

*AIRCRAFT OF THE
UNITED STATES ARMY*

105

*DRAWINGS AND PHOTOGRAPHS
WITH DESCRIPTIONS*

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FOREWORD

When the United States of America began to build aircraft for service with the Royal Air Force there was at once created in the British public a deep interest in the types and the performance of the various machines to be produced in America.

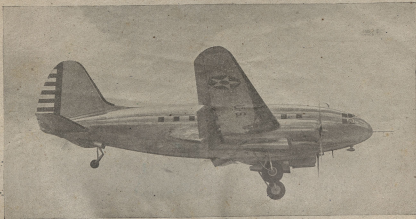
But when, in response to Japan's treacherous and undeclared entry into the war on the side of the Fascist countries, the great western democracy became an active participant with the British Empire and her allies, this interest was enormously increased, and there arose an insistent and widespread desire to become acquainted not only with American aircraft operating with the Royal Air Force, but with the many types of bombers, fighters and other aircraft with which America would take the air against the common enemy.

That intelligible desire is now satisfied by the publication of *Aircraft of the United States Army*, which contains a representative collection of photographs, with silhouettes and complete descriptive matter, of aircraft now in full production for the American Army. In the few cases where only a minimum of explanatory information is given, the reason is that complete details have so far not been disclosed by the responsible authorities.

Aircraft in service with the air arm of the American Navy are not included in these pages. Readers who desire information of these machines are recommended to obtain the companion publication, *Aircraft and Ships of the United States Navy*.

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CURTIS C-46

The C-46 is a modified version of the C-26 passenger model. It is powered by two Wright Cyclone engines rated at 850 h.p. each, which give it a maximum speed of 262 m.p.h. Can be used for carrying either war materials or troops. Considerable numbers have been ordered by the Army. Other details not released.

INVASION AIRCRAFT

FRIEND
OR
FOE?



PHOTOGRAPHS & DETAILS

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THE AIRCRAFT
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ALLIED AND ENEMY AIRCRAFT IN THE EUROPEAN WAR ZONE

(May, 1944)

THE IMPORTANCE of aircraft recognition during the impending invasion of Axis Europe by the forces of the United Nations cannot be over-estimated. Air operations supporting and combating the invading forces will undoubtedly be on a vast scale larger than anything witnessed since the dawn of military aviation. Numerical and qualitative superiority will doubtless be on the side of the United Nations, but should the wrong identification of Allied aeroplanes or gliders by either the invading ground forces or their covering fighters result in the destruction of these aircraft the tide of battle might easily be turned. In addition, the effect of enemy aircraft identified as friendly being allowed to pass through our defenses and attack troops and armored forces might have just as damaging results.

In view, therefore, of the necessity for the land, sea and air personnel of the United Nations to be in a position to recognize any aircraft used by either side, this book, "Invasion Aircraft," is devoted to a review of the types of aircraft which will in all probability be used by the United Nations and the Axis Powers during forthcoming operations. Many of the types depicted and described will be known already to the majority of the troops, sailors and airmen who will take part in the operations, and republishing of illustrations of these aircraft is therefore unnecessary. Instead we have put in illustrations and short descriptions which will help to refresh the memory and in some cases give some indications as to the external characteristics of certain types which are not usually included in aircraft recognition instructions and which may not have been met with in studies from recognition material. The review has been made sufficiently broad to cover the types of aircraft which might possibly be seen in the event of landings anywhere in Europe from the Baltic and the Low Countries, round past France, the French and Italian Riviera and Northern Italy, to the Balkans. The designations and names used throughout this book are the popular, or "recognition names," by which the various types of aircraft are known by all observers.

Air support given by the Air Forces of the United Nations to our landings and subsequent advance inland will be performed only by the most modern British and American aeroplanes and gliders because of the immense quantities of such aircraft available to the Allied Air Forces. On the other hand, the Germans and their satellites are already faced with a numerical inferiority which will

undoubtedly be worsened after the first day or two, during which their fighting reserves strength will in all probability be seriously depleted. This would inevitably accentuate the use by the Axis Air Forces of every secondary combat asset upon which they could lay their hands.

The tables classifying the various duties of both the Allied and enemy aeroplanes and gliders include a number of new types of German aeroplanes which have been reported in action or which are believed to be undergoing tests under operational conditions. These include an Fw 190, nicknamed "Schwanda," with an in-line motor mounted in a radial casing which has been reported by the Americans, and the Fw 200 and Me 262, both of which have been met and shot down in Italy and Western Europe. Those believed to be undergoing service trials include the Me 109 two-motor nightfighter and fighter-bomber, the two-motor twin-boom Ar 190 which is believed to be a light bomber, the Me 108 heavy bomber, and the Me 323 which is developed from the Me 410. In addition the Germans have stated at one time or another that they have bomber developments of the Me 323 six-motor transport and the Me 107 (2) glider-bomb. The Germans also state that the Messerschmitt Schwabe rocket-propelled fighter, the existence of which has been known for some time, is undergoing tests under operational conditions.

Key to Tables

NAME.—" Undergoing tests under operational conditions, seen in action, or reported by the Germans.

MICRONAIS.—M. In-line. R. Radial or alternatively in-line motor mounted in radial casing.

UNRECORDED.—F. Fused. R. Retractable.

AIRCRAFT OF THE UNITED NATIONS TACTICAL AIR FORCES

NAME	SPAN Ft. In.	MAX SPEED m.p.h.	RECOGNITION FEATURES			
			Monoplane	Wings	Tail Unit	Undercarriage
FIGHTERS						
ARADO 190	32 3	318	One H.	Low	Single	R
MUSTANG (M)	37 9	375	One L.	Low	Single	R
MUSTANG (M)	37 9	358	One L.	Low	Single	R
MUSTANG (M)	37 9	About 400	One H.	Low	Single	R
SPITFIRE (V) (glider)	32 3	About 370	One H.	Low	Single	R
SPITFIRE (M)	34 3	400	One H.	Low	Single	R
SPITFIRE (M)	36 10	About 400	One L.	Low	Single	R
SPITFIRE (M)	32 8	480+	One L.	Low	Single	R
TYPHOON	43 7	480+	One H.	Low	Single	R
WARHORN	37 3	350+	One H.	Low	Single	R
CARRIER-BORNE FIGHTERS						
CORSAIR (C)	32 11	About 350	One R.	Low	Single	R
CORSAIR (C)	32 11	About 350	One R.	Low	Single	R
RED CAT	32 10	330	One R.	Low-High	Single	R
WILDCAT	30 8	315+	One R.	Mid	Single	R
SEARAY	36 10	—	One L.	Low	Single	R

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