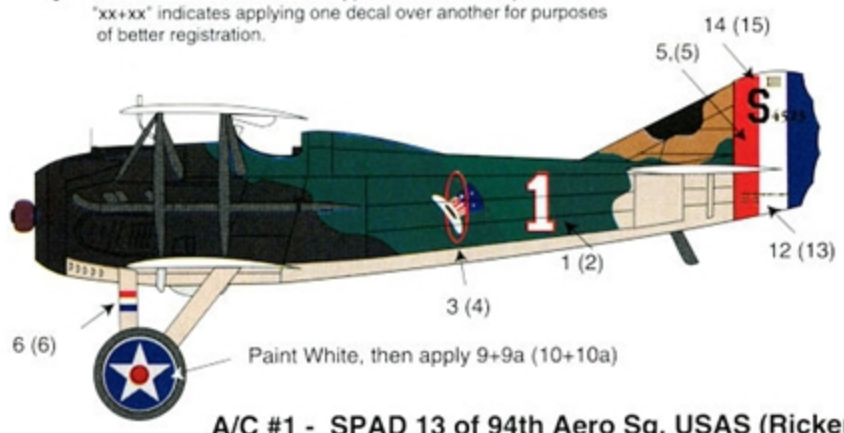


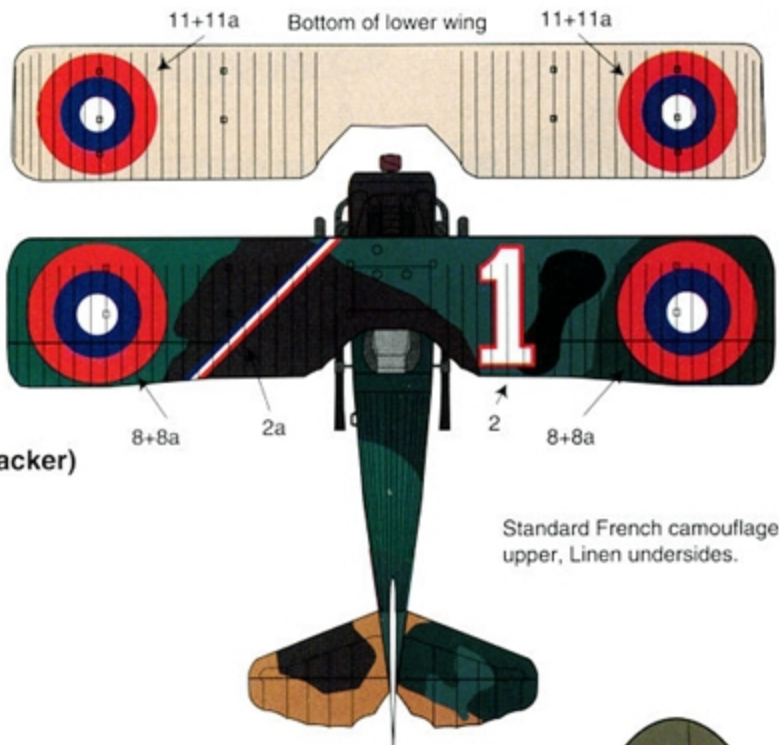
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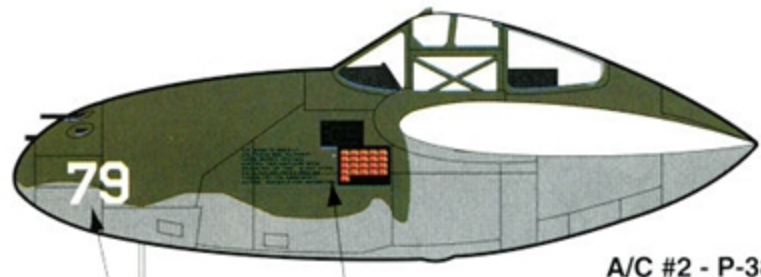
***Note:** Parenthesis indicates opposite or starboard placement. "xx+xx" indicates applying one decal over another for purposes of better registration.



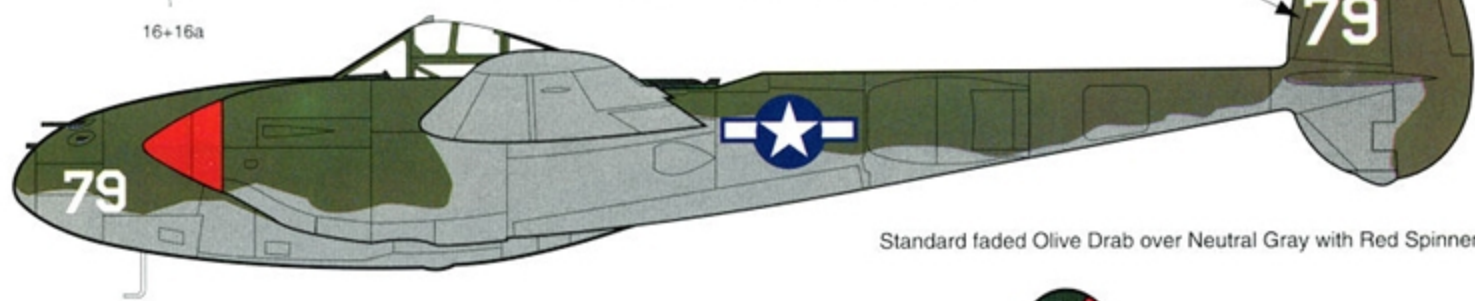
A/C #1 - SPAD 13 of 94th Aero Sq. USAS (Rickenbacker)



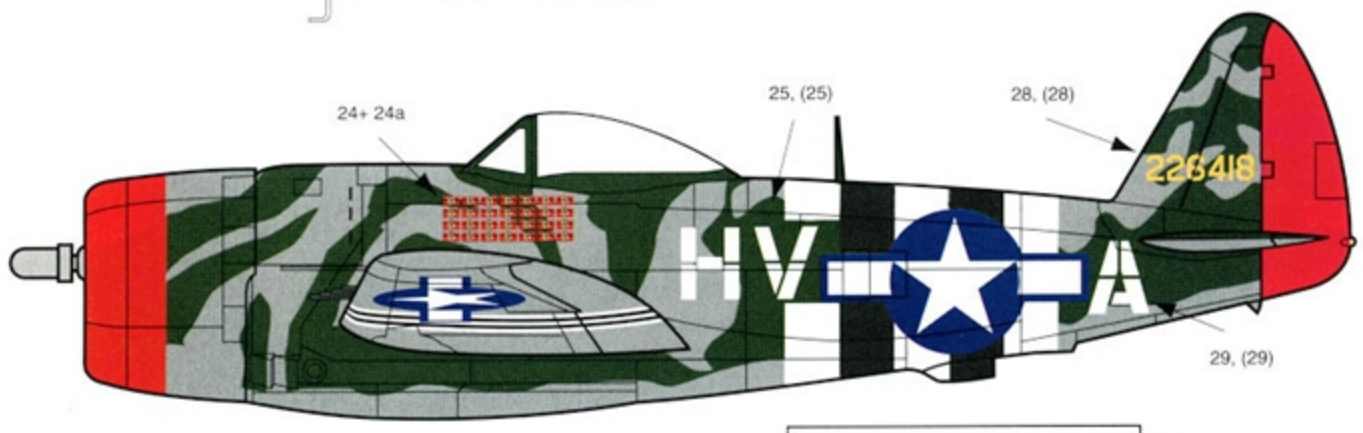
Standard French camouflage upper, Linen undersides.



A/C #2 - P-38H Lightning 42-66847 (Bong)



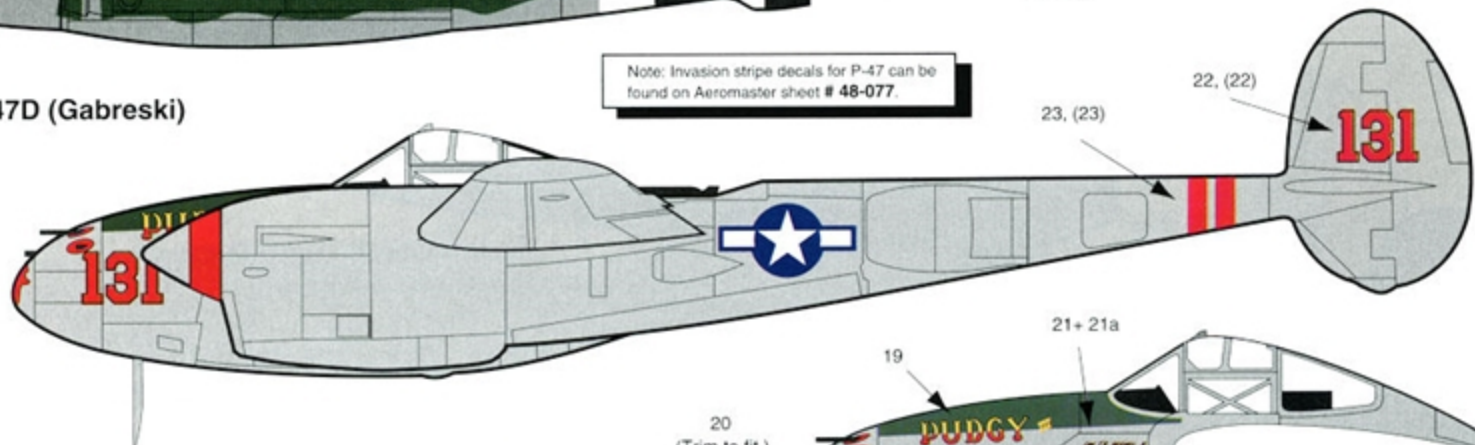
Standard faded Olive Drab over Neutral Gray with Red Spinners.



"Shadow-Shade" Camouflage
Medium Green & Medium Sea Gray mottle over Medium Sea Gray. D-Day stripes top & bottom wings and fuselage bands. Red Cowling & rudder. *Note! - 50" National Insignia on the bottom of both wings.

A/C #3 - P-47D (Gabreski)

Note: Invasion stripe decals for P-47 can be found on Aeromaster sheet # 48-077.

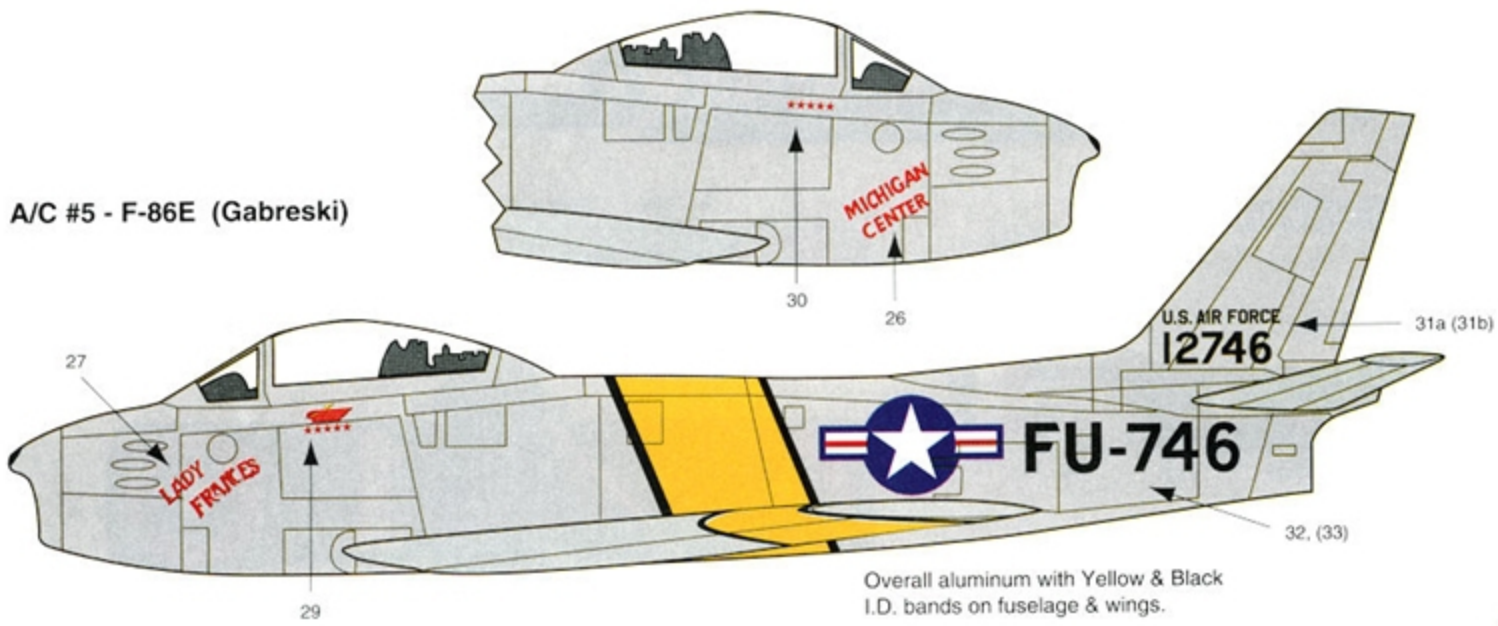


A/C #4 - P-38J (McGuire)

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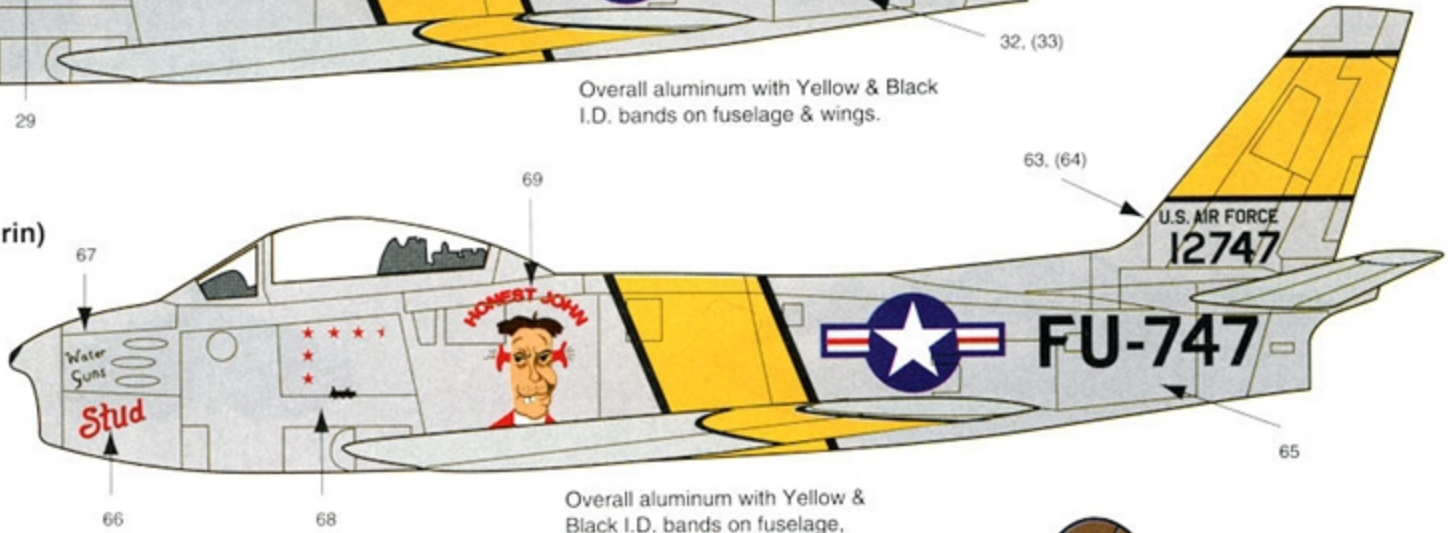
All-over duraluminum finish with flat Olive Green anti-glare panels on inboard sides of engine nacelles & center pod. Red rear half of spinners.

A/C #5 - F-86E (Gabreski)



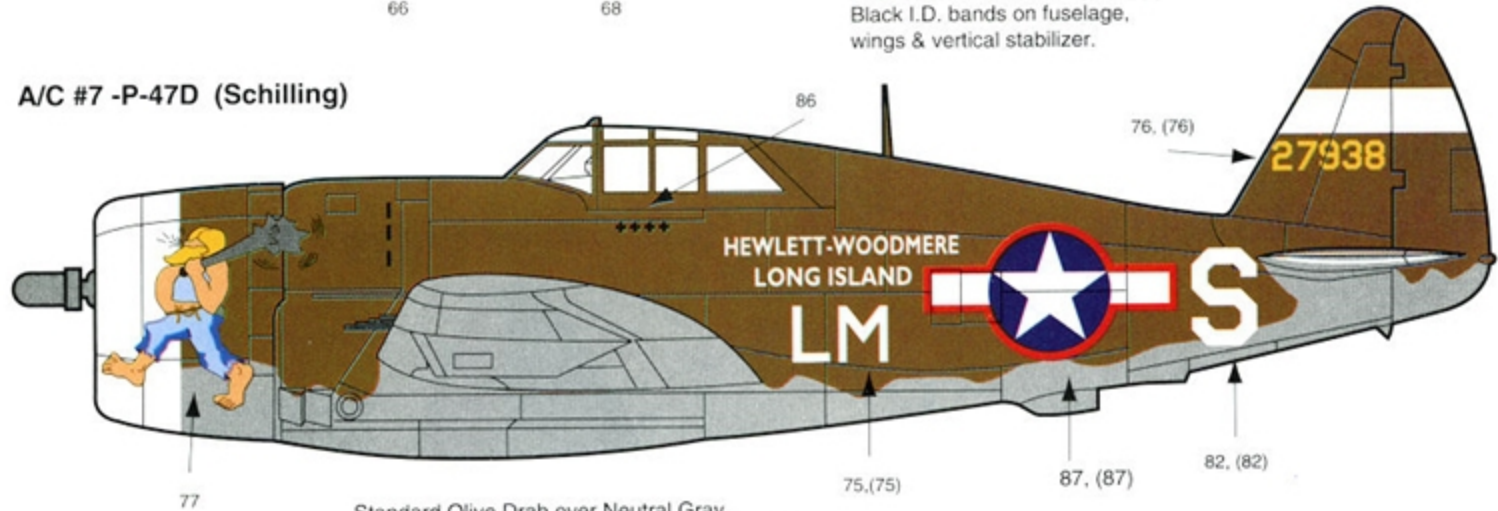
Overall aluminum with Yellow & Black I.D. bands on fuselage & wings.

A/C #6 - F-86E (Mahurin)



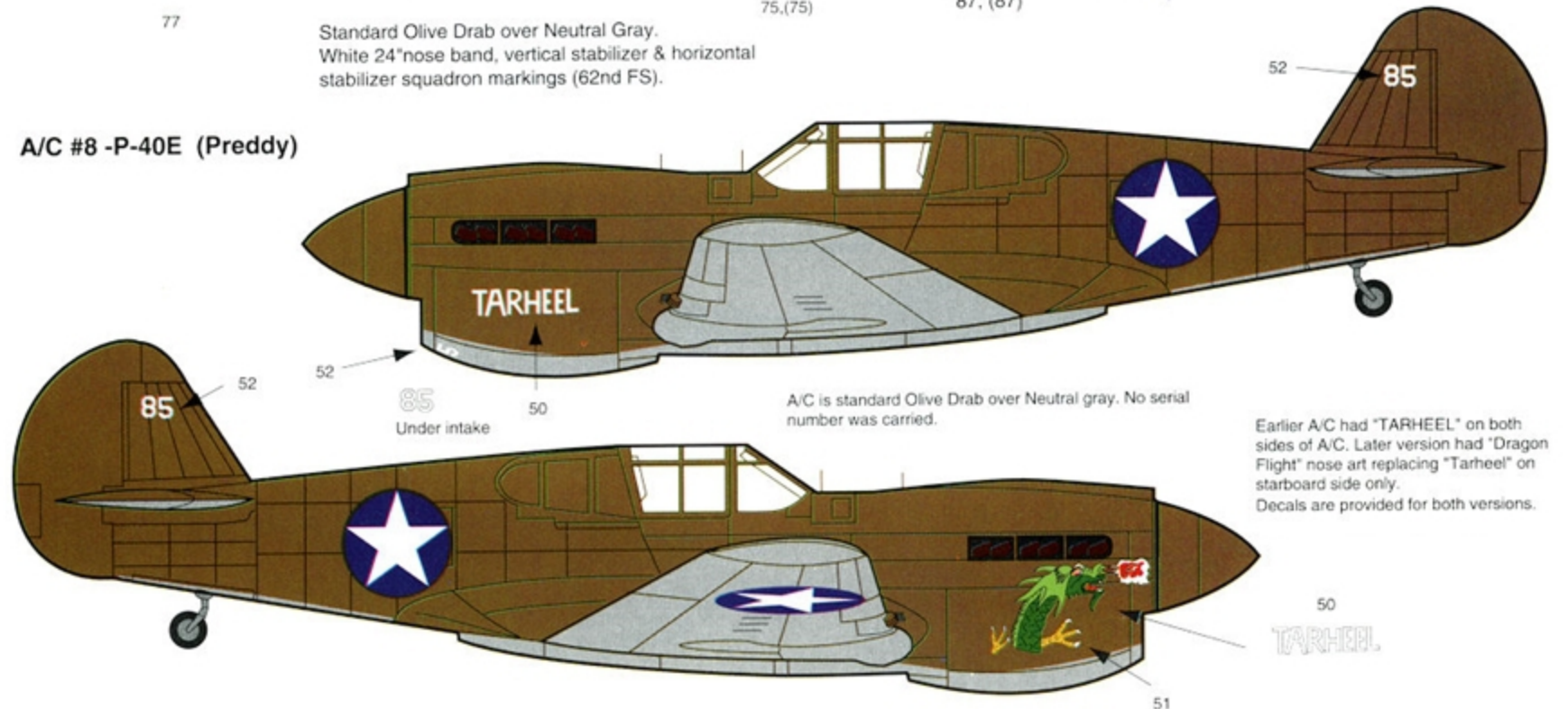
Overall aluminum with Yellow & Black I.D. bands on fuselage, wings & vertical stabilizer.

A/C #7 - P-47D (Schilling)



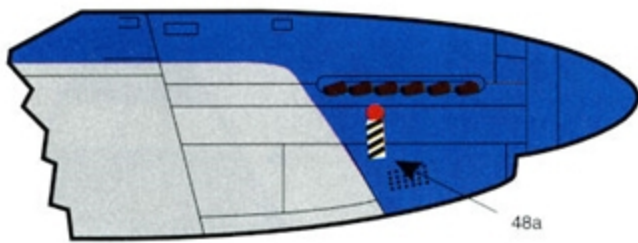
Standard Olive Drab over Neutral Gray. White 24" nose band, vertical stabilizer & horizontal stabilizer squadron markings (62nd FS).

A/C #8 - P-40E (Preddy)

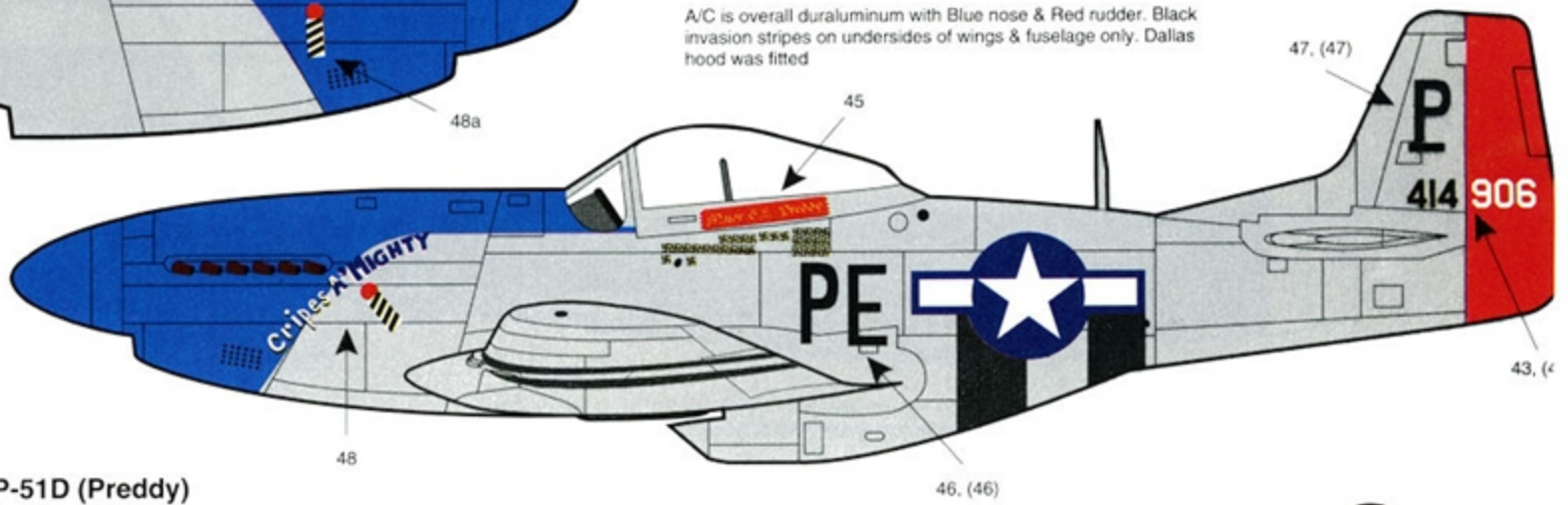


A/C is standard Olive Drab over Neutral gray. No serial number was carried.

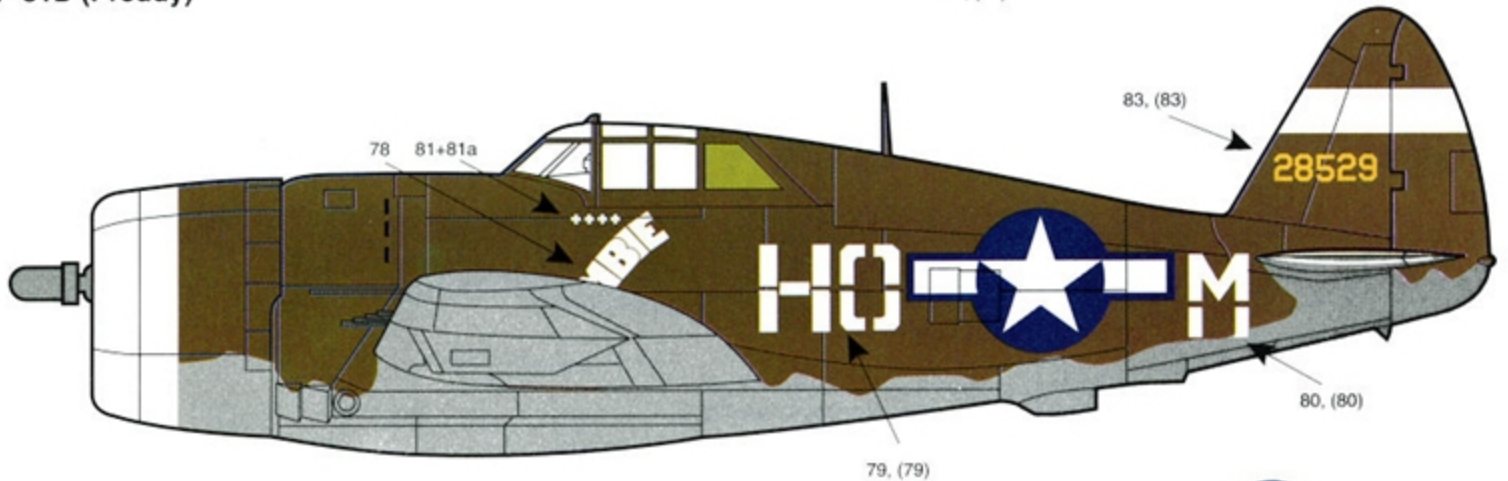
Earlier A/C had "TARHEEL" on both sides of A/C. Later version had "Dragon Flight" nose art replacing "Tarheel" on starboard side only. Decals are provided for both versions.



A/C is overall duraluminum with Blue nose & Red rudder. Black invasion stripes on undersides of wings & fuselage only. Dallas hood was fitted

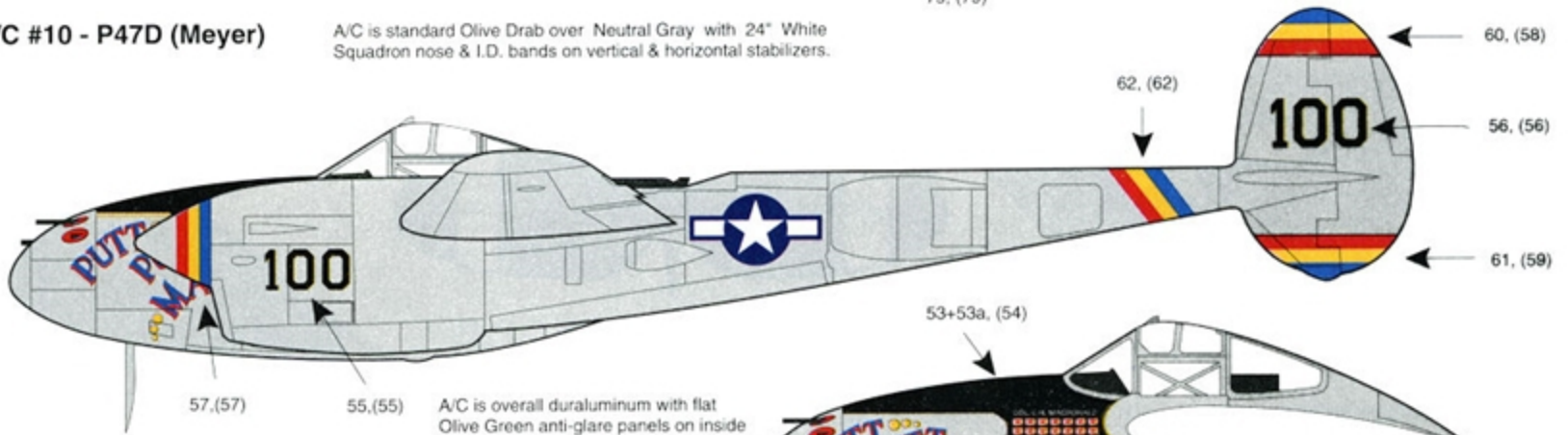


A/C #9 - P-51D (Preddy)



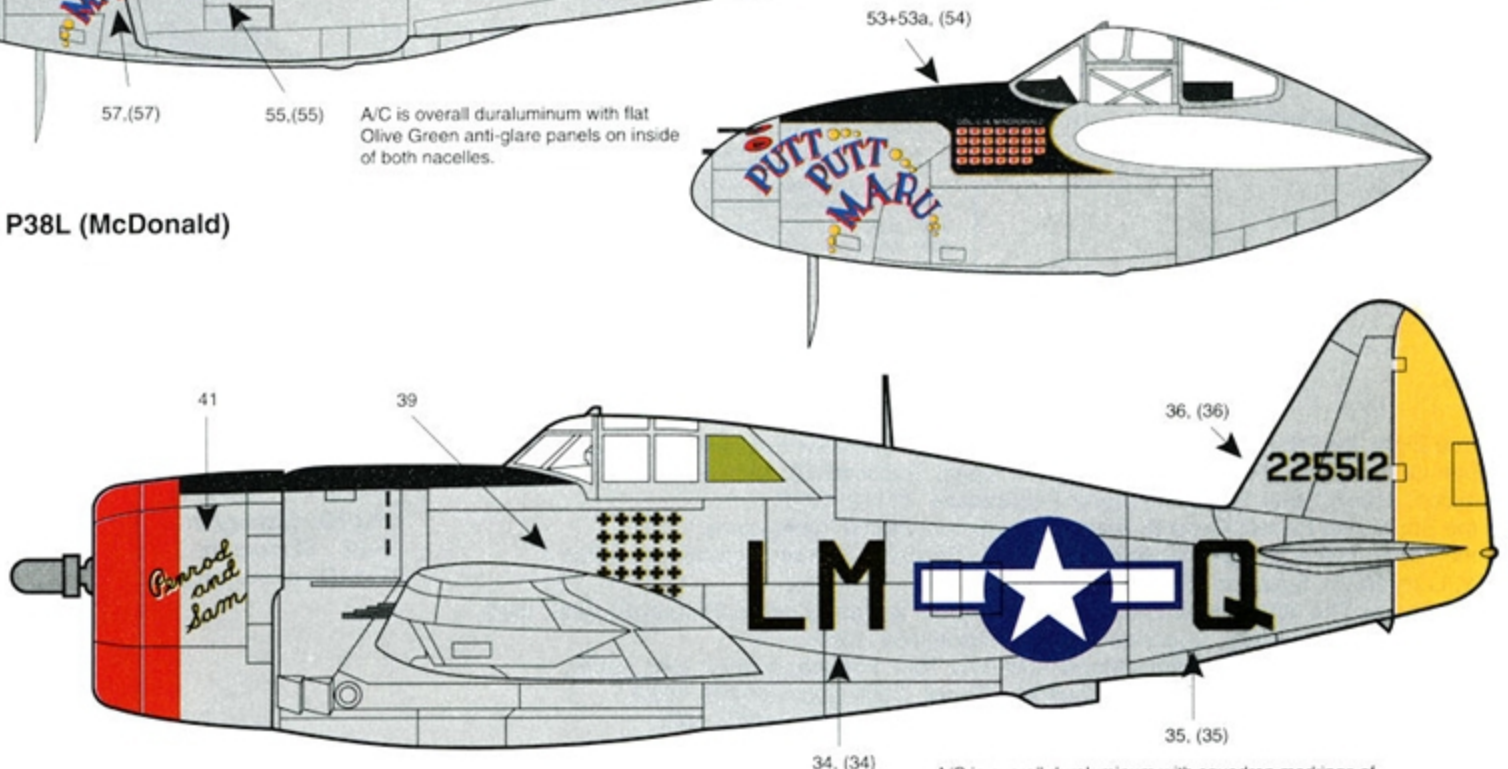
A/C #10 - P47D (Meyer)

A/C is standard Olive Drab over Neutral Gray with 24" White Squadron nose & I.D. bands on vertical & horizontal stabilizers.



A/C #11 - P38L (McDonald)

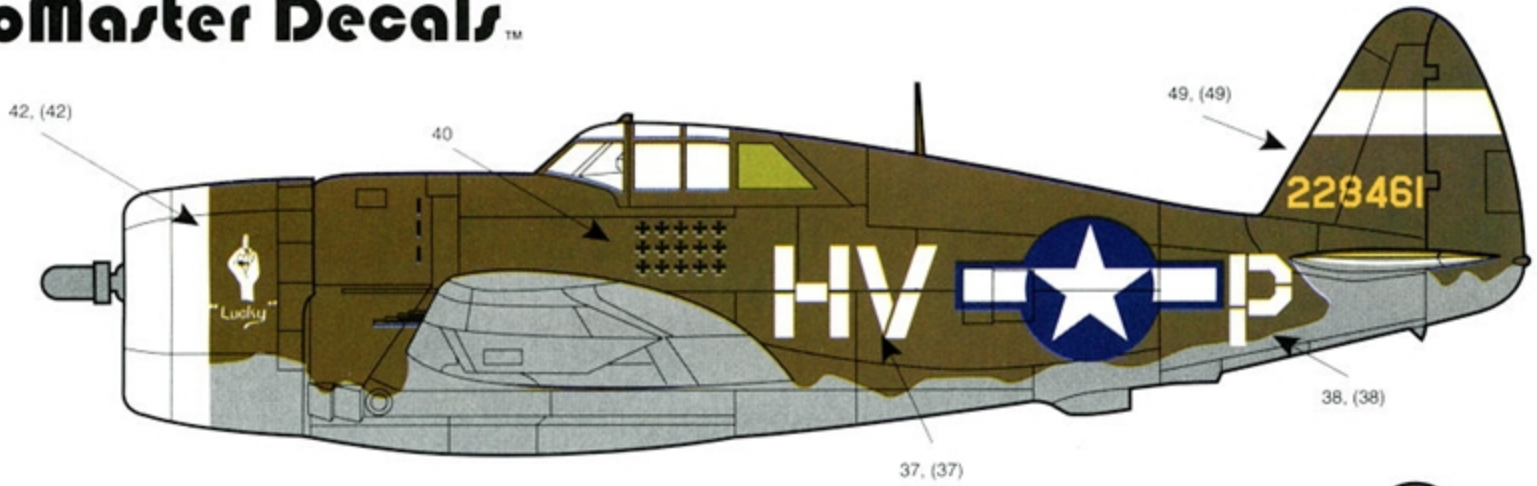
A/C is overall duraluminum with flat Olive Green anti-glare panels on inside of both nacelles.



A/C #12 - P47D (Johnson)

A/C is overall duraluminum with squadron markings of 24" Red nose band & Yellow rudder. Flat Black anti-glare panel.

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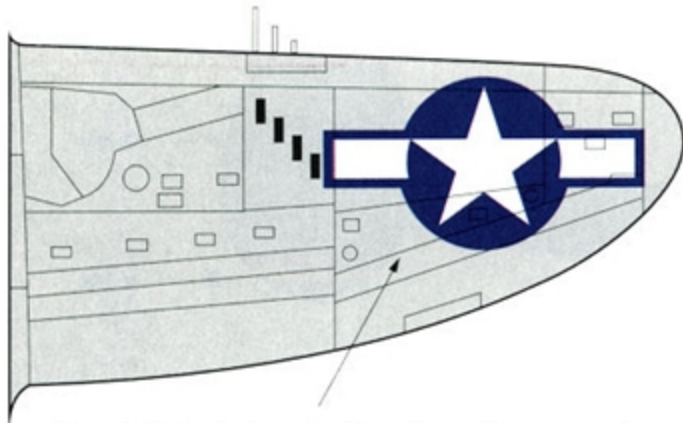
A/C #13 - P47D (Johnson)

A/C is standard Olive Drab over Neutral Gray with 24" White Squadron nose & I.D. bands on vertical & horizontal stabilizers.

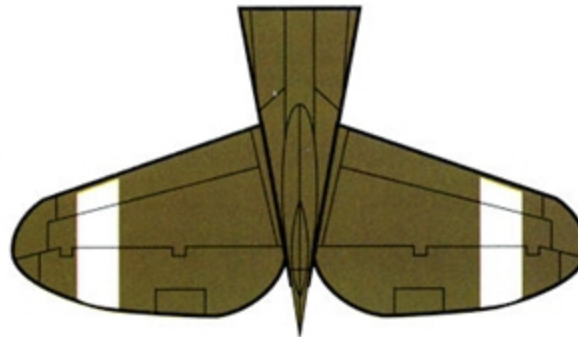


A/C #14 - P47D (Mahurin)

A/C is standard Olive Drab over Neutral Gray with 24" White Squadron nose & I.D. bands on vertical & horizontal stabilizers.

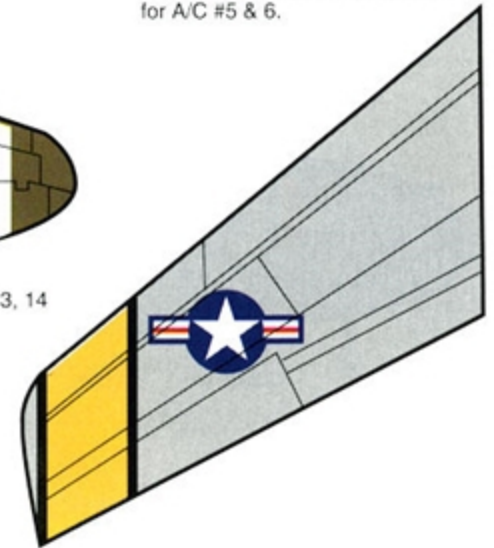


Aircraft with two bottom wing Star + Bar markings typically used oversize (50") markings.



Position of ETO Recognition Stripes for A/C #7, 10, 13, 14

F-86 Korean recognition Bands for A/C #5 & 6.



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Colors required to complete the aircraft depicted on this decal sheet.

9001 Black	9012 Clear Flat
9002 White	9040 U.S. Olive Drab 41
9003 Yellow	9041 U.S. Olive Drab 41 Faded
9004 Blue	9042 U.S. Green 42
9005 Red	9043 U.S. Neutral Gray 43
9010 Tire Black	

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14. Possom, Clover & Hades, The 457th F.G. in WW II, John Stanaway, Schiffer Mil. History, 1993.

Recommended Kits:

- SPAD XIII - DML/Dragon
- P-38H & L - Hasegawa
- P-40E - OTAKI/ARII
- P-47D - Monogram
- F-86 - Monogram
- P-51D - Hasegawa

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U.S. TOP GUNS

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USAS, USAAF, and USAF Fighter Aces - A History

By Wally Van Winkle

The term 'Ace' was first coined by the French Air Force during World War I, with the title's significance of being at the top of the pack.¹ The United States Air Service adopted the title of "ace" with its entry into World War I in late 1917. The Americans further added the requirement of 5 aerial victories over enemy aircraft before a pilot could be bestowed with the honorific title. During WWI, aerial victories included observation balloons,² providing a unique twist compared to today's requirement where kills are awarded only for victories over enemy airplanes. (For example, Frank Luke, the number 3 American ace of WWI is credited with 18 victories, 14 of which were balloons.³ By today's standards he would not be considered an ace with only 4 airplanes to his credit.)

In spite of America's late entry into the war, about 110 American pilots gained ace status during WWI. This included 22 flying only with the British Air Force, 6 that flew with the French Air Force exclusively, and another 86 that were assigned at least part time with the U.S. Army Air Service.⁴ Their total number of individual victories were understandably less than their German counterparts, owing mostly to the fact that America entered the war late. America's first ace was Douglas Campbell of the 94th Aero Squadron (AS). Another member of the 94th AS, Capt. Eddie Rickenbacker emerged from the war as the top American ace with 26 aerial victories to his credit. Surprisingly enough, 21 of 26 victories were scored in the same aircraft,⁵ attesting not only to Rickenbacker's marksmanship, but also to his defensive flying skills. Further, considering that Rickenbacker scored 21 victories in the last three months of WWI,⁶ makes this score all the more impressive. Only seven other American pilots would equal or surpass Captain Eddie's score.

The intervening years between the First and Second World Wars saw military leadership focus heavily on bombers to the detriment of fighter aircraft evolution. Nowhere was this more evident than in December 1941 with the Japanese attacks on Hawaii where American P-35s and P-40Bs were destroyed on the ground, or in the Philippines in early 1942 where U.S. fighter forces consisted of very outdated P-26s and P-35s. None of these aircraft were a match for the fast, maneuverable Japanese Zeros.

In Europe the story was no different. In spite of Roosevelt's declaration of war against the Japanese on Dec 7, 1941, and Hitler's declaration of war against America the next day, American combat squadrons did not reach England until early 1943. Although the war in Europe was already into its fourth year, the P-51 was still in development, and the only modern US combat fighters available consisted of P-38Fs, P-40Es, and P-47Cs. Some U.S. squadrons needed to equip with "reverse lend-lease" British Spitfires to become operational.

Experienced American pilots were available as a result of their involvement as "soldiers of fortune" in the Spanish Civil War, or voluntary programs such as the all-American 71 'Eagle' Squadron in England and the American Volunteer Group (AVG) in the China-Burma-India (CBI) theater of operations.⁷ Most, if not all of these pilots were impressed into service with the Army Air Force with the declaration of war by the United States.

While German and Japanese fighter pilots were essentially in the war until promoted to senior positions or became casualties, American pilots were rotated in and out of combat assignments. Experienced pilots returned to the States to instruct combat tactics to new pilots, or conduct war bond tours. This rotation, combined with the sheer numbers of combat ready American pilots and the declining number of Axis aircraft effectively, kept American combat scores low.

There were over 1000 Army Air Force aces during the Second World War. Interestingly enough, four of the top ten American fighter aces (Gabreski, Johnson, Mahurin, and Schilling) were assigned to the 56th Fighter Group, "Zemke's Wolfpack". This is no mere coincidence, as the 56 FG owes much of its success to the tough, aggressive and demanding leadership style of their commander, Colonel Hub Zemke. An innovator in combat tactics, air discipline, communications efficiency, and aircraft markings, Colonel Zemke is the 28th highest scoring American ace with 17.7 victories. Zemke was able to hone and polish the skills of his pilots, resulting in 41 members of the Wolfpack earning the distinction of 'Ace'. Only the 4th Fighter Group had more aces in Europe with a total 45. The 4th did however, have the advantage of assimilating the legendary 71 'Eagle' Squadron.

In the Pacific, combat victories were more difficult to obtain. The distances

between opposing forces and the mobility of the Japanese naval air force resulted in long stretches of inactivity interspersed with short periods of heavy air combat. However, the Pacific is where the greatest American fighter ace rivalry was to take place. The quiet, reserved, down to earth farm boy Richard Ira Bong, versus the boisterous, aggressive, and sometimes pompous Thomas B. McGuire. Occasionally flying together, both were top marksmen. The P-38 was their only weapon in racking up 40 and 38 victories respectively over the Japanese. Their achievement is even more impressive when you consider that no other Americans even exceeded the 30 victory barrier during the Second World War. McGuire was lost in combat in January 1945 while coming to the aid of another pilot in trouble. He failed to jettison his external fuel tanks before a low speed maneuver, his aircraft entering a stall at low altitude and spinning into the ocean. Dick Bong was to tragically die while test flying the P-80 in August 1945. Suffering a catastrophic engine failure after takeoff, Bong left the stricken Shooting Star at low altitude, but his chute failed to open.⁸ The top surviving ace of the Pacific theater is Col. Charles H. McDonald, (coincidentally the highest scoring, surviving P-38 ace as well). After a highly successful series of combat tours as commander of the 475 Fighter Group, Col. McDonald completed a career with the Air Force, is now retired, and prefers to remain out of the public eye.

The Korean war saw the first combat of the newly formed U.S Air Force producing another 28 aces. Of this number, 12 were already aces from the Second World War. Oddly enough, one of the top Korean war aces, Maj. James E. Jabara managed to score only one victory during WWII in Europe as a young Lieutenant. As in the Pacific Theater during WWII, aerial combat in Korea was sporadic, with periods of inactivity followed by days of intense combat. An additional twist was the rotational calibre of the pilots faced by the Americans. Large numbers of enemy pilots were provided combat training as indicated by the almost cyclic experience level displayed by the communist air forces. These cycles may have been the result of pilots arriving from other communist countries to fight the Americans in the first jet air war.⁹

During the Korean conflict, Francis Gabreski, John Meyer, and Walker Mahurin added to their WWII aerial victory tallies, with Gabreski having the distinction of becoming one of only three pilots to become an American ace in two wars. Walker Mahurin's luck on the other hand ran short. After 3.5 victories in Korea, he was shot down. Unlike his evasion experiences with the French underground in Europe, Mahurin was taken prisoner and spent the remainder of the war as an unwilling guest of Kim Il Sung's military.¹⁰ In addition, Colonel Walker M. Mahurin (USAF Ret.) is the only member of the top ten list to have scored aerial victories over Europe, the Pacific, and Korea.

Vietnam witnessed two distinct periods of air combat over the north. The first was from early 1966 until the declared bombing halt of North Vietnam in February 1968, and the return to bombing from February through December 1972. Air Operations over the north were heavy during both periods, yet the Air Force only produced three aces from 1965 to 1973. This is most likely the result of three causes: restrictions placed upon American aircrews pertaining to engagement of enemy aircraft,¹¹ the small total number of aircraft employed by the North Vietnamese (246 aircraft total at its peak),¹² and the 'launch and run to China' tactics used by the North Vietnamese Air Force. Colonel Robin Olds nearly became another two-war ace by adding 4 MiGs to his World War II score of 12 victories over the Luftwaffe. Not surprisingly, his first combat assignment was to the 479 FG under Col. Hub Zemke.¹³

The Persian Gulf war with Iraq produced a short but furious air war, with no less than 28 Air Force pilots scoring aerial victories. Two pilots managed to score 3 victories during the 32 day air war.¹⁴ It is doubtless that had Saddam Hussein been able to produce any type of offensive airpower, the Gulf War would have produced at least one if not several new Air Force aces.

Additional biographies of the U.S. top ten listing are as follows:

#1 Major Richard I. Bong (40) - With a boyish grin and an easy going demeanor, Major Bong's exterior gave no indication of the flying daredevil within. Bong's pre-Ace exploits included flying under the Golden Gate Bridge and down Market Street in San Francisco. Fortunately, General Kenney (the 5th Air Force commander to be), recognized Bong's aerial talent and brought him along to the

USAS, USAAF, and USAF Fighter Aces - A History

Pacific theater to fly P-38s. While in the Pacific, Bong flew several aircraft on assignment to the 49th Fighter Group and the 5th Air Force Headquarters staff. P-38s named Marge, (for his fiancée Marjorie Vattendahl) are most popularly known.¹⁵ What is not popularly known was Bong's personal standards of not accepting credit for aerial victories that were not verifiable. As a result, his recorded victory list falls quite short of what his actual victory tally may be. On at least five occasions, he refused to claim credit for obvious victories that were not witnessed by other pilots or for aircraft seen going down through the clouds in flames, but never verified as destroyed.¹⁶ Such was the nature of the greatest American ace, and Medal of Honor winner.

#2 Major Thomas B. McGuire (38) - Originally from San Antonio, TX "Mac" started his operational duties in Alaska. His success began when he transferred to the 475th Fighter Group and P-38s. The skies over New Guinea routinely provided Mac with opportunities for victories over Japanese aircraft. In one engagement on 17 Oct 43, he managed to down 3 Japanese planes before he was shot down and wounded. The wounds from this battle kept him out of the cockpit for several months. During 1944 Mac's score climbed, but more slowly due to reduced Japanese forces on the island. By December 1944, Mac had 31 victories while Dick Bong's score stood at 40. Bong was sent back to the States for a hero's welcome and bond tour. Anxious to surpass the 40 mark, McGuire claimed 3 victories on Christmas and four more the following day. With his score just two behind Bong, and Bong still enroute to the States, McGuire was stood down from flying. The fateful mission during which he was killed was his first after the command imposed break. Major Thomas B. McGuire was awarded the Medal of Honor for his heroism on 7 January 1945.¹⁷

#3 Lt. Col. Francis S. Gabreski (34.5) - While Colonel Gabreski's aerial victories in the European Theater during the Second World War are all quite well known, most are unaware that he was also a jet ace during the Korean War. Gabreski always seemed to end up at the right place at the right time, (with one exception). He was at Pearl Harbor during the Japanese bombing, and further served with the RAF's 315th "Polish" Fighter Squadron prior to America's deployment to Europe. Once with the 56th Fighter Group his score rapidly grew to 28.¹⁸ As the commander of the 61st Fighter Group, his one exception to the right place/right time rule came on 20 July 44, the day he was supposed to rotate back to the States. He volunteered to fly "one last mission", and it turned out to be his last combat sortie of WWII. While making a second strafing pass on a German airfield, his prop struck the ground and he bellied in. Avoiding capture for few days, Gabreski eventually finished the war interned in Stalag Luft I.¹⁹

#4 Lt. Col. Robert S. Johnson (27) - Colonel Hub Zemke called Bobby Johnson "the most aggressive fighter ace of the bunch". Johnson had several narrow escapes as a result of his aggressive "all out" combat tactics, but his trusty Thunderbolts always brought him home.²⁰ After flying most of his combat tour with the 61st Fighter Squadron, Johnson transferred to the 62 Fighter Squadron for a short period before returning to the U.S.²¹

#5 Col. Charles H. McDonald (27) - Colonel McDonald scored all of his victories in the Pacific theater and all were in P-38s, all named Putt Putt Maru. Cool, mild mannered, yet an aggressive fighter pilot, Colonel McDonald worked slowly to his final score of 27 victories over two tours of duty both as commander of the 475 Fighter Group.²²

#6 Maj. George E. Preddy (26.83) - Major Preddy had the distinction of being an ace in the Pacific and in Europe. Assigned to the 9 FS, 49 FG, Preddy flew P-40Es against the Japanese in New Guinea. After a near-fatal mid air collision, Preddy returned to the States for medical rehabilitation.²³ Once he had recuperated, he was tasked to the 352nd FG in England where he continued to rack up victories over the Luftwaffe, eventually becoming the highest scoring Mustang ace. Preddy was tragically killed on Christmas day 1944 while pursuing a Fw-190 at low level over American lines. American ground troops opened fire, bringing down Preddy's "Cripes A' Mighty".²⁴

#7 Col. John C. Meyer (26) - Colonel Meyer began his flying career as a flight instructor from Jul 40 to Jul 41, then was reassigned to the 33 Pursuit Group flying P-40Bs in Iceland. In January 1943, he was promoted to Major, and assigned to the 487 FS/352 FG accompanying the group to England in July 1943. He rapidly ad-

vanced his combat record and his rank, with a promotion to Lt. Colonel on 21 Nov 1944. While serving as the Executive officer of the 352nd he was involved in a vehicle accident on 9 January 1945, and sent back to the States for medical treatment. Colonel Meyer went on to command the 4th FIW in Korea, where he added two additional MiG-15s to his World War II score of 24. Meyer eventually reached the rank of Lt. General with the USAF.²⁵

#8 Capt. Edward V. Rickenbacker (24.33) - Race car driver and engineer prior to WWI, Capt. Rickenbacker flew Sopwith Camels with Douglas Campbell and Raoul Lufberry early in his assignment to the 94th Aero Squadron (AS). Shortly after he got his fifth victory in May 1918, he was grounded with a severe ear infection, taking him out of action from late May until mid-September. From the time he returned to duty, until the Armistice on 11 November, Rickenbacker's score soared. With 6 victories during the last two weeks of September, he was appointed the commander of the 94 AS, and also awarded the Congressional Medal of Honor. Charging onward through October, Captain Eddie claimed 14 more aircraft, including 3 shared and 4 balloons. After WWI, Rickenbacker paved the way for commercial airline operations. At the outset of WWII, Rickenbacker was assigned special duties with the Army Air Corps as a technical and field advisor.²⁶

#9 Col. Walker M. Mahurin (24.25) - 'Bud' Mahurin hailed from Ft. Wayne, Indiana, and was a charter member of the 56th FG. Promoted to Captain in May 1943, Mahurin's score rose steadily during the war. By the time he was promoted to Major on 21 Mar 44 his score stood at 19. Six days later he brought down his last German aircraft, a DO-217, from which the tail gunner managed to severely damage his P-47. Forced to bailout over Germany, he eventually made his way to the French underground and returned to England on 7 May 44. Standing rules of the day prevented pilots repatriated by the underground to fly again in that theater of operations. Mahurin was subsequently transferred to the 3rd Air Commando Group in the South West Pacific theater, where he further managed to shoot down a Japanese Diana bomber before the war concluded.²⁷ Mahurin continued on with the Air Force, and flew several combat missions during the Korean war. Flying an F-86A and an F-86E, Bud added three MiGs to his WWII score before his luck ran out. As commander of the 4th Fighter Interceptor Group, 13 May 52 was a really bad day. Using F-86s in an experimental dive bombing mission, Bud was shot down over Kunu-Ri and then taken prisoner.²⁸ After 16 months as a POW, Colonel Mahurin was returned to the States.²⁹

#10 Col. David C. Schilling (22.5) - Another charter member of the 56th Fighter Group, Colonel Schilling was flamboyant and demonstrative, a real ladies man. Assigned to the 8th Pursuit group at Langley Field as a Second Lieutenant, Schilling eventually moved with the group to Mitchell Field where the 56th Fighter Group was being formed. He followed the group to Charlotte, North Carolina for initial work-ups, and by late August 1943, (when the group deployed to England), he was a Major and the Executive Officer of the 62nd Fighter Squadron. Making Lieutenant Colonel in November 1943, he was acting commander for Col. Zemke in his absence from 11 to 19 Jan 1944. By this time his score stood at 14 aircraft. In Aug 44, when Colonel Zemke was transferred to become the CO of the 479th Fighter Group, Schilling was appointed commander of the Wolf Pack. He finished the war with 22.5 victories. After various assignments with the 65th Fighter Wing and as Director of Intelligence for 8th Air Force, Colonel Schilling again became the commander of the 56th Fighter Group, leading the first all jet Fighter Wing to England in P-80s during July 1948. On 14 August 1956, Schilling's military career suddenly ended in a tragic auto accident in Eriswell, Suffolk, England.³⁰

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8. John Stanaway, Peter Three Eight, the Pilot's Story, (Pictorial Histories Publishing Company, 1986), pps 13, 21, 46, 99-104.
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24. The Mighty Eighth, pp 273.
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26. Fighter Aces, pp 45.
27. The Mighty Eighth, pp 276.
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29. Gabby, A Fighter Pilot's Life, pp 235.
30. The Mighty Eighth, pp 274.

TOP TEN USAS/USAAF/USAF FIGHTER ACES

#1 Major Richard I. Bong (40) - Major Bong flew several aircraft while assigned to the 49th Fighter Group.

A/C #2 P-38H-5, S/N 42-66847 is one in which Bong scored a majority of his early victories while assigned to the 9th FS/49 FG in Australia. The Lightning is painted in Olive Drab 41 over Neutral Gray 43. Recommended kit is the Hasegawa P-38F, G, H.

References: #1, Pg 114, and #2, Pg 58 with a color rendering on Pg 36.

#2 Major Thomas B. McGuire (38) - Major McGuire's P-38s were named "Pudgy" and are all fairly well documented.

A/C #4 P-38L, 433 FS, 475 FG, Leyte, Philippines. Pudgy III is overall natural metal with rear half of propeller spinners in red. Recommended kit is the Hasegawa P-38L.

References: #1, Pg 116, and #4, photo on Pg 38.

#3 Lt. Col. Francis S. Gabreski (34.5) - Colonel Gabreski's P-47D and the F-86 he flew to become a "jet ace".

A/C #3 P-47D-15, S/N 42-8458, 61 FS/56 FG, Boxted, England. Perhaps the most famous of Gabreski's A/C, it had a "shadow-shade" camouflage applied for the D-Day invasion. Camouflage colors consisted of Medium Green 42 and RAF Medium Sea Grey uppersurfaces over Medium Sea Grey undersurfaces with full invasion stripes on wings and fuselage. White fuselage bands were outlined in black, some sources say that the black outlines were masking tape that was never removed (?). Recommended kit is the Monogram P-47D (bubble top) kit.

References: #8, photo on page 12.

A/C #5 F-86E-10, S/N 51-2746, "Lady Francis", 25 FIS, Osan Korea. Colonel Gabreski added 6.5 kills to his WWII score of 28 in "Lady Francis". The aircraft is overall natural metal. Note that Major Bill Wescott also flew this aircraft and his name is under the cockpit. Both he and Gabreski made ace in this single aircraft, therefore the 5 red stars on both sides of the aircraft. Recommended kit is the Monogram F-86. Externally, the difference between a Monogram's F-86 and an F-86E is the 6-3 wing, the wing fences, and leading edge slats. To convert the kit, remove the wing fences, and scribe leading edge slat lines in the wing. Refer to Squadron-Signal's F-86 in Action number 1126, page 37 for details of the wing. (Hard core modelers will want to reduce the chord of the wing by removing a section of the wing equal to a scale 6 inches at the root (1/8 inch width), tapering to a scale 3 inches at the tip (1/16 inch width).

References: #6, color photo & color rendering-Pg 36, B&W photos-Pgs 26 & 78, color photo - rear cover.

#4 Lt. Col. Robert S. Johnson (27) - Colonel Johnson's first and final Thunderbolts.

A/C #13 P-47D, S/N 42-8461, "Lucky", 61 FS/56 FG, Horsham St. Faith, England. Aircraft is Olive Drab 41 over Neutral Gray 43 with white cowling and tail bands. Recommended kit: Monogram P-47D Razorback.

A/C #12 P-47D-21, S/N 42-25512, LM-Q, "Penrod and Sam", 62 FS/56 FG. This Thunderbolt named "Penrod & Sam" after a comic strip of the time and the coincidence of his crew chief's first name and Johnson's middle name, was in natural metal finish and the only Jug that displayed all of Lt. Col. Johnson's victories. Recommended kit: Monogram P-47D (Razorback).

References: #5, photo on Pg 22; #8, photo on Pg 13, #9, photo on Pg 282, #10, photo on page 55.

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#5 Col. Charles H. McDonald (27) - Colonel McDonald's second "Putt, Putt".

A/C #11 P-38J, black 100, "Putt Putt Maru", CO - 475 FG, Leyte, Philippines. Aircraft is natural metal finish overall with red, blue, yellow bands on the rear third of the spinners, black antiglare panels, and red devils head on the nose of the fuselage. Recommended kit: Hasegawa P-38J. References: #1, photos on Pgs 107 & 117.

#6 Maj George E. Preddy (26.83) - Major Preddy had the distinction of being an ace in the Pacific and in Europe. Here are the aircraft from each theater.

A/C #8 P-40E, white 85, "Tarheel", 9 FS/49 FG, Darwin, Australia, July 1942. Aircraft is Olive Drab 41 topsides with Neutral Gray 43 undersurfaces. The name "Tarheel" is in white and the number 85 is in white under the nose and on the fin. Recommended kit: Otaki/Arii P-40E. References: #2, photo on Pg 8, & drawing on pg 25.

A/C #9 P-51D-15, 44-14906, PE-P, "Cripes A' Mighty", 328 FS/352 FG, Bodney, England. Aircraft is natural metal overall, with blue nose (FS 25102), and red rudder. Codes, wing and fuselage stripes, and 414 of serial number (906 on right side of fin) are in black. This is the aircraft that Preddy was flying on 25 Dec 1944 when he was killed. Recommended kit: Hasegawa P-51D. References: #11, drawing on pg 42.

#7 Col. John C. Meyer (26) - Colonel Meyer is most often shown with Petie, but he got his start with this "Lambie".

A/C #10 P-47D, 42-8529, HO-M, "Lambie", 487 FS/352 FG, Bodney, England. This aircraft was painted in Olive Drab 41 over Neutral Gray 43 with the standard white recognition bands on the wings and tail surfaces. "Lambie" was in large white letters. Meyer scored three victories in this aircraft. Recommended kit: Monogram P-47D (Razorback). References: #10, Photo on pg 94.

#8 Capt. Edward V. Rickenbacker (24.33) - Capt. Rickenbacker flew a Sopwith Camel for his first 5 victories, this is the Spad XIII that made him famous, and from which he won the Medal of Honor.

A/C #1 Spad XIII, S.4523, 1, 94 Aero Sq., France October 1918. Aircraft is in Chocolate Brown, Tan, Light Olive, and Field Green top surfaces with doped linen undersurfaces. Recommended kit: DML Spad XIII. References: #12, Photo on Pg 45.

#9 Col. Walker M. Mahurin (24.25) - Mahurin's P-47 and his F-86. These aircraft accounted for all but three of his victories.

A/C #14 P-47D-5, 42-8487, UN-M, "Spirit of Atlantic City, New Jersey", 63 FS/56 FG, Boxted, England. This aircraft was painted in Olive Drab 41 over Neutral Gray 43 with the standard white recognition bands on the wings and tail surfaces. "Spirit of Atlantic City" and the squadron codes UN-M were in white. Mahurin scored nearly all 20 of his WWII victories in this aircraft. Recommended kit: Monogram P-47D (Razorback). References: #5, Color photo - rear cover, #13, Photo on Pg 19, and #14, Photo on pg 83.

A/C #6 F-86E-10, 51-2747, FU-747, "Honest John", 336 FIS, Kimpo AB, Korea. Aircraft is overall natural metal, 4 FIW bands on wings, fuselage and tail. Note several markings on this aircraft to include "Water guns" ahead of the cannon, and "Stud" under the weapons access door in addition to the rather garish "Honest John". Recommended kit: Monogram F-86. (See conversion notes under Col. Gabreski's F-86E.) References: #6, photo on Pg 61, and color rendering-Pg 40.

#10 Col. David C. Schilling (22.5) - Schilling racked up 4 of his total 22.5 victories in this aircraft.

A/C #7 P-47D-1, 42-7938, LM-S, "Hewlett-Woodmare, Long Island", 62 FS/56 FG, Boxted, England. This aircraft was painted in Olive Drab 41 over Neutral Gray 43 with the standard white cowl and recognition bands on the wings and tail surfaces. "Hewlett-Woodmare, Long Island" and the squadron codes LM-S were in white. Note the reduced size of the LM to accommodate the presentation markings. Also note specially made "bubble" plexiglass side panels on this aircraft's canopy. Recommended kit: Monogram P-47D (Razorback). References: #8, Photo on Pg 5, color rendering on Pg 25; #7, Photo on pg 55; #14, Photo adjacent to pg 115.

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