

# SHARKMOUTH

## 1916-1945



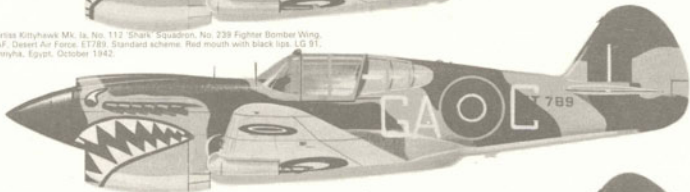
Curtiss Kittyhawk Mk. I, No. 110 'Shark' Squadron, No. 239 Fighter Bomber Wing, RAF, Desert Air Force, AK673. Standard scheme of sand and stone upper surfaces, pale blue under surfaces. Red mouth with black lips.



Curtiss Kittyhawk Mk. Ia, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, RAF, Western Desert. Serial unknown. Standard scheme. Black/red mouth with black lips. B Flight aircraft with blue spinner. Gambut, Libya, March 1942.



Curtiss Kittyhawk Mk. Ia, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, RAF, Desert Air Force, E1789. Standard scheme. Red mouth with black lips. LG 91, Ameyha, Egypt, October 1942.



Curtiss Kittyhawk Mk. III, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, RAF, Desert Air Force, FR474. Standard scheme. Black/red mouth with black lips. code GA-Jinx in pale blue. Cutella, Italy, April 1944.



Curtiss Kittyhawk Mk. III, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, RAF, Desert Air Force, FR854. Standard scheme. Black/red mouth with black lips. Flown by Sgt/Lt/Lt P. F. Illingworth, Squadron C.O., Pachina/Agnes, Sicily, July 1943.



Curtiss Kittyhawk Mk. IV, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, RAF, Desert Air Force, FX740. Standard scheme. Black/red mouth with black lips. Flown by Sgt. Plt. G. F. Davis, Cutella/San Angelo, Italy, March 1944.





Maurice Farman, No. 2 Wing, Royal Naval Air Service, Imbros, Aegean Sea, late 1917. Khaki brown upper surfaces, clear doped under surfaces.

Supermarine Spitfire Mk. VIII, flown by Wg/Cdr Robert H. Gibbs, Deputy Wing Leader, No. 80 Fighter Wing, No. 1 Tactical Air Force, Royal Australian Air Force, Morotai 1945. Black mouth with black/red lips. Serial A58-497.



# SHARKMOUTH 1916-1945

Illustrated and Compiled by Richard Ward

## ACKNOWLEDGEMENTS

I should like to thank the many friends who have over the past five years or so assisted me with the collecting of photographs and information relating to the SHARKMOUTH and to variations of this marking. My thanks to all who helped; their names are listed below in alphabetical order. Probably a word about the layout of the books may not be out of place here. The layout finally chosen after much thought is partly chronological and partly by type and/or unit, the lapses being dictated by the space available and the large amount of material which had to be included. I make no apology for the duplication of certain photographs and illustrations which have appeared in earlier AIRCAM publications, for obvious reasons.

Peter M. Bowers, Ray E. Bowers, Charles E. Brown, R. A. Brown, J. M. Bruce, R. M. Bueschel, Jack Canary, Andre ver Elst, Peter L. Gray, Peter M. Grosz, R. M. Hill, W. B. Klepacki, N. Krane, E. R. McDowell, M. Passingham, Earl Reinert, Frank F. Smith, Gibson Vance Jr., CNAF/NA, Curtiss-Wright, Flight International, Imperial War Museum, Royal Australian Air Force, South African Air Force, United States Air Force, United States Marine Corps, United States Signal Corps.



Convair-Stinson OY-1, U.S. Navy, Okinawa, 1945. OD with grey wing under surfaces. Legend on rudder: OY-1, U.S. NAVY. 02779.

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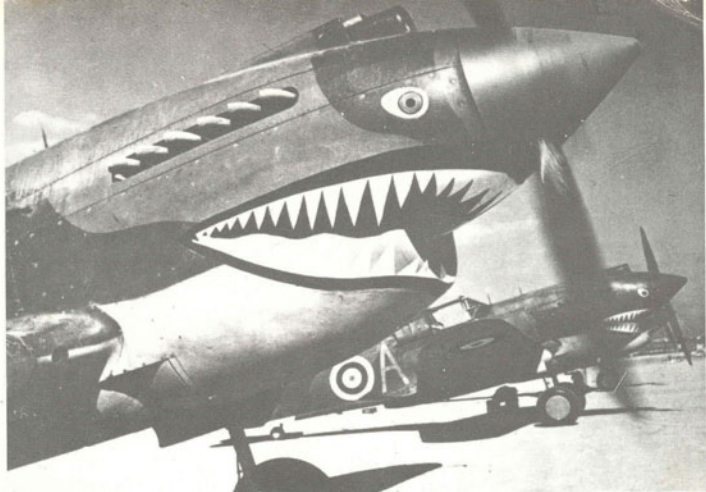
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Top: Starboard side view of Walfisch flown by Obitt. Ritter von Schliech, Field Flieger Abteilung 2b. Late 1916—early 1917. (via Peter M. Grosz)  
 Centre: Roland C.II photographed during the winter of 1916–17, note the mouth on this aircraft boasts the added refinement of separate lips directly under the fuselage. (via Peter M. Grosz)

Excellent photograph of the Roland C.II Walfisch flown by Oberleutnant Ritter von Schleich of Field Flieger Abteilung 2b. Note the early black mouth which technically should be known as a Whalemouth, rear view mirror on crash pylon and the 'pilot-fish' on the anemometer airspeed indicator strut just visible above the port wing. Overall pale blue-grey scheme with black Patee crosses on white squares on fuselage and tail but applied directly on wing surfaces. (via Peter M. Grosz)





The classic Sharkmouth of all time; a pair of Tomahawk IIB's of No. 112 'Shark' Squadron, RAF at Sidi Heneish in the Western Desert, September 1941. 'A' AK461 was one of, if not the first, Tomahawk to arrive on the squadron and must certainly have been one of the first aircraft to carry the Sharkmouth marking from which, through the agency of the "Illustrated London News" and the AVG Flying Tigers, all other World War II users followed.

## SHARKMOUTH 1916-1945

The sharkmouth is an insignia unique in the history of military aviation. As a display of unit heraldry or personal flamboyance, the sharkmouth has spanned the whole story of combat flying from the obscure pages of First World War history, through the more blatant days of the Second World War and the long drawn out "police action" in Korea, through the futile operations over Suez, to the supersonic fighter-bombers and the deadly helicopter gun-ships of the undeclared but bloody air war over Vietnam. For fifty-four years it has been painted on military aircraft the world over, and was common to Allied and enemy units in both World Wars. The sheer flamboyance of this uniquely aggressive insignia has attracted the disapproval of the pompous and the dull-minded, but a study of the records of two of the most famous fighter units to adopt the sharkmouth insignia demonstrates beyond doubt that its use is based on a tradition of gallantry second to none. No. 112 "Shark" Squadron of the Royal Air Force carried the insignia in the skies over the Western Desert, Tunisia, Sicily, Italy, the Balkans and Southern Europe from 1941 to 1945; and their counterparts in the East, General Claire Chennault's American Volunteer Group — "The Flying Tigers" — carried it into action against the Japanese over China, Burma and India in 1941 and 1942. When the A.V.G. was absorbed into the U.S.A.A.F. as the

23rd Fighter Group of the 14th Air Force the famous marking was retained, and continued in use in the C.B.I. theatre of operations until the close of the Second World War.

The first aircraft on which a mouth insignia was regularly painted was the magnificently streamlined Roland C.II *Walfisch* of the First World War. Strictly speaking it was a "whalemouth" — a narrow black slit, which was later divided into separate lips by a white gash. One particular Roland probably carried the first true sharkmouth; and at about the same period the Royal Naval Air Service's No. 2 Wing, based in the Aegean Sea, included at least one Maurice Farman "Fighting Bus" with a mouth marking. In contrast to the fairly widespread use of the insignia on Roland aircraft, this Royal Navy example was purely a personal device, as were all other mouth insignia of the First World War.

Most sharkmouths of the inter-War period are to be found on civil machines, and were usually applied for air displays on a temporary basis; in the military field the marking appears to have lain dormant until it emerged once more on *Luftwaffe* machines immediately prior to the Second World War. Two very early examples are to be found on a Messerschmitt Bf 109C of 2/JG 71 and a Junkers Ju 87B-1 of 2/St.G 77, both of 1939 vintage. The next aircraft to carry the insignia in unit strength were the Bf 110s

of II/ZG 76—the “*Haifisch Gruppe*”. This may seem an unfortunate choice of aircraft, as the Bf 110 was more often a victim than a predator; but it had one desirable effect. It was as a result of the clashes between these aircraft and Gladiators of No. 112 Squadron over Greece and Crete that the latter unit eventually marked its Curtiss Tomahawks with the sharkmouth—a blazon uniquely suited to the contours of the P-40. Photographs of these aircraft appeared in the *Illustrated London News*, and it was through this medium that the idea reached Asia and the P-40B's of the A.V.G. squadron participating in the defence of Rangoon. The originator of the marking in No. 112 Squadron is still unknown; but it is possible that a certain Pilot Officer Westenra was responsible, shortly after the unit became operational at Sidi Heneish, Egypt; considering the usual attitudes of higher command echelons, it is remarkable that R.A.F. Headquarters Middle East gave their official blessing to the insignia soon afterwards.

In the Far East, the A.V.G. spread the marking more or less throughout Asia, and down into the Pacific theatre. In the C.B.I. theatre notable units to adopt the sharkmouth were the 51st Fighter Group and the 308th Bomb Group, with the 347th Fighter Group following suit in the Pacific. It should be emphasised here that the “*Bengal Tiger*” marking adopted by the 343rd Fighter Group in the Aleutian Islands was a direct descendant of the sharkmouth, through the commanding officer's own bloodlines; Lt.-Col. S. Chennault, C.O. of the 343rd F.G., was Claire Chennault's son.

Another long-distance relationship was with the Spitfire Mk. VIII's of No. 457 Squadron, No. 80 Fighter Wing, Royal Australian Air Force. These Spitfires were marked with the sharkmouth on the inspiration of the squadron C.O., Sqn/Ldr. D. B. Watson, as a tribute to the Wing Leader, Gp/Capt. C. R. Caldwell, who had at one time commanded No. 112 “*Shark*” Squadron in the Western Desert.

The Tomahawk sharkmouth as applied by No. 112 Squadron may be regarded as the classic form of the insignia. The style and colours used, and the shape of the aircraft themselves, combined to produce a uniquely effective marking. With the progressive replacement of the Tomahawk by the Kittyhawk and Warhawk, the marking was modified in various particulars, but never quite achieved the magnificent ferocity of the early Tomahawk style. In most cases the late P-40 variants were themselves replaced by the Mustang; in the U.S.A.A.F. by the P-51B and C, in the R.A.F. by the Mk. III, and all eventually by the P-51D or Mk. IV. In the case of No. 112 Squadron the marking was retained until the squadron was disbanded in Italy in 1946; it reformed at R.A.F. Fassburg in Germany on 12th May, 1951, as part of No. 2 Group, 2nd Tactical Air Force, equipped with De Havilland Vampire FB.5 aircraft. Sometime in late February or early March the sharkmouth re-appeared on a Vampire, and from that time onward was carried by the successive equipment of No. 112 Squadron—Canadair Sabre Mk. 4 and Hawker Hunter F.4—until the squadron was finally disbanded on 31st May, 1957.

The 23rd and 51st Fighter Groups, U.S.A.A.F., also retained the sharkmouth until the end of the Pacific war, and it has re-appeared sporadically during the post-war years on various types of aircraft flown by these units.

Among multi-engine bombers the first users of the sharkmouth were the Consolidated B-24 Liberators of the 90th Bomb Group, 5th Air Force, in the South West Pacific Area, and the 308th Bomb Group, 14th Air Force, in the China-Burma-India theatre. The occasional sharkmouth was also seen on odd Liberators of the 8th Air Force in the E.T.O. and the 15th Air Force in Italy. Only two examples of the marking on Boeing B-17 Flying Fortresses are known, both 8th Air Force machines based in England. A Fortress of the 99th Bomb Group, 346th

Port side view of above *Walflisch*. (via Peter M. Grosz)



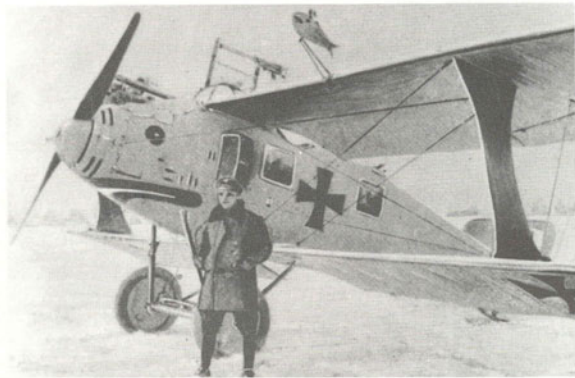
Bomb Squadron, 15th Air Force, has often been reputed to have carried a sharkmouth on the chin turret; but photographs of this aircraft prove the contrary. Two clear photographs and a colour view of this machine appear in AIRCAM No. 15.

Unlike the Royal Naval Air Service of a quarter of a century earlier, the Fleet Air Arm of the 1939-45 war did not, apparently, include any aircraft marked with the sharkmouth. The U.S. Navy, on the other hand, can lay claim to one unit in the Pacific which used the insignia. This was VF-27, who flew shark-mouthed Grumman F6F Hellcats from the U.S.S. *Princeton*; F6F-3 aircraft were marked with a mouth and a pair of bloodshot eyes, F6F-5's carried the mouth only. The only other U.S. Navy type to sport sharkmouth during this period was the Convair-Stinson OY-1, which was used in some numbers as a spotter aircraft during the Okinawa campaign.

After the U.S.A.A.F. and the R.A.F., the service which made most widespread use of the sharkmouth was the Chinese Air Force, and also the combined unit known as the Chinese-American Composite

Wing which operated under the command of the 14th Air Force. Warhawks and Mustangs of both the C.A.F. and the C.A.C.W. displayed the insignia.

Two other aircraft types which frequently carried the sharkmouth were the Lockheed P-38 Lightning and the North American B-25 Mitchell. One squadron of the 347th F.G. in the South West Pacific Area marked its Lightnings with the mouth design from late 1942 through 1943; and the Mitchells of the 12th B.G., 10th Air Force, C.B.I., and the 345th "Air Apaches" Bomb Group, 5th Air Force, S.W.P.A., carried different mouth designs on each of four squadrons. Training unit Mitchells in the United States and photographic F-10 Mitchells in the Caribbean area are known to have sported the marking; and at least one B-25 of No. 2 Squadron, R.A.A.F., based at Hughes Field in the Northern Territories is known to have been painted with a mouth. One squadron of the 417th B.G., 5th A.F., S.W.P.A., appears to have been marked throughout with shark-mouths on their Douglas A-20G Havocs, and odd examples in the 9th Air Force, E.T.O., are known.



Left: A heavily retouched but interesting photograph. Note captured Lewis gun mounted above crash pylon and "pilotfish" mounted on the anemometer airspeed indicator strut. White inside to mouth. (via Peter M. Grosz)

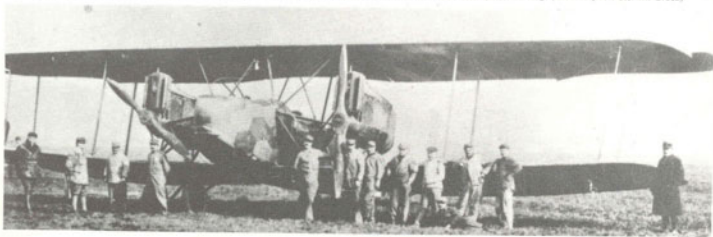
Below: One of the earliest known examples of a Sharkmouth, see colour illustration. Note Spandau machine gun mounted on nose, modified crash pylon and painted curtains on side windows. (via Peter M. Grosz)





Above: Line-up of Roland and Linke-Hofman-built C.II's, starboard nose detail of aircraft illustrated at bottom of page 5. (via Peter M. Grosz)

Below: A large aircraft with a very small Sharkmouth, an A.E.G. G.IV in French hands, note large lozenge camouflage pattern. (via Peter M. Grosz)



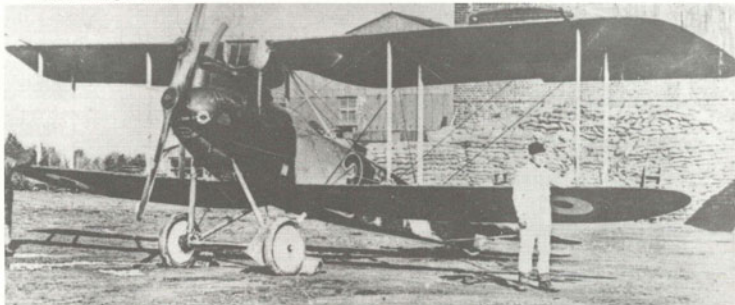
Below: Another A.E.G. G.IV with a much more aggressive looking Sharkmouth, note bomb load and late type tail unit.



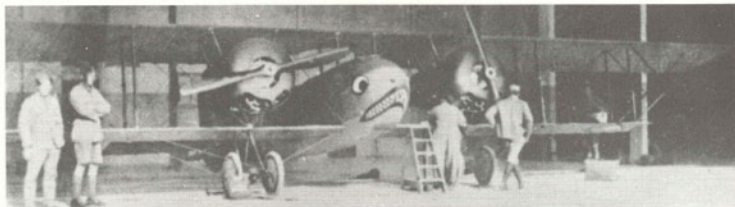


Above: Friedrichshafen G.II with a somewhat bellicose mouth on the nose. (via Peter M. Grosz)

Below: Rumpler C.IV in RFC markings and serial G117. Note the very small mouth with lips outlining small air intake. Large black, white outlined 3 on fuselage. (IWM)



Below: Caudron G.IV in what appear to be USAS markings though the personnel are RFC and French' (Peter L. Gray)



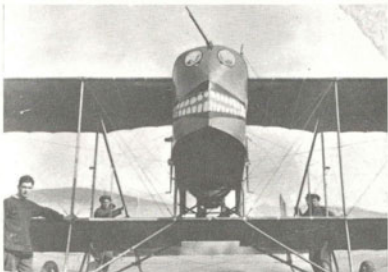
Below: Letard 4, No. 5 with quite a vicious mouth on the nose, appears to be in standard French camouflage, legend on rudder reads: LET4 No. 5. Note captured Albatros C.V in background. (via W. B. Klepack)



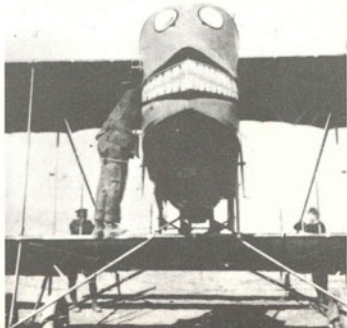


Above: Maurice Farman Fighting Bus, No. 2 Wing, Royal Naval Air Service, Imbros, Aegean Sea late 1916 early 1917. As the Lewis gun was raised or lowered the mouth opened and closed. One of the first examples of a Sharkmouth on a British aircraft. (via J. M. Bruce)

Below: B.E.2C of an unknown RFC training unit. (via J. M. Bruce)



Above & below: Nose detail shots. (via M. Passingham)



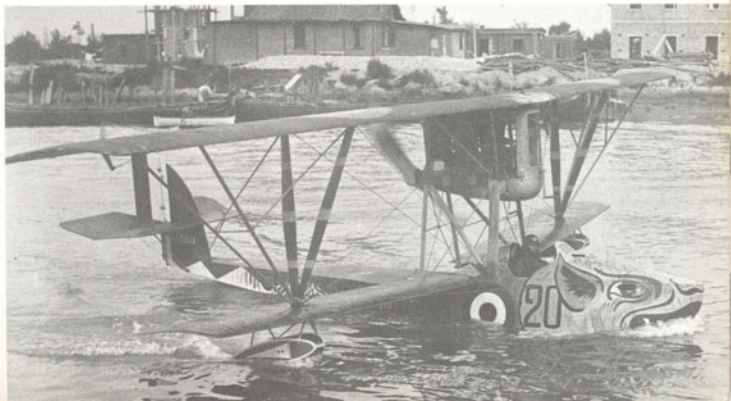


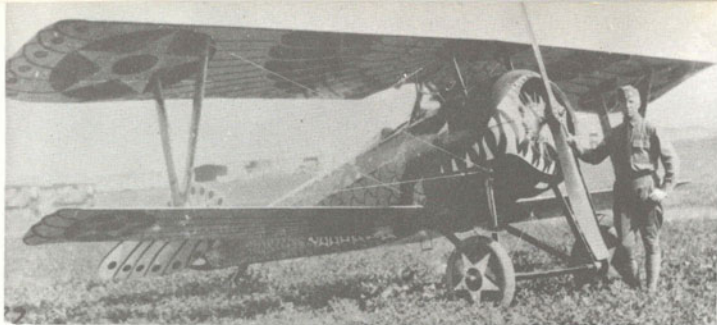
Above, 2 pictures: Sopwith Dolphin of an unknown training unit, RFC, 1918. See colour illustration. (via J. M. Bruce)



Right: Maurice Farman flown by Capt. Fernand Jacquet (left) of the Belgian Flying Corps who scored many victories in this cumbersome machine; he later flew Spads and at the end of the war was Belgium's fourth-ranking 'ace'. (via Peter L. Gray)

Below: Macchi M5 mod., Aviazione Delle Regia Marina, Adriatic Sea, 1918. Note inboard position of upper wing roundels. The only known Italian military aircraft with a Sharkmouth. See colour illustration. (IWM)





Above: Nieuport 7 of a United States Air Service training unit in France, 1918. The colour scheme of this highly decorated trainer is, sad to say, not known. (US Signal Corps)



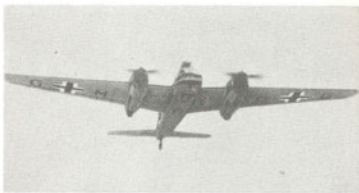
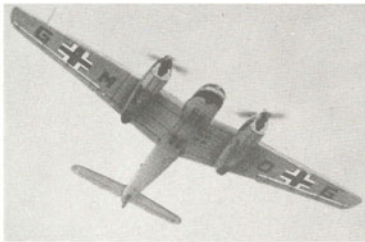
Above: Another Nieuport 7 probably of the same unit as the one above, this one decorated with fish scales rather than feathers, again the colour scheme is not known. (US Signal Corps)

Below: A Sharkmouth Hawker Hart at the opening ceremony of Portsmouth Aerodrome in 1932. The next known Hawker types to sport a Sharkmouth were the Hunters of No. 112 Shark Squadron over thirty years later. (Flight International)

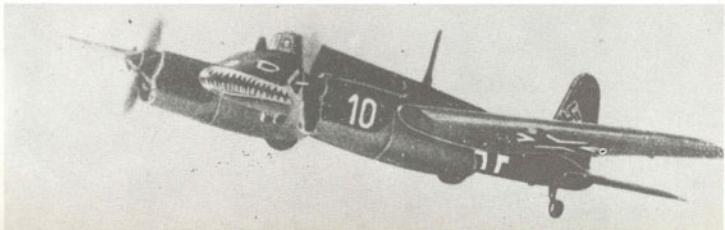


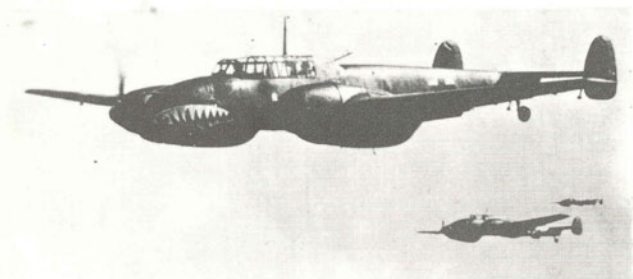
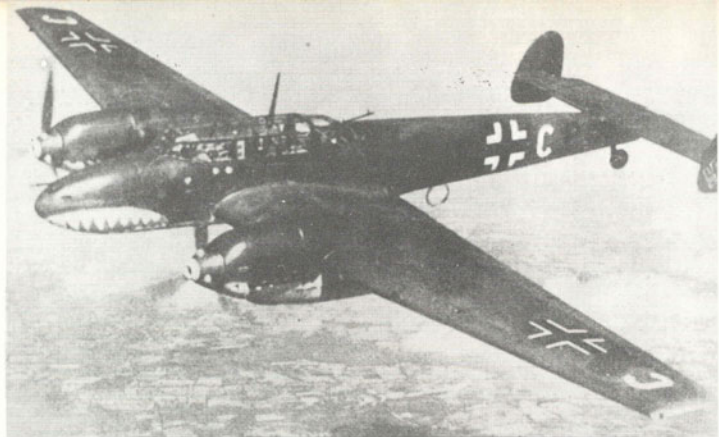


Above: An odd Latecoere 298 of Escadrille T1, French Navy, at Berre sometime in 1939; the nearest aircraft carries the official insignia of Esc. T1. Overall medium grey scheme, code and serial number unknown. (ECA)



Above, left & below: Henschel Hs 129A-D pre-production aircraft, note radio call-sign G+M O+G on under surface of wings, see colour illustration.





Top: A Bf 110C of 6/ZG76 'Haifisch Gruppe', code M8+CP. This may possibly be the aircraft, Werke No. 2089, in which Obst. Piduhn and Gefr. Conde were killed during the Brooklands raid of 4th September 1940. (via André ver Elst)

Centre: A Bf 110C of 6/ZG76 in the Mediterranean area, 1941. All aircraft of 11/ZG76 carried the Sharkmouth marking but 6/ZG76 was the unit responsible for the marking appearing on the Tomahawks of No. 112 Squadron late in 1941.

Below: An ex ZG76 Bf 110G night-fighter of Stab. 1/NJG4, note long-range tanks and wing-tip aerials for the Flensburg radar homing device. Code 3C+LB. (R. Carson Seely via A. Price)



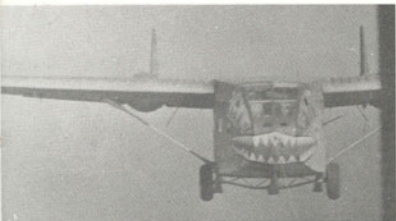


Above: Not a Sharkmouth but a similar design, wrecked Bf 110D's of ZG1 on an Italian airfield. (IWM)

Right: Nose detail of the 'Wespen' insignia on a Bf 110D in Russia, note 550lb. bombs. (R. Ward)



Below: Gotha Go 244A-2 glider, details of the general colour scheme and code are unknown. (via André ver Elst)



Right: Focke-Wulf Fw 190A/3 of 5/JG1, North Germany, April 1942. See colour illustration (via André ver Elst)

Below: Junkers Ju.87B, 2/ST.G77 flown by Major Alfons Orthofer, Breslau-Schongarten, August 1939. See colour illustration. (R. Ward)

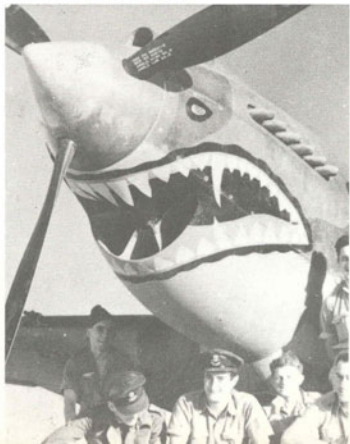




Above: Sharkmouth detail of 'Mena', one of the first Tomahawks of No. 112 Squadron so marked. (IWM)

Left: Front view of Sharkmouth on 'A' AK461 revving up on Sidi Heneish LG. (IWM)

Below: Rather more ornate Sharkmouth on 'V', serial unknown, late 1941. See colour illustration. (via R. A. Brown)





Above: Another view of 'Mena' and 'A' on Sidi Heneish LG. (IWM)



Above: Nose detail of 'V' showing all red spinner in place of white and red one in photo on opposite page.

Below: Result of a heavy landing probably at Gambut. Note aircraft letter 'A' on wheel cover.



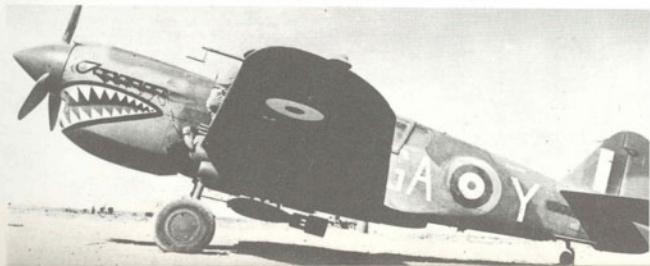
Above: 'V' showing very early presentation of squadron code, see colour illustration.



Below: Port and starboard side views of Kittyhawk Mk.I, GA-V flown by P/Off N. Duke, photographs probably taken at Gambut Main, Libya, April 1942.



Below: AK772, a No. 112 'Shark' Squadron Kittyhawk Mk.Ia, showing the complete squadron markings. Note the serial has been left on a dark green patch; 'London Pride' in small white script above Y. Extended fuse on 250lb bomb, Gambut, 1942. (IWM)





Above: Kittyhawk Mk. III of No. 112 Squadron, taxiing out from dispersal area at LG 91, Amriya, after the retreat to Alamein. GA-F probably FR509. (IWM)



Above & below: Two fine photographs of a Mk. III Kittyhawk, whipping up a small sand storm as it taxis out from dispersal prior to take-off on a ground attack op. over Alamein. Code GA-C, serial unknown. (Photos IWM)





Above: With a bearded warrior on the wing pointing the way a Mk. Ia taxis out of the rough at Sidi Heneish LG, Egypt. (IWM)



Above: A Mk. Ia taking off from El Adem, Libya.

Below: Mk. III's touching down at Zoura LG, Tripolitania, April 1943. (via R. A. Brown)



Above: Unusual Sharkmouth on a Mk. Ia revving up on either El Adem or Gambut LG, early 1942. Red mouth, black lips, white teeth. (R. Tester via R. C. Jones)

Below: Mk. III with very deep Sharkmouth, note yellow outer ring of underwing roundel on azure blue under surfaces. Red/black mouth, black lips, white teeth.



Below: Very good shot of a No. 112 "Shark" Squadron, Desert Air Force Kittyhawk Mk. III, GA-C, ET789; photograph taken shortly after it forced landed in the desert near Daba after destroying a Bf 109E and Ju 87D. Flown by Sgt. Hogg, SAAF. (IWM)





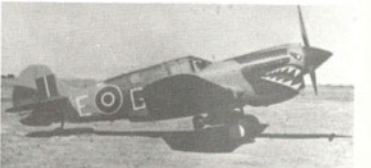
Above right: Mk. 1a's lined-up for an inspection by the AOC at Sidi Henesh, April 1942. (via R. A. Brown)

Above left: Mk. III, FR302, GA-T, Martuba 4, Libya, Nov. 1942. All red mouth, black lips.

Below: Interesting combination, Mk. III of No. 112 Squadron with USAF serial 245798 on rudder, Medanine/EI Hamma, Tunisia, March/April 1943. Red/black mouth, black lips, white teeth. Note 500lb bomb. (SAAF)



Left: Excellent detail shot of a mouth, note the colours, red/black mouth, black lips, white teeth; red eye on white with red and black outline; red spinner. Aircraft flown by SqN/Ldr P. F. Illingworth, O.C. No. 112 Squadron 15.7.43-29.3.44.



Above: Mk. IV, GA-7, FX740, reluctant to leave the runway with a 1,000lb bomb load, Cutella, Italy. Flown by Flt/Lt Ross.

Below: One of the very few Kittyhawk Mk. IV's to be flown by No. 112 Squadron in USAAF OD and grey scheme. Red/black mouth, black lips, white teeth. Note 2 x 250lb bombs side by side under fuselage and 6 x 40lb under wings. GA-Q, FR806, Foggia Main, Italy. (via R. A. Brown)





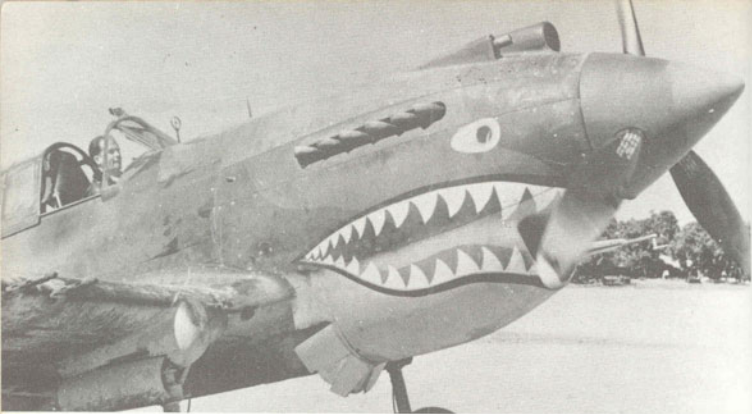
Above: Nice flying shot of three Kittyhawk Mk. Ia's of No. 14 Squadron, Western Air Command, Royal Canadian Air Force. See colour illustration.



Above & right: A Mk. Ia, A29-142 of No. 1 OTU, Royal Australian Air Force. Based at East Sale, Victoria. See colour illustration. (Frank F. Smith)

Below: Kittyhawk Mk. IV, No. 2 Operational Training Unit, South African Air Force, Waterkloof, South Africa. See colour illustration. (SAAF)





Above: An early AVG Sharkmouth on a green/brown and pale blue ex RAF Tomhawk IIB on an airfield near Rangoon, Burma. Mouth; upper standard camouflage, lower red, teeth white, lips dark blue, eye dark blue on white. Note 52 in red faintly visible above and ahead of eye. (IWM)



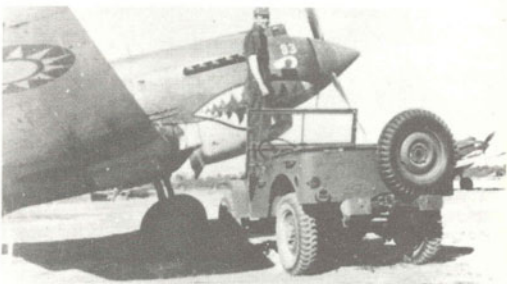
Above & left: Maintenance work being carried out on Flying Tiger Tomhawks tucked away under trees on a Chinese airfield. Note position of Chinese roundel on upper surface of wing in top photograph. Note the similarity in proportions of the early AVG Flying Tiger Sharkmouths to the early mouths on the Tomhawks of No. 112 'Shark' Squadron, RAF, Western Desert.

(Credit unknown)





Above: Nice shot of an AVG Tomahawk IIB about to take off from an airfield near Rangoon, Burma. Number in white on fuselage of this aircraft is believed to be 5, see colour illustration. Other numbers known to have been carried by Tomahawks during the defence of Rangoon are: 9, 55, 56, 71 and 74 all with thin red fuselage band. Note the underwing roundels are slightly further outboard than the upper surface ones. (IWM)



Right: A pair of AVG Tomahawks on a Chinese airfield, probably Kunming. Note the white 83 above eye, this number seldom coincided with the fuselage number. (Earl Reinert)

Below: AVG Tomahawk taxiing out from dispersal at Kunming. Note white 13 and yellow fuselage band. (Earl Reinert)



Above right: 74 with Chinese serial on fin but USAAF insignia which indicates an early 23rd Fighter Group aircraft. Note two eyes due to replacement panels. (USAF)

Right: Poor photograph but interesting, standard RAF camouflaged AVG Tomahawks taking off on an interception mission from a Chinese airfield. Nearest aircraft carries 21 in grey ahead of white band and Chinese serial P-8182 in white on fin. (Earl Reinert)



Below: An interesting old Tomahawk in front of the main hangar at Kunming shortly after the Flying Tigers had been absorbed by the USAAF in the form of the 23rd Fighter Group, 14th Air Force. Note the a/c number, 144 in white on fuselage and the USAAF modified AVG insignia under the rear cockpit. The colour scheme is RAF dark green/brown with pale blue under surfaces. (USAF)





Above: Line-up of Tomahawks in RAF colour schemes, second aircraft is 24 with yellow fuselage band, Chinese serial on fin unknown. The aircraft must at the time of the photograph have belonged to the 23rd FG as the Chinese roundel on the under side of the port wing has been overpainted. Kunming, China, 1942. (USAF)



Above: A line-up of P-40N Warhawks of the 23rd Fighter Group on Chengkung airfield. White and red spinners, sand and stone camouflage, nearest a/c 359 in white on fin, third a/c 352. See AIRCAM No. 7 for colour details.



Above: Line-up of the 23rd FG, first two a/c are P-40K's, third a/c is a P-40B. Camouflage is sand and stone with pale blue under surfaces. (USAF)

Below: Nice shot of a P-40N Warhawk of the 23rd Fighter Group taxiing past a convoy of Chinese earth movers. Apparently an OD and grey aircraft with sand cowf panels cannibalised from another a/c. Blue and red mouth, blue lips, white teeth. (USAF)





Above: Nice flying shot of a P-40K Warhawk of the 23rd Fighter Group, 14th Air Force, CBI. (USAF)



Above: A pair of Warhawks flown by Col. Robert Scott, 23rd Fighter Group. Colour details of both these aircraft will be found in AIRCAM No. 7. (USAF)

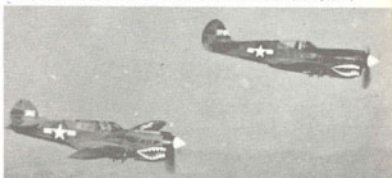


Above: Interesting shot of a P-40K of the 23rd FG with two long-range tanks in tandem under the fuselage, a common practice of the group. White 110 on fuselage, see AIRCAM No. 7 for colour details.

Below: Close-up detail of tandem tank or bomb shackles on a P-40K of the 23rd FG. (USAF)



Above & below: P-40K, 365 in sand and stone camouflage of the 23rd FG; below another K, 360, and an N, 370, from the same formation. (USAF)



Below: A line-up of P-40N's, probably of the 23rd FG being refuelled on a Chinese airfield. (USAF)





Above: Warhawks of the 51st Fighter Group, 16th Fighter Squadron, lined-up on Peishihwa airfield, China. Standard sand and stone camouflage with pale blue under surfaces. 33 flown by Lt. D. D. Bryant of Marshalltown, Iowa. October 1942. (USAF)



Above: Good close-up detail of typical mouth of the 51st FG, blue and red mouth, blue lips, white teeth. "Rose Marie" third a/c in the above photograph is believed to be 31. (USAF)



Above & below: P-40K of the 51st Fighter Group, tucked away amongst bamboo trees alongside the runway of Lilbari airfield, India, March 1943, and below on a Chinese airfield a few months later. 89 in white on fin, standard sand and stone scheme with pale blue under surfaces, blue and red mouth, white lips. (USAF)

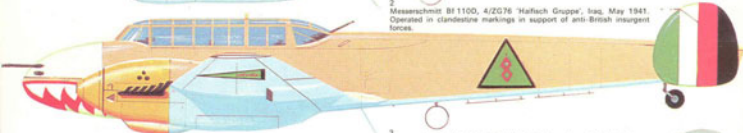


A

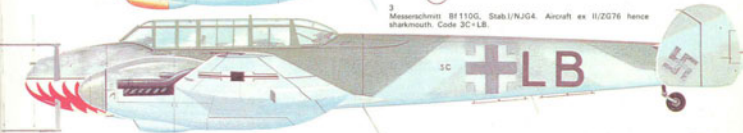
1 Messerschmitt Bf 110C, 8/ZG76 'Halbarch Gruppe', Sicily, 1941.



2 Messerschmitt Bf 110D, 4/ZG76 'Halbarch Gruppe', Iraq, May 1941. Operated in clandestine markings in support of anti-British insurgent forces.



3 Messerschmitt Bf 110G, Stab./NJG4. Aircraft ex II/ZG76 hence sharkmouth. Code 3C+LB.



4 Messerschmitt Bf 110D of ZG 1 'Wespen Geschwader', Russia, 1942.



5 Junkers Ju 87B, 2/St G77 flown by Major Alfons Orthofer, Bretau-Schongarten, August 1939.



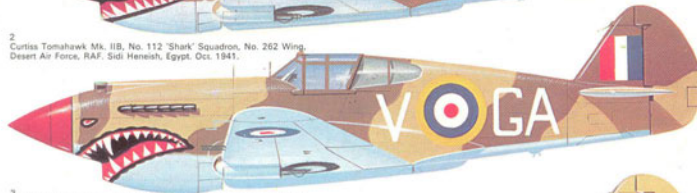
6 Heinkel He 128A-O pre-production aircraft.



1  
Curtiss Tomahawk Mk. IIB, No. 112 'Shark' Squadron, No. 262 Wing,  
Desert Air Force, RAF, Sidi Heneish, Egypt, Sept. 1941.



2  
Curtiss Tomahawk Mk. IIB, No. 112 'Shark' Squadron, No. 262 Wing,  
Desert Air Force, RAF, Sidi Heneish, Egypt, Oct. 1941.



3  
Curtiss Tomahawk Mk. IIB, No. 112 'Shark' Squadron, No. 262 Wing,  
Desert Air Force, RAF, Fort Maddelena, Libya, Nov.-Dec. 1941.



4  
Curtiss Kittyhawk Mk. IA, No. 112 'Shark' Squadron, No. 239 Wing,  
Desert Air Force, RAF, Gambut, Libya 1942.



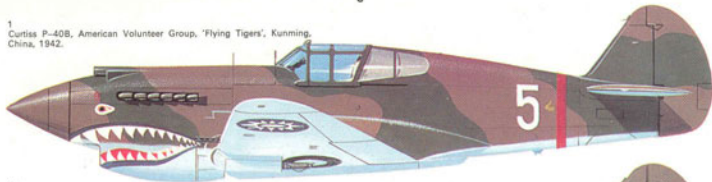
5  
Curtiss Kittyhawk Mk. IIL, No. 112 'Shark'  
Squadron, No. 239 Wing, Desert Air Force,  
RAF, Libya-Tunisia 1943.



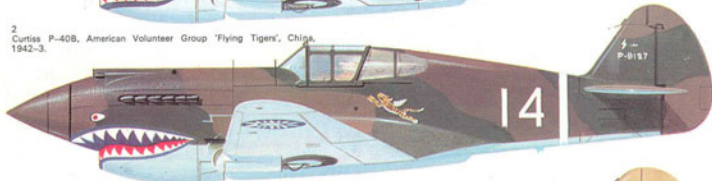
6  
Curtiss Kittyhawk Mk. IIL, No. 112 'Shark'  
Squadron, No. 239 Wing, Desert Air Force,  
RAF, Medenine-EI Hamma, Tunisia, 1943.



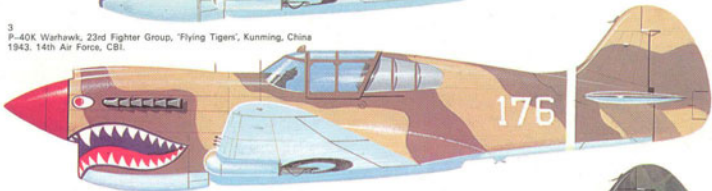
1  
Curtiss P-40B, American Volunteer Group, 'Flying Tigers', Kunming,  
China, 1942.



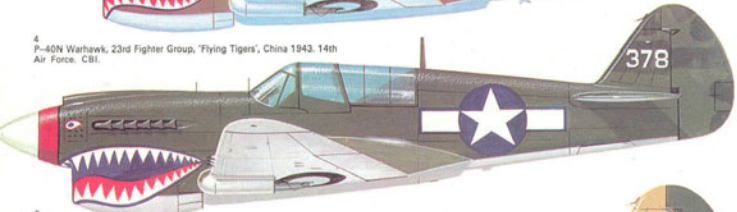
2  
Curtiss P-40B, American Volunteer Group 'Flying Tigers', China,  
1942-3.



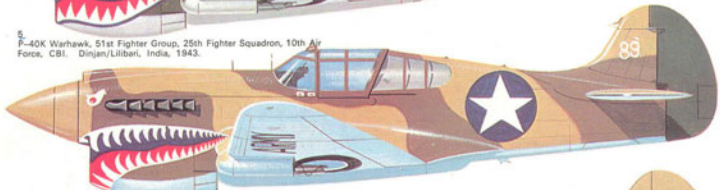
3  
P-40K Warhawk, 23rd Fighter Group, 'Flying Tigers', Kunming, China  
1943, 14th Air Force, CBI.



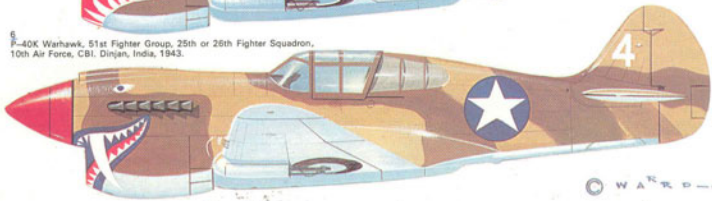
4  
P-40N Warhawk, 23rd Fighter Group, 'Flying Tigers', China 1943, 14th  
Air Force, CBI.



5  
P-40K Warhawk, 51st Fighter Group, 25th Fighter Squadron, 10th Air  
Force, CBI, Dinjan/Lilibari, India, 1943.



6  
P-40K Warhawk, 51st Fighter Group, 25th or 26th Fighter Squadron,  
10th Air Force, CBI, Dinjan, India, 1943.



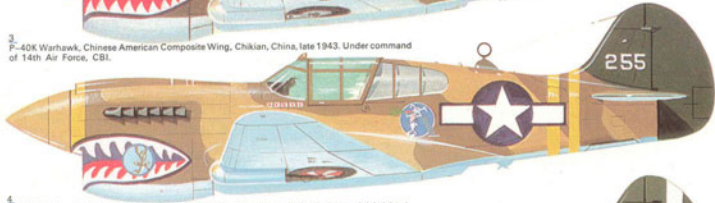
1 P-40K Warhawk, probably ex 51st Fighter Group retired to Chinese Air Force training squadron, 1943.



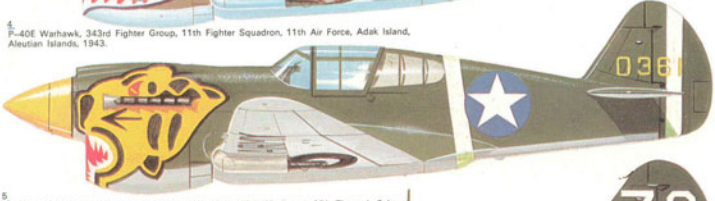
2 P-40E Warhawk, 51st Fighter Group, 16th Fighter Squadron, 10th Air Force, CBI, Peishihwa, China, late 1942.



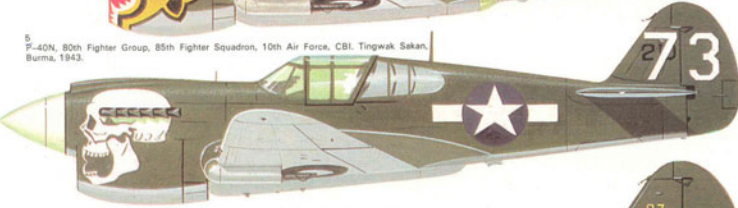
3 P-40K Warhawk, Chinese American Composite Wing, Chikian, China, late 1943. Under command of 14th Air Force, CBI.



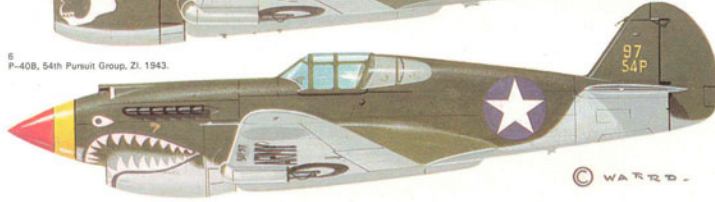
4 P-40E Warhawk, 343rd Fighter Group, 11th Fighter Squadron, 11th Air Force, Adak Island, Aleutian Islands, 1943.



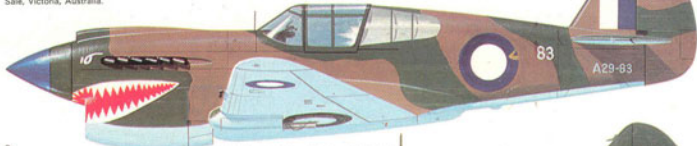
5 P-40N, 80th Fighter Group, 85th Fighter Squadron, 10th Air Force, CBI, Tingwak Sakan, Burma, 1943.



6 P-40B, 54th Pursuit Group, ZI, 1943.



1  
Curtiss Kittyhawk Mk. IA, No. 1 Operational Training Unit, Royal Australian Air Force, East Sale, Victoria, Australia.



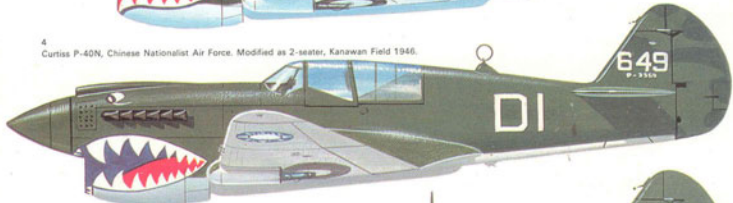
2  
Curtiss Kittyhawk Mk. IV, No. 2 Operational Training Unit, South African Air Force, Waterkloof, South Africa.



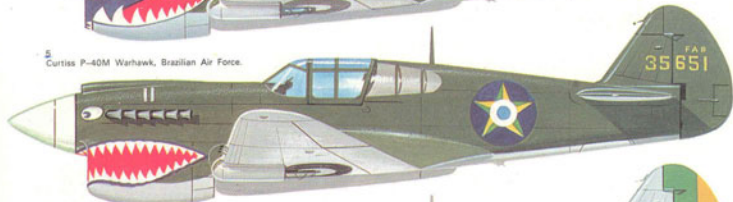
3  
Curtiss Kittyhawk Mk. IA, No. 14 Squadron, Royal Canadian Air Force, Western Air Command.



4  
Curtiss P-40N, Chinese Nationalist Air Force, Modified as 2-seater, Kanawan Field 1946.



5  
Curtiss P-40M Warhawk, Brazilian Air Force.



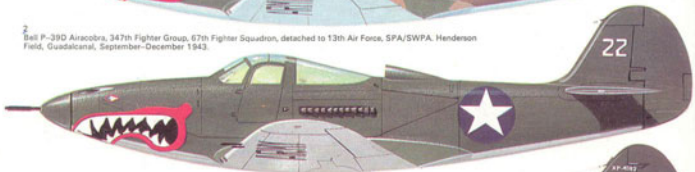
6  
Curtiss P-40M Warhawk, Brazilian Air Force, 1964.



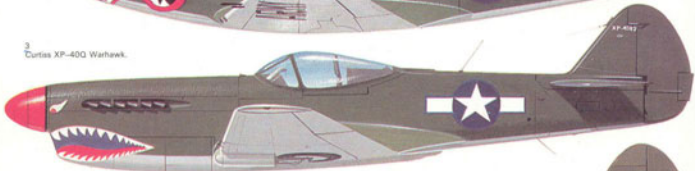
1 Bell P-400 Airacobra, 347th Fighter Group, 67th Fighter Squadron, detached to 13th Air Force, SPA/SWPA, Paines de Gaiac, New Caledonia, April–May 1942. Flown by Lt. Zel Fountain. Note RAF serial.



2 Bell P-39D Airacobra, 347th Fighter Group, 67th Fighter Squadron, detached to 13th Air Force, SPA/SWPA, Henderson Field, Guadalcanal, September–December 1943.



3 Curtiss XP-400 Warhawk.



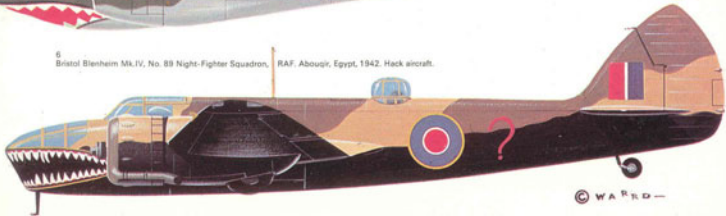
4 Lockheed P-38G, 343rd Fighter Group, 54th Fighter Squadron, 11th Air Force, Amchitka, Aleutian Islands.



5 Lockheed F-5E Lightning, 34th Photo-Reconnaissance Squadron, 9th Air Force, ETO, 'Ruth'



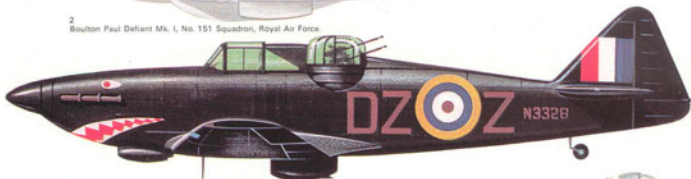
6 Bristol Blenheim Mk. IV, No. 89 Night-Fighter Squadron, RAF, Abouqir, Egypt, 1942. Hack aircraft.



1 Supermarine Spitfire Mk.VIII, No. 457 Squadron, No. 80 Fighter Wing, No. 1 Tactical Air Force, Royal Australian Air Force, Morotai, 1945.



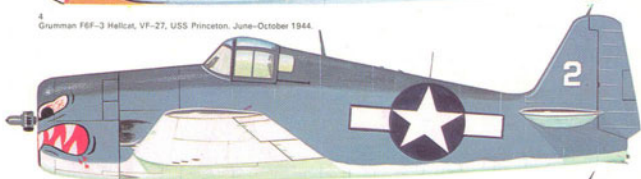
2 Boulton Paul Defiant Mk. I, No. 151 Squadron, Royal Air Force



3 Focke-Wulf Fw 190A/3, 5/JG1, North Germany, April 1942

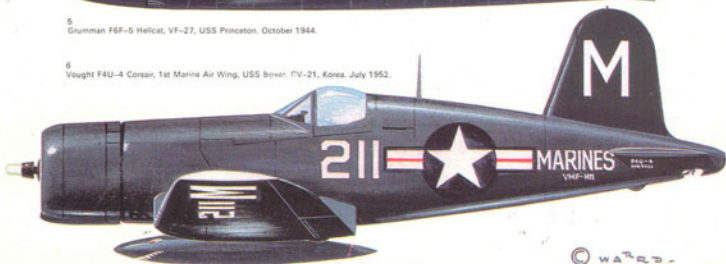


4 Grumman F6F-3 Hellcat, VF-27, USS Princeton, June-October 1944.

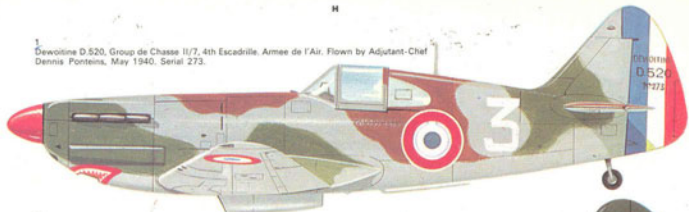


5 Grumman F6F-5 Hellcat, VF-27, USS Princeton, October 1944.

6 Vought F4U-4 Corsair, 1st Marine Air Wing, USS Boxer, CV-21, Korea, July 1952.



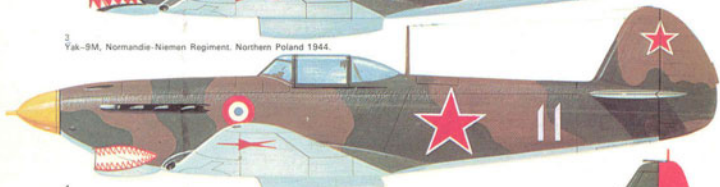
1 Dewoitine D.520, Group de Chasse II/7, 4th Escadrille, Armée de l'Air. Flown by Adjutant-Chief Dennis Pontéins, May 1940. Serial 273.



2 Yak-9D, Normandie-Niemen Regiment, East Prussia/Northern Poland 1944.



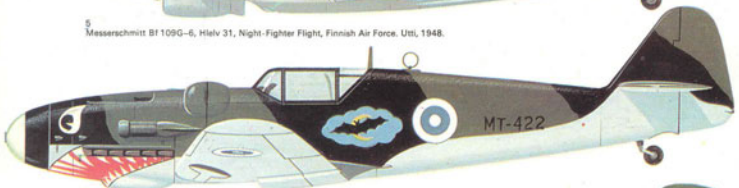
3 Yak-9M, Normandie-Niemen Regiment, Northern Poland 1944.



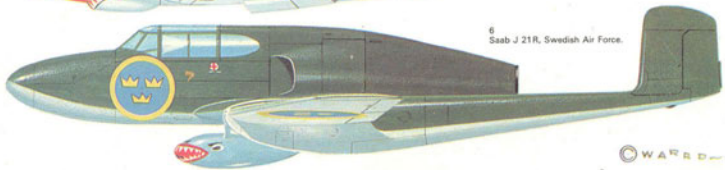
4 Pilatus D.3801 (Licence built Morane Saulnier M.S.406) Swiss Air Force, May 1941.



5 Messerschmitt Bf 109G-6, Hleiv 31, Night-Fighter Flight, Finnish Air Force. Utti, 1948.



6 Saab J 21R, Swedish Air Force.





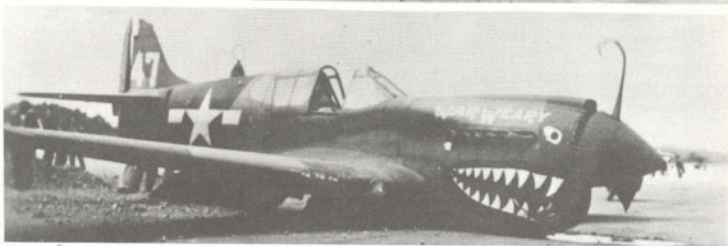
Above, left & right: P-40K's of the 51st Fighter Group, 25th or 26th Fighter Squadron, sporting "Sabretoothed Sharkmouths". Aircraft number believed to be 9, standard sand and stone scheme. Note 1,000lb bomb. (Photos USAF)



Right, both pictures: A pair of P-40K's of the 51st FG, 25th or 26th FS taxiing out for take-off on a bombing mission from Dinjan airfield, India. It appears that only one squadron of the group sported the "Sabretooth" marking, the others conforming to the classic Flying Tiger mouth. (Photos USAF)



Below: "War Weary", a time expired P-40K of the 51st Fighter Group retired to a Chinese Training Squadron crashed at Kunming whilst in transit to an Indian airfield. See colour illustration. (USAF)



Below: P-40K of the Chinese American Composite Wing flown by Major Edward Hollmeyer, note five Jap flags under windscreen with pilot's name in small script just ahead. Detail of insignia in mouth may be found in AIRCAM No. 7. (USAF)





Above: Line-up of CACW P-40K's, note flamboyant mouth design and white/red wheel cover design outlined blue, common to all aircraft at this period. (USAF)

- Below: P-40N Warhawk of the CACW on Kweilin airfield, south-central China, OD and grey scheme. (Jack Canary via R. M. Bueschel)



Below: Line-up of CACW P-40K's on Chengkung airfield, China, note the variation in mouth design. (CNAF/NA)



Below: P-40N of the 51st FG taking off from Kweilin. (Jack Canary via R. M. Bueschel)

Below: 73, a P-40N of the 80th FG, 85th FS, raising the dust at Kweilin. See colour illustration. (Jack Canary via R. M. Bueschel)





Above: Another view of the 85th FS line-up illustrated on preceding page, see AIRCAM No. 7 for colour details of 'Miss Frances III'. (USAF)



Left: P-40K of an unknown unit on Guadalcanal, note all red mouth and thick blue lips. (USAF)

Below: P-40E of the 343rd Fighter Group, 11th Fighter Squadron, 11th Air Force, revving up prior to take-off from Unmak strip, Aleutian Islands. See AIRCAM No. 7 for colour details. (USAF)



Below: A pair of 'Bengal Tiger' marked Warhawks of the 343rd FG, 11th FS, taking off from Unmak strip. (USAF)





Above: A good close-up shot showing the 'Bengal Tiger' marking in detail, the design varied somewhat aircraft to aircraft. Note cover plate ahead of first port, a common feature of the P-40E's of the 343rd Group. (USAF)



Above: P-40 of the 54th Pursuit Group showing under surface markings. (USAF)

Below: Sharkmouth Warhawk more or less on the scrap heap after its days as a trainer are over. (Peter M. Bowers)



Above: A P-40B of an unknown unit, ZI. (USAF)

Below: Aircraft 97 of the 54th Pursuit Group, see colour illustration. (USAF)



Below: P-40N with the legend '15,000 Curtiss Fighter' on the nose and covered with the national insignia of all the air forces past and present (1944) who had flown various types of Curtiss fighters. (Curtiss-Wright via E. R. McDowell)





Above: Odd Sharkmouth of the 49th FG, 7th FS, on Dododura strip, New Guinea, probably a member of Capt. Nick Nichol's flight of 'Nip Nippers'. (AWM)



Above & right: A trio of Warhawks flown by the AAF Tactical Center, Orlando Field, Florida, ZI. See AIRCAM No. 7 for colour details. (USAF)



Above: The one and only XP-40Q here shown with clipped wings, see colour illustration. (via Peter M. Bowers)



Above & below: A pair of P-40M's of the Brazilian Air Force. See colour illustrations. (Photos USAF)





Above: A trio of Bell P-400's of the 347th Fighter Group, 67th Fighter Squadron detached to the 13th Air Force, SPA/SWPA. These ex-RAF aircraft not only retained their RAF camouflage but the RAF serials also as may be seen on 6 with RAF serial BW167 below tailplane. This particular Airacobra was flown by Lt. Zed Fountain from Paines de Gaïac strip, New Caledonia, April-May 1942. See colour illustration. (USAF)



Right, both pictures: A pair of P-400's on Henderson Field, Guadalcanal, during September-October 1942. The RAF camouflage is hardly discernible but on 12 the serial number beneath the wing tip is clearly visible. Note the white wing tip on 12 and lack of it on 22. 347th Fighter Group, 67th Fighter Squadron. (Photos USAF)



Below: An interesting shot of a P-39 or maybe a P-400 (note green/brown camouflaged rudder), of either the 35th or 8th Fighter Group, 5th Air Force SWPA. (Norb Krane/R. M. Hill)





Left: A P-39D Airacobra of an unknown unit in the South West Pacific Area, the headgear dates the photograph with reasonable accuracy. (USAF)



Left: P-38F Lightning of the 347th Fighter Group, New Caledonia, on detachment to the 13th Air Force, SWPA, February 1943. For colour details see AIRCAM No. 10. (USAF)

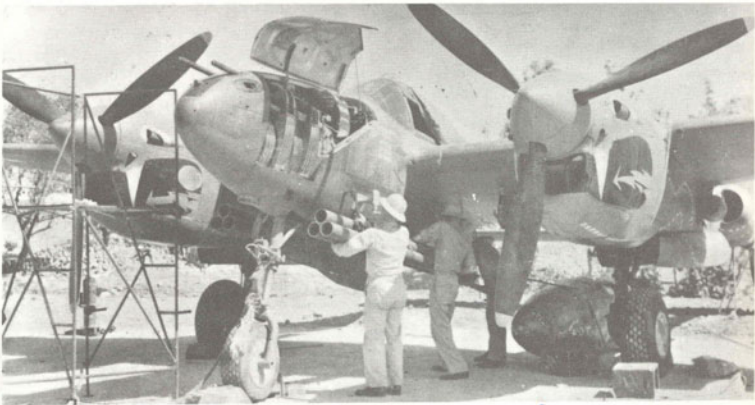
Below: Line-up of P-38F's of the 347th FG on Henderson Field, Guadalcanal. All with Sharkmouths, numbers read from right to left: 18, 11, 21, 38 and out of sight 31, 20 and 7, all numbers duplicated on nose. Mouth red, blue lips, white teeth in all cases. (USAF)



Above & below: A pair of P-38F's of the same unit dispersed alongside the landing strip on an unknown Pacific island. (Norb Krane via R. M. Hill)



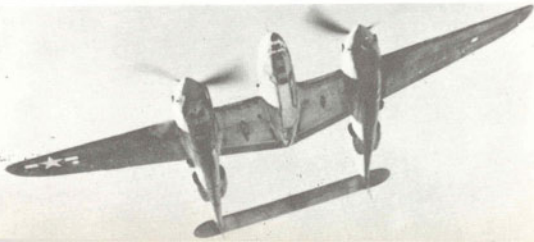
Right: 'Eager Beaver' a P-38F of an unknown unit in the SWPA. (Frank F. Smith)



Above: P-38J Lightning probably of the 80th Fighter Group, 459th Fighter Squadron nicknamed the 'Twin Dragon Squadron'. Note Bazooka tubes being fitted to the fuselage. See AIRCAM No. 10 for colour details. (USAF)



Left & below: 'Vera' an F-5A-10 of an unknown unit in Italy. Standard OD and grey scheme, lower photograph shows details of the underside camera ports. (Photos Peter M. Bowers)





Left: Rather ornate Sharkmouth on the nose of a P-38F Lightning of the 1st Fighter Group, 94th Fighter Squadron, 16th Air Force, Italy. Flown by Lt. J. Hagenback. Standard OD and grey scheme, mouth red and white with trim. (USAF)



Above & below: Natural metal P-38J of the 364th Fighter Group, 385th Fighter Squadron, 8th Air Force, ETO. For colour details of this Lightning see AIRCAM No. 10. (Photos Ray E. Bowers)



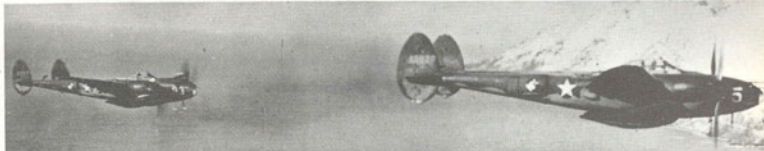
Below: 'Jeanne' somewhat embarrassed, a P-38J of the 20th Fighter Group, 55th Fighter Squadron, 8th Air Force, ETO. Note white triangle on fin and rudder and white wing tips. See AIRCAM No. 10 for colour details. (Ray E. Bowers)



Right: Lockheed F-5E Lightning of the 34th Photo-Recon Squadron, 9th Air Force, ETO. See colour illustration (Frank F. Smith)



Below: P-38J of the 370th Fighter Group, 485th Fighter Squadron, 9th Air Force, coming in to land on one engine at Florennes, Belgium. Colour details of this aircraft will be found in AIRCAM No. 10. (USAF)



Above & below: A pair of P-38F's of the 343rd Fighter Group, 54th Fighter Squadron, 11th Air Force, Aleutians, on a mission out of Longview to Amchitka flying past the snow covered sides of a volcano. See colour illustration. (Photos USAF)



Right & below: F-5G of an unknown unit, photographs taken at Douglas AFB, Chicago, Illinois, 1946. (Photos Earl Reinert)





Above: Spitfire Mk. VIII A58-614 in dispersal area at Morotai. Note the high join of upper and under surface camouflage. No. 457 Squadron, No. 80 Fighter Wing, No. 1 Tactical Air Force, Royal Australian Air Force.

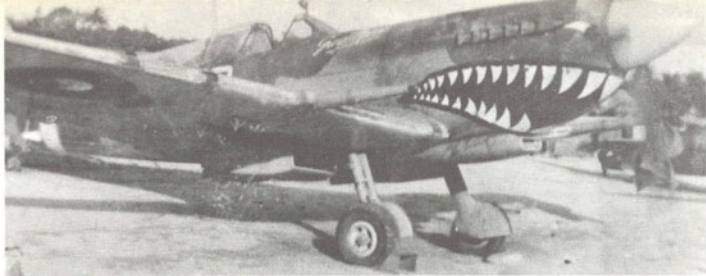


Above & below: A pair of Mk VIII's of No. 457 Squadron on Morotai airfield. Standard RAF scheme of grey/green uppers, pale grey unders. Aircraft above is ZP-B, A-58-611.



Below: Spitfire Mk. VIII's dispersed somewhat close together on the hard standing at Morotai. The 'Ace of Spades' insignia on the fins was the marking of No. 80 Fighter Wing. See colour illustration for mouth details and for further colour illustrations see AIRCAM No. 4. (All photos Frank F. Smith)





Above: Good close-up shot of No. 457 Squadron Sharkmouth on a Mk. VIII Spitfire, black mouth and lips, red gums, white teeth. The Sharkmouth marking was conceived by Sqn/Ldr B. D. Watson O.C. No. 457 Squadron as a tribute to Group Captain C. R. Caldwell, O.C. No. 80 Fighter Wing, who had earlier in the war commanded No. 112 'Shark' Squadron in the Western Desert. Most aircraft carried the name 'Grey Nurse' on their cowls but there were exceptions, for example Sqn/Ldr Watson carried the legend 'Silver Bullet' on his aircraft. See AIRCAM No. 4 for colour details.



Right, both pictures: Mk. VIII A58-615 flown by Flt/Lt W. M. Ward on dispersal area at Morotai. Note red mouth, black lips and white teeth, 'Grey Nurse' on cowl, white code, No. 80 Fighter Wing insignia on fin and grey serial, standard scheme but with white leading edge to wings.



Left: A58-621, note white fuselage band and spinner, the leading edge of the wing was probably also white, note also rearward facing No. 80 FW insignia. This view shows the standard starboard side camouflage pattern.

Right: Line-up of No. 457 Squadron Mk. VIII's at Morotai, nearest aircraft is A58-609 ZP-F, serial in grey code in white. (All photos Frank F. Smith)





Left: Boulton Paul Defiant Mk. I of No. 151 Night-fighter Squadron, Royal Air Force. See colour illustration (via Frank F. Smith)



Above & below: Very interesting old hack Blenheim IV on the strength of No. 89 Night-fighter Squadron, note their Beaufighters in background at Abou-qir, Egypt, 1942. See colour illustration but note position of eye on fuselage in photograph; black, red and white eye.



Above & right: De Havilland Tiger Moth in very exotic markings flown by an 8th Air Force fighter unit in the UK, see colour illustration. (Ray E. Bowers)



Left: De Havilland Tiger Moth of a Royal Canadian Navy Flying Training School, see colour illustration. (S. R. Earp via R.C. Jones)





Above: US Navy Convair OY-1, serial 02778 waiting in the dispersal area for the next spotting call, Okinawa, April 4th 1945. Legend on cowling in chalk reads 'OK Gas and Oil "5"'. (USMC)



Left: Another Navy OY-1 in front of temporary operations office while Seabees are still at work grading the landing strip, Okinawa, April, 1945. Serial 02779. (USMC)

Below: The same Auster flying along the coastlines of Bougainville preparing to spot for the artillery on 18th February 1945. (RAAF)



Above: An Auster ADP of No. 17 Air Observation Post Flight, Royal Australian Air Force, being serviced at Torokina strip, Bougainville, 1945. Camouflage was foliage green/brown uppers, sky blue under surfaces, serial A11-8 in black, mouth in red white and black. Note Australian designed and manufactured Owen gun. (via Frank F. Smith)

Right: A Vultee-Stinson L-5 on an airfield in France sometime in 1944. (IWM)



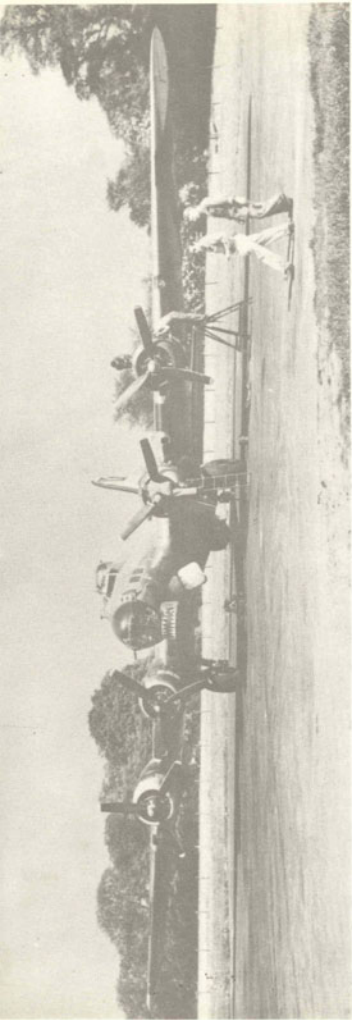


Above: Boeing B-17G of an unknown 8th Air Force unit, and below, close-up of the mouth design. Further information on this aircraft would be appreciated. (via E. R. McDowell)



Above right: Nose detail of the Sharkmouth on the turret of 'SanduskyJo-Ann', note draft excluding zippers in the gun slits. (Charles E. Brown)  
 Below: Close-up of the nose and crew of B-17G 'Sandusky Jo-Ann', 447th Bomb Group, 8th Air Force, ETO. Crew L to R standing: Lts. B. Y. Peery, R. A. Shortway and J. Herman; Sgt. C. O. Case, Staff Sgt. C. T. Spencer. L to R squatting: Staff Sgt. J. C. Enzo and T.Sgt. R. F. Sappington. Red mouth, white teeth, black lips. (Charles E. Brown)





"Sandusky 'Jo Ann', the B-17G used as the photographic aircraft for the 447th Bomb Group; formation photographs in AIRCAM No. 15. See colour illustration. (Photos Charles E. Brown)



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### Front Cover—

Curtiss Tomahawk Mk. IIb, AX461 'A', No. 112 "Shark" Squadron, No. 239 Wing, Desert Air Force, R.A.F., Egypt, 1941.