang Kuang Fu, CACW's 7th FS/3rd FG, Laohokow, China, January 1945

A flight leader with the 7th FS, Wang had earned his wings in 1939 at Claire Chennault's CAF flying school. He scored his first victory on 25 June 1944, and went on to become the leading CAF scorer within the CACW with 6.5 kills in the air. His aircraft's nickname 'Great Grandfather – Commander' (in Chinese characters) referred to a heroic prime minister of the Chow Dynasty. The fighter was damaged in a landing accident at Liangshan on 7 May 1944, repaired, and then wrecked again in January 1945 at Laohokow. The 'White 13' on the rear fuselage was an aeroplane-in-squadron marking from a system used intermittently within the 3rd FG.

38

P-40N-15 CAF serial P-11249/'White 681' of Capt Raymond L Callaway, CACW's 8th FS/3rd FG, Liangshan, China, August 1944

Ray Callaway was a P-47 instructor in the US prior to obtaining a combat posting to the CBI in 1943. He helped train the 8th FS at Malir, then moved with the squadron to China in early 1944. On 9 June 1944, Callaway destroyed one Oscar and probably destroyed a second one at Ichang for his first claims. He shared in the destruction of a Ki-43 with Capt Coyd Yost on 17 September 1944 near Yyang, which raised his final score to six destroyed, one probable and two damaged. *SHIRLEY II* was transferred to Callaway's unit from the CACW's 5th FG in the early summer of 1944. The 'White O3' on the fuselage identifies it as an 8th FS aircraft. Whilst with the 5th FG, it had carried a 'Black 745' on the rudder, along with the unit's distinctive haze grey rudder marking.

39

P-40N (sub-type and serial unknown) 'Black 726' of Col John A Dunning, CACW's 5th FG HQ, Chihkiang, China, Summer/Autumn 1944

A former gunnery instructor, 'Big John' Dunning was serving as the deputy commander of the 5th FG when he led the group's first two squadrons over the Hump to China in March 1944. He scored two aerial victories during August and assumed command of the 5th in November. One of the original P-40Ns allotted to the group, 'Black 726' was named after Dunning's wife. It bore a distinctive 'haze' paint scheme designed to break up the familiar outline of the P-40 when seen in the sky. Pale 'haze' grey was applied to the front of the spinner, leading edges of the wings, wing tips, horizontal stabilator tips and in a wedge on both sides of the rudder. The scheme worked too well, for several aircraft were attacked by friendly P-40s in their first few weeks in China! The haze scheme was soon overpainted on all P-40s except this one.

40

P-40N (sub-type and serial unknown) 'Black 767' of Capt William K Bonneaux, CACW's 17th FS/5th FG, Chihkiang, China, Summer/Autumn 1944

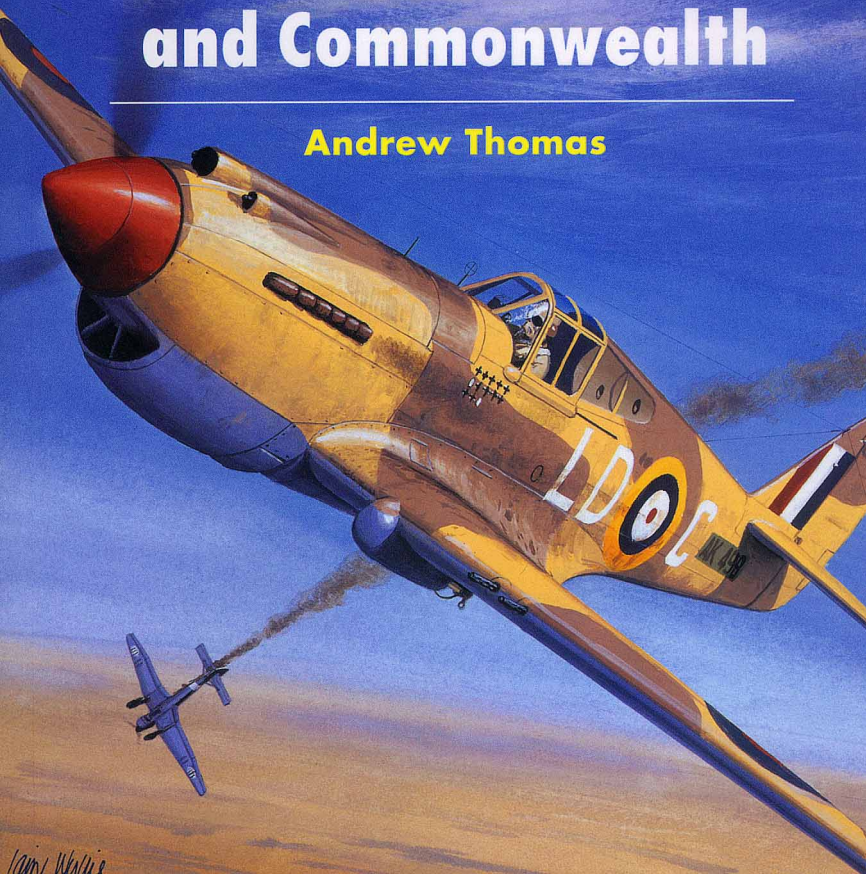
Bonneaux scored four confirmed victories, one probable and one damaged between June and November 1944 whilst serving as a flight commander with the 17th FS. The tail number of his P-40 remains unconfirmed, but it is based on the fact that Bonneaux later flew a similarly-marked P-51 when he commanded the 17th. This aeroplane, along with Bonneaux's Mustang, were named *JO 'n DO DO* by the pilot and his roommate, Lt Gene Girtton, who was the unit's engineering officer. Bonneaux's girlfriend at the time was named Josephine, and Girtton's wife was Doris. Girtton explained this unique nickname to the author in 1983: 'One night over our daily allowance of Jing Bao juice, "Bonnie" and I decided we should name the plane after his girlfriend and my wife so that it would be assured of tender loving care. So it was that *JO 'n DO DO* was born'. The P-40 was eventually destroyed in a landing accident whilst being flown by another pilot.

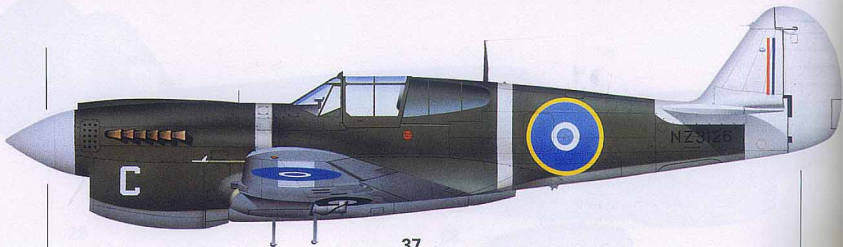
Back cover photograph

A mixed line-up of P-40Ks and Ms from the 16th FS/51st FG are prepared for their next mission at Chengkung in late 1943. The K-model in the foreground carries the nickname *Lady Eleanor* above its sharkmouth

Tomahawk and Kittyhawk Aces of the RAF and Commonwealth

Andrew Thomas





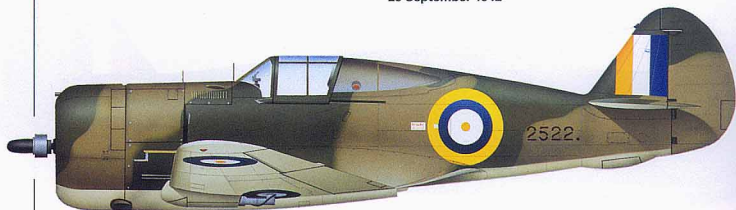
37

P-40N-1 Kittyhawk IV NZ3126 of No 17 Sqn/No 4 Servicing Unit RNZAF, flown by Sqn Ldr Guy Newton, Ondonga, New Georgia, January 1944



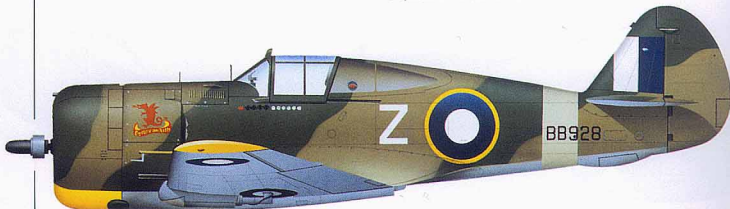
38

P-40K Warhawk 42-45945 of No 111 Sqn RCAF, flown by Sqn Ldr Ken Boomer, Umnak, Aleutian Islands, 25 September 1942



39

Mohawk IV 2522 of 'B' Flight No 3 Sqn SAAF, flown by Capt Jack Parsonson, Aiscia, Somaliland, September-October 1941



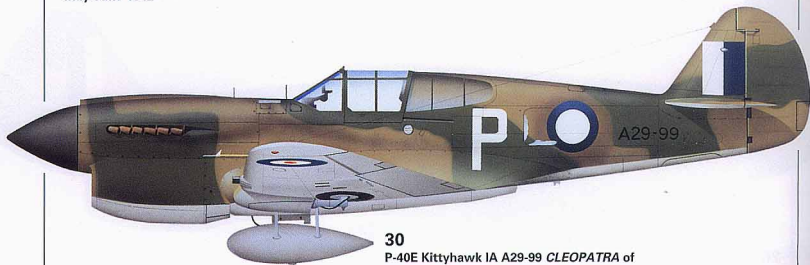
40

Mohawk IV BB928 *Cymru am Byth* of No 155 Sqn, flown by Sqn Ldr 'Porky' Jefferies, Agartala, Bengal, India, January 1943



29

P-40E Kittyhawk IA A29-39 of No 76 Sqn RAAF, flown by Sqn Ldr Peter Turnbull, Weir Field, Townsville, Australia, May-June 1942



30

P-40E Kittyhawk IA A29-99 *CLEOPATRA* of No 75 Sqn RAAF, flown by Flg Off Geoff Atherton, Milne Bay, New Guinea, August 1942



31

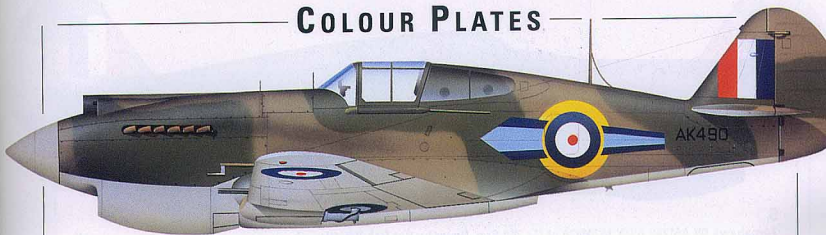
P-40E Kittyhawk IA A29-153 *GRACE* of No 75 Sqn RAAF, flown by Sqn Ldr 'Woof' Arthur, Port Moresby, New Guinea, January 1943



32

P-40K Kittyhawk III A29-459 *CLEOPATRA* of No 75 Sqn RAAF, flown by Sqn Ldr Geoff Atherton, Horn Island, New Guinea, mid 1943

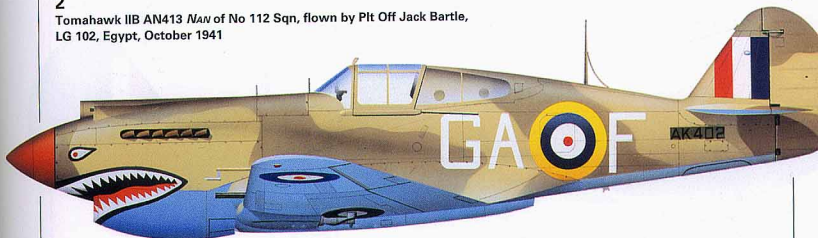
COLOUR PLATES



1
Tomahawk IIB AK490 of No 73 Sqn, flown by Sqn Ldr Peter Wykeham-Barnes, El Gamil, Egypt, September 1941



2
Tomahawk IIB AN413 *MAN* of No 112 Sqn, flown by Plt Off Jack Bartle, LG 102, Egypt, October 1941



3
Tomahawk IIB AK402 of No 112 Sqn, flown by Plt Off Neville Duke, LG 13 Sidi Haneish South, Egypt, November 1941

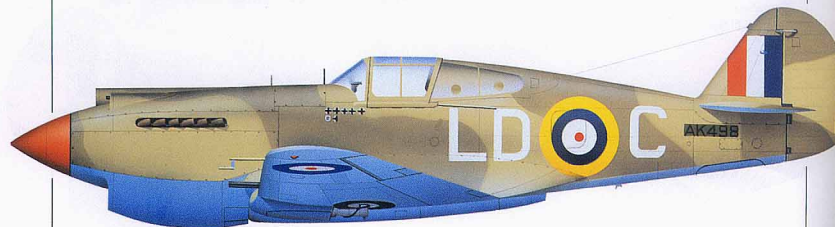


4
Tomahawk IIB AK374 of No 250 Sqn, flown by Sgt Maurice Hards, LG 13 Sidi Haneish South, Egypt, 26 August 1941



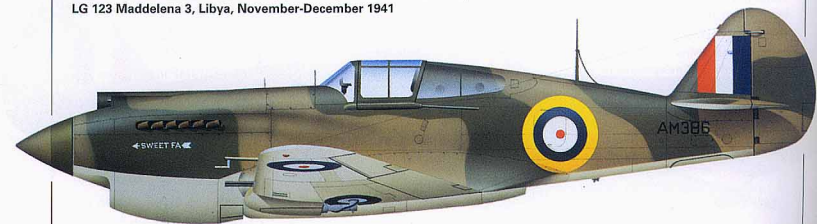
5

Tomahawk IIB AM392 *NUX VOMICA* of No 250 Sqn, flown by Sgt Bob Whittle, LG 13 Sidi Haneish South, Egypt, August-October 1941



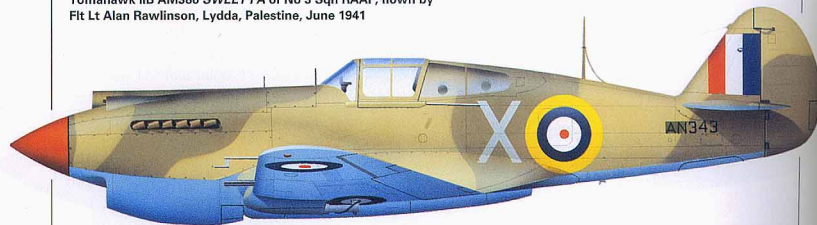
6

Tomahawk IIB AK498 of No 250 Sqn, flown by Flt Lt Clive Caldwell, LG 123 Maddelena 3, Libya, November-December 1941



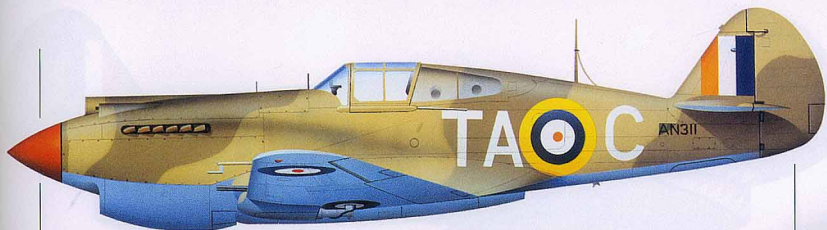
7

Tomahawk IIB AM386 *SWEET FA* of No 3 Sqn RAAF, flown by Flt Lt Alan Rawlinson, Lydda, Palestine, June 1941



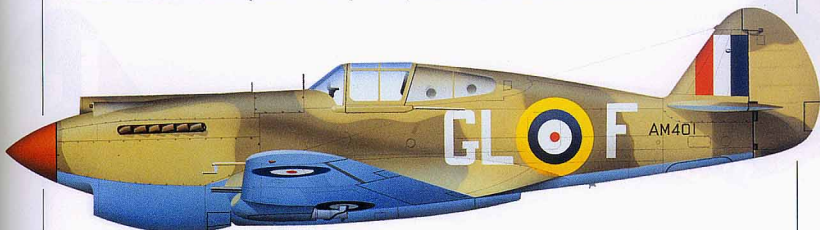
8

Tomahawk IIB AN343 of No 3 Sqn RAAF, flown by Sgt Rex Wilson, LG 110, Egypt, November 1941



9

Tomahawk IIB AN311 of No 2 Sqn SAAF, flown by Lt Danny Saville, El Adem, Libya, 21 November 1941



10

Tomahawk IIB AM401 of No 5 Sqn SAAF, flown by Capt Johnny Human, LG 121, Egypt, 11 March 1942



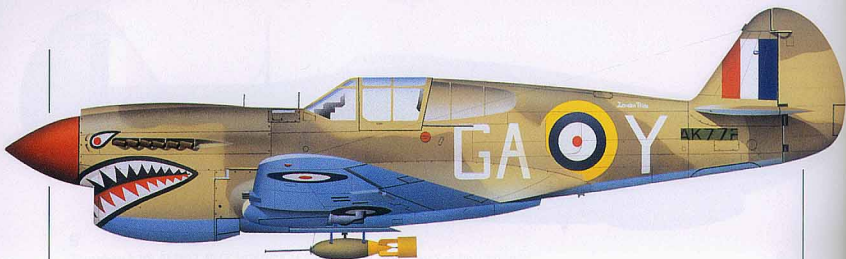
11

Kittyhawk I AK759 of No 94 Sqn, flown by Sgt 'Eddie' Edwards, Gasr el Arid, Libya, 20 March 1942



12

Kittyhawk I AK578 of No 112 Sqn, flown by Flg Off Neville Duke, LG 139 Gambut Main, Libya, 14 February 1942



13

Kittyhawk I AK772 of No 112 Sqn, flown by Sgt Henry Burney and Sqn Ldr Clive Caldwell, LG 142 Gambut 1, Libya, March-May 1942



14

Kittyhawk I AL225 of No 112 Sqn, flown by Sgt 'Blue' Leu, LG 75, Egypt, 21 June 1942



15

Kittyhawk IA ET790 of No 112 Sqn, flown by Sqn Ldr Billy Drake, LG 91, Egypt, 8 July 1942



16

Kittyhawk I AK919 of No 250 Sqn, flown by Sqn Ldr Mike Judd, LG 91, Egypt, 6 June 1942



17
Kittyhawk III FR120 of No 250 Sqn, flown by
Flt Lt Gordie Troke, Castel Benito, Libya,
February 1943



18
Kittyhawk IA ET788 of No 260 Sqn, flown by
Sgt Ron Cundy, Gasr el Arid, Libya, May 1942



19
Kittyhawk III 42-45798 (FR829) of No 260 Sqn, flown by Sqn Ldr
O V Hanbury, Castel Benito, Libya, January 1943



20
Kittyhawk III FR350 of No 260 Sqn, flown by Flg Off 'Eddie' Edwards, Castel Benito, Libya, January 1943



21

Kittyhawk I AK897 of No 450 Sqn RAAF, flown by Sgt Don McBurnie, LG 142 Gambut 1, Libya, May 1942



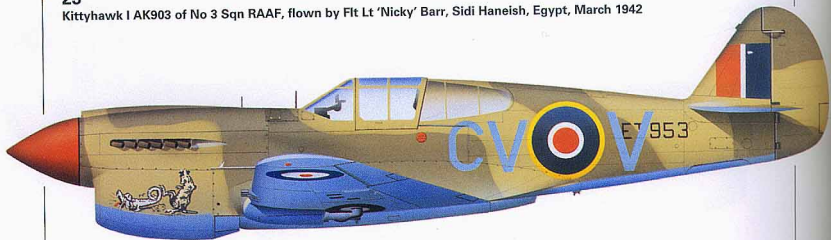
22

Kittyhawk I AK634 of No 450 Sqn RAAF, flown by Flt Lt 'Willy' Williams, LG 91, Egypt, 5 July 1942



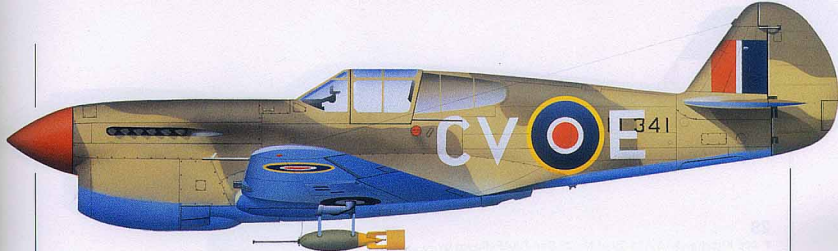
23

Kittyhawk I AK903 of No 3 Sqn RAAF, flown by Flt Lt 'Nicky' Barr, Sidi Haneish, Egypt, March 1942



24

Kittyhawk IA ET953 of No 3 Sqn RAAF, flown by Sqn Ldr Bobby Gibbes, LG 91, Egypt, August-September 1942



25
Kittyhawk IIA FL341 of No 3 Sqn RAAF, flown by Wg Cdr H F 'Billy' Burton,
OC No 239 Wing, Marble Arch, Libya, 28 December 1942



26
Kittyhawk I AL173 of No 2 Sqn SAAF, flown by Lt Vernon Lindsay, Gambut, Libya, 7 June 1942



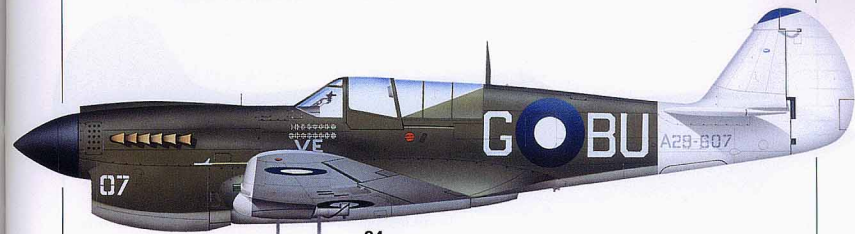
27
Kittyhawk IA ET512 of No 4 Sqn SAAF, flown by Flg Off John Waddy, LG 97, Egypt, 21 July 1942



28
P-40E Kittyhawk IA A29-9 of No 75 Sqn RAAF, flown by Flt Lt Les Jackson, Port Moresby, New Guinea, April 1942



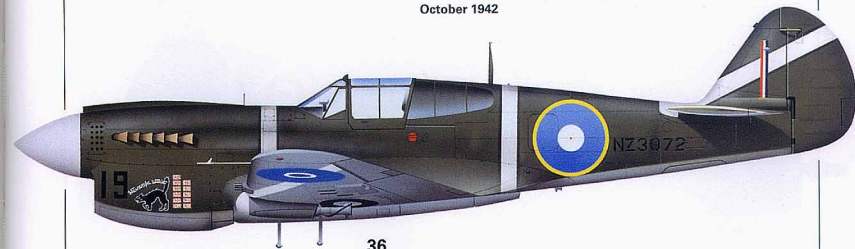
33
P-40M Kittyhawk III A29-305 of No 86 Sqn RAAF, flown by
Flt Lt Bob Whittle, Merauke, New Guinea, 23 January 1944



34
P-40N-20 Kittyhawk IV A29-607 VE of No 80 Sqn RAAF, flown by
Sqn Ldr John Waddy, Noemfoor, Dutch New Guinea,
September-October 1944



35
P-40E Kittyhawk IA NZ3040 of No 15 Sqn RNZAF, flown by
Flt Lt Johnnie Gibson, Whenuapai, New Zealand,
October 1942



36
P-40M Kittyhawk III NZ3072 *Wairarapa Wildcat* of No 14 Sqn RNZAF,
flown by Flg Off Geoff Fischen, Henderson Field, Guadalcanal, July 1943