

FLYING SIMULATORS

NEWSLETTER OF THE AF/D SOCIETY

VOLUME 1 NUMBER 3

FROM THE TOWER *****

What?!?!?! No Cartoon!!!! That's right. There is so much stuff I wanted to get into this issue I just couldn't spare the space. Anyone who can provide me with other line drawings and cartoons should feel free to do so. I'd appreciate it.

I got a reply from Don Greenwood concerning AF/D. Their plans as of right now is to replace the Battleline logo with the AH logo, print the game and send it out with very little revision. Kevin Zucker will be working on a revision of the game for release at some future date. Don did say that he would plug the Society in the next issue or so of the General. The fate of the Expansion kit is not definite. The indications I have had are that everyone more or less expects it to be re-released, but there has not been anything definite decided. Maybe a card or letter to Don would help them make up their minds.

This issue will be introducing a new column by Andy Johnson. His column, R. L. M. will deal with German aircraft of World War II. Looks good. Thanks Andy. Roger Pittiglio's TVFTC returns this month. John Ratzenberger's Wild Blue Yonder column also gets cranked off in good form. If you enjoyed last issue's Random Combat Chart-s, you'll love the continuation of them in this issue. Glenn Larson also has a revised range chart worked out. For those of you who remember old Pythagoras from high school algebra the origin should be obvious. Any other closet authors out there? Let's hear from you.

I'm afraid this issue won't be going out exactly on time. You see, I happen to be addicted to the Winter Olympics. So is my wife, and that's where the rub comes in. I can watch and type but she hates the noise so I have to sneak off before the broadcast and type what I can. Not being the greatest mediocre typist in the world this could take a while. I don't guess it would be right to get out on time all the time. After all, look at the date on the General (talk about late).

I would like to put in a couple of plugs for some other small magazines I have seen recently. The Broadside (or TBS) is a monthly digest sized publication dedicated to naval wargaming, particularly the multi-player and PBM aspects. The cost is \$5 for twelve issues. For more info contact Wade Dudley The other is Envoy published by Roy Henricks. It is dedicated to PBM multi-player gaming. Subscription rate is \$5 per year. Contact Roy for a sample - copy and enjoy.

I almost forgot this. If you are submitting an article the following guidelines should be followed. Handwritten articles are ok as long as you get them to me good and early so I can get them typed. If you type the submission, please use 8¹/₂x11 paper with a maximum 1" margin all around. Your cooperation would be appreciated.

KEEP 'EM FLYIN' *****

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TEAM DOGFIGHTS

Teams of four players each will fly in a dogfight scenario.

- 1) There will be two matches going on at all times: 4 Japanese vs 4 U.S. planes and 4 British vs 4 German planes.
- 2) Each team will consist of four players, each of which will fly one plane. Hence, sixteen players will start and the remainder will be placed in a pool as replacements.
- 3) Once your plane is shot down you are placed at the bottom of the replacement pilot list, and the first player on the list will join your team when they begin a new dogfight scenario. All brand new pilots will be considered green for their first mission only. However, if you survive the "bail out" you retain your status as a flyer and you retain all accumulated kills.
- 4) For the beginning of these two matches all pilots are considered average.
- 5) All kills are recorded and pilots can earn ace status.
- 6) Teams will rotate through each of the four nationalities and also be playing a different team in each new scenario.
- 7) Within a given nationality each player may choose any plane he desires as long as it is within the "year" that the given scenario takes place.
- 8) All optional rules apply as stated in 'the Expansion Kit rules and Dauntless rules except for the spotting rules which are substituted as follows. *one sees all aircraft in its 10-12-2 sector up to a range of 15 hexes (including altitude difference) and all aircraft in its 4-6-8 sector up to three hexes.
- 9) Japanese and Germans start on board 1 and U.S. and British start in any hex on board 6. All starting speeds, and directions are determined by the individual players. Altitude must be Within 2500 feet of the 10,000 feet level.
- 10) Prior to the start of a scenario, all players of a team may converse freely. However, with the start of turn #1 and all subsequent turns all radio messages must go through the game monitor and may or may not be received.
- 11) Each team will have a squadron leader (the player with the most kills) who will start the scenario plan for the other pilots and try to coordinate the attack.
- 12) Scenarios will be of unlimited length with the reservation that it more than 20 hexes separates all enemy planes the scenario ends provided the two teams have engaged in combat.
- 13) The sequence of play is as follows:
 - *Players submit combat for previous turn and movement for the current turn. For example, players would submit combat for turn 3 and move plot for turn 4. This is done to keep it to one mailing per turn.
 - *GM resolves previous turn's combat first. Any result that effects a player's plotted next turn the GM must adjust the plotted turn where appropriate attempting to conform as much as possible to that player's plot.
 - *GM Mails out results of that turn's combat and movement and what is in sight to each player.
- 14) Players are never told of exact damage they inflict on the enemy, only if they hit, miss or destroyed the enemy aircraft. Owing player only gets exact status info regarding the damage on his plane.
- 15) All players must include a self-addressed stamped envelope with each mailing.
- 16) All moves must be submitted in the following format:

| | |
|------------------------------|----------------------|
| START | ENDING |
| hex/speed/alt/bank/ / plot / | /hex/speed/alt/bank/ |
- 17) Players will not know the identity of the enemy until the end of the scenario.

Game Monitor: Chris Wendel
Players registered so far: A. Johnson J. Frediani
C. Merrow L. Fong

R. L. M.
By Andy Johnson

R.L.M. stands for Reichluftfahrtministerium (state Ministry of Aviation) and seemed an appropriate title for a column dealing with German aircraft of WWII.

The purpose of R.L.M., as with the other columns, is to provide AF/D/X enthusiasts more information and data on the aircraft provided in the games and other types available, This initial column contains an inventory of all the aircraft available in the games. They are identified by an (A) or (X) depending on which game they're found in.

Focke-Wolf

| | | |
|---------------|---------------|------------------|
| FW-190A-8 (A) | FW-190D-9 (X) | FW-200C-3/U2 (X) |
| " A-8/RI (A) | " D-10 (X) | " C-3/U3 (X) |
| " F-8/RI (X) | " D-11 (X) | " C-6 (X) |
| " F-8/R2 (X) | | " C-8 (X) |

Messerschmitt

| | | |
|-----------------|----------------|---------------|
| Bf-109E-3 (A) | Bf-110C-1 (A) | Me-410A-1 (X) |
| " F-3 (A) | " G-2 (A) | " A-1/U2 (X) |
| " F-4/B (A) | " G-2/R3 (A) | " A-1/U4 (X) |
| " F-4/R1 (A) | " G-4/R3 (A) | " B-1/U2 (X) |
| " G-5 (A) | | |
| " G-6 (A) | Me-262A-1a (A) | |
| " G-6 (A) | " A-2a | |
| " G-6/R1&R2 (A) | | |
| " G-6/U4 (A) | | |
| " K-2 (X) | | |
| " K-4 (X) | | |
| " K-6 (X) | | |

Junkers

| | |
|--------------|--------------|
| Ju-87B-2 (A) | Ju-88A-1 (A) |
| " D-5 (A) | " C-6c (A) |
| " G-1 (A) | |

Heinkel

| | | |
|---------------|------------------|------------------|
| He-111H-3 (A) | He-177A-3/R2 (X) | He-219A-7/R1 (X) |
| | "A-3/R3 (X) | " A-7/R2 (X) |
| | "A-3/R4 (X) | " A-7/R3 (X) |
| | "A-3/R5 (X) | " A-7/R4 (X) |

Dornier

Do-17Z-2 (X)

Henschel

Hs-129B-1/R1 (X)
" B-1/R2 (X)
" B-1/R3 (X)
" B-3Wa (X)

The designers of AF/D/X did an admirable job of providing a good cross section of aircraft. There are some interesting omissions and some odd-ball rarities which I'll attempt to present in future columns. A bi-plane which flew combat missions well into the war and a torpedo version of the Fw-190 are a couple of the planes that deserve some flying time.

Those of you with an interest in modeling or German aircraft should get a copy of "Warplanes of the Third Reich" by William Green. This book is the best single-source reference on the subject.

If you have any questions and/or information you would like to see in this column, please write me:
A.E. JOHNSON III

That's it for this column. For those of you in John or Virgil's games I hope to see you - preferably in my sights.

FLASH...FLASH...FLASH...

I got a new price list for games and parts from Avalon hill and lo and behold AF and D and the Expansion kit are available. AF and D sell for \$15. The expansion kit sells for \$8. I don't have any idea as to the availability of the games. If you're interested, I'd suggest a quick call to make sure they still have some.

The View From the Cockpit

The most effective weapon that the Japanese had at the start of the war with the U.S. was probably the infamous Buffalo by Brewster. Many Allied pilots concurred with the statement that the most effective combat tactic was to .. Park it and run."

The Navy wanted to make the change to a monoplane fighter, so on June 23, 1936, the XF2A-1 was ordered. The new monoplane featured some new designs, such as; a hydraulically operated landing gear, a Wright R-1820-2 engine, and a clear panel in the underside of the fuselage. This panel was to compensate for the poor visibility provided in the bulky airframe. This panel was later deleted.

The first flight of this plane was in December of 1937. The Navy was far from pleased with the results. The Brewster engineers went back to the drawing board and with some refinements pushed the Buffalo's performance to a speed of 304 mph at approximately 17,000 ft. This added performance, plus the adaptability to carrier landings, convinced the Navy to place a production order with Brewster for 54 of the new planes. In reality, the F2A-1 was the second monoplane in Naval service as it came into operation after the TBD Devastator.

At the time of Pearl Harbor, both Navy and Marine pilots were flying the Buffalo. However, it was at the battle of Midway where the unsuitable combat performance was really shown. It was simply too slow, unmaneuverable and under-armed when compared to its main adversary - the Zero.

Let's take a look at what the Buffalo can do in the game Air Force and Dauntless.

According to the game the ceiling' for the Buffalo is 33,200 ft. At this altitude this plane is as maneuverable as your basic dump truck. The only saving grace for the plane at this height is

the dive rate. If you are bounced at the higher altitudes the best advice is to dive with all your heart until you reach one of the low to medium altitudes. The most favorable altitudes for the F2A are between 0 and 14,900 ft". The basic maneuvers, on the whole, require only a movement of 2 which is very beneficial when tangling with the A6M models of the IJN. Having played a number of games with the Buffalo, my best advice would be to use the slip-turn-turn maneuver anytime your opponent is in position for attack. I recommend that particular movement since the F2A can perform it quickly without wasting hexes. Try to stay away from using the half-loop if possible. That particular tactic leaves you a sitting duck, especially if you have to spread the maneuver out over two turns. The half-roll in the Buffalo is an excellent maneuver to set up the slip-turn-turn. In 2 games that I can recall in particular, I evaded my opponent in both cases by rolling and then quickly getting into the slip-turn-turn. Usually, and it has been my experience that it will happen 9 times out of 10, that your opponent, even if he can follow your maneuvers, will overrun you and end up in front of your little Brewster. Even though the Buffalo only has 8 gun factors it does have a range of 6 hexes which is more than most of the more maneuverable fighters.

When diving from the high altitudes try to use as many maneuvers as possible during your radical dives. It's important to do this because the Buffalo has a very low dive speed starting at 6.

When attacking, try not to attack from an angle that could leave you vulnerable to a head-on counter fire as the Buffalo only has one power factor and to lose that could be deadly unless you are extremely high and can pick up speed diving. However, at a low altitude the loss of the power factor will severely cripple your maneuvering capabilities and can and will lead to almost certain defeat. As for blind-spots on the Buffalo, it can best be described as average and it should be with that mini-greenhouse sitting on the fuselage.

Other than what I've stated there is not much to say about the Buffalo! Next issue I'll discuss the F4F Wildcat. If any of you have any favorite tactics with the F4F, or if you have any variants that you may have designed please send them along. And please feel free to send along any questions that you may have about the F2A Buffalo. Please have all of your information to me by April 1.

Until next time -- fly the Buffalo at least once- and have fun
Roger Pittiglio

WILD BLUE YONDER

Part 2

John Ratzenberger

Between WW1 & WW2, there were many factors which influenced the preparedness (or lack thereof) of the USAAC/USAAF. This article will quickly look at some of them - money, isolationism, “ascendancy of bombardment over pursuit” and technology - to set the stage for future articles.

Money is an ever present consideration - always short in peacetime, made worse by the Depression. This, in most cases, leads to a “quantity over quality” buying approach. For quite a while, this led to mandatory use of the Liberty engine - of which we had plenty on hand. However, only so much performance could be squeezed out of it, and as newer a/c showed no significant improvement over their predecessors, Congress questioned the use of the appropriations and then cut them further - a vicious circle - which unfortunately the military tends to aggravate by being overly defensive. Americans are, in the main, isolationists. During the period, this was easy - recovery from the Depression was paramount and we had the protection of two oceans to keep us out of things. This feeling was strong - presidential campaigns had to include the promise to “keep us out of another European war”. This led to a defensive attitude and orientation toward aviation - since we weren't going to fight anywhere else, we could concentrate on coastal defense.

Although Billy Mitchell's court-martial was due to his methods and not the content of the issues, it did show that the Army staff was divided into two parts - those that understood the uses of aviation and those that didn't. To much of the Staff, airplanes were the eyes of the Army - during most of the period the number of observation a/c in the inventory far outnumbered all other types. Nonetheless, Mitchell's arguments contributed to a doctrine called “ascendancy of bombardment over pursuit” it was not unique to the US,

This doctrine was reinforced by the state of military aviation, particularly in the US. Up until the early 30's, military aviation hadn't progressed significantly past where it was at the end of WW1. However, the aviation companies had gone into the commercial airliner field with gusto. Naturally, they applied this technology to gaining military contracts - for bombers. All of a sudden, bombers could out-fly pursuit ships and even if a pursuit could fly with a bomber, its two rifle caliber machine guns were inadequate to bring the bomber down. Although other countries were quick to recognize the danger and started to design fighters to deal with the bomber threat, the US retained its isolationist attitude, cited the protection of its two ocean borders, and began to relegate the pursuit to ground support/attack roles.

Thus, as war clouds formed over Europe, the USAAC/USAAF was unprepared, both from a quantitative and qualitative aspect. This was especially true in the area of pursuit/fighter a/c. On the other hand, we had already laid the groundwork for the most powerful bombardment force in the history of the world then or now. And, whatever else one might think of President Roosevelt, it shall ever be to his credit that while he promised to stay out of the coming war, he pulled an awful lot of underhanded stunts to attempt to build our forces up and supply the Allies. The

magnitude of the effort required is illustrated by the fact that we had over two years from the start of WW2 until we were drawn in, we still had a long way to go

Subsequent articles, discussing the development of specific aircraft, will highlight some of the factors discussed in this article. The next few articles, specifically, will cover the design and development of USAAF aircraft up to the entry of the US into WW2. The chart below sets the stage for those articles by showing the stage of development of each game a/c in Sep 39 and in Dec 41.

| Model | Sept 39 | Dec 41 |
|-------|---------------------------|------------------------|
| P-36 | in service | being replaced |
| P-38 | initial production | in service/production |
| P-39 | initial production | in service/production |
| P-40 | initial production | in service/production |
| P-47 | design proposals | in production |
| P-51 | --- | in production for RAF |
| P-61 | --- | prototype construction |
| P-63 | --- | design concepts |
| A-20 | export version production | in service/production |
| A-26 | --- | prototype construction |
| B-17 | in service/production | in service/production |
| B-24 | prototype construction | in service/production |
| B-25 | design approval | in service/production |
| B-26 | initial production | in service/production |
| B-29 | concept forming | prototype construction |
| C-47 | in service | in service |

The above chart is, of necessity, very general as we shall see in later articles. In some cases, only a service test model (Y- designations) were on order, in other cases early versions were in service/production while concurrent contracts were being awarded for “combat ready” models. Add in the fact that some were ordered in quantity “off the drawing boards” before the prototype had flown and one gets the impression of the ink barely being dry on one contract when a new one was in the mill that embodied lessons learned from the war in Europe. It is this that we shall address in the next few articles.

Range Chart Glenn Larson

| ALT. DIFF. | RANGE IN HEXES | | | | | | |
|---------------|----------------|---|---|---|---|---|---|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
| 0' | 1 | 1 | 2 | 3 | 4 | 5 | 6 |
| 100' | 1 | 1 | 2 | 3 | 4 | 5 | 6 |
| 200' | 1 | 1 | 2 | 3 | 4 | 5 | 6 |
| 300' | 1 | 1 | 2 | 3 | 4 | 5 | 6 |
| 400' | 1 | 2 | 2 | 3 | 4 | 5 | 6 |
| 500' | 1 | 2 | 2 | 3 | 4 | 5 | 6 |
| 600' | 1 | 2 | 3 | 3 | 4 | 5 | 6 |
| 700' | 2 | 2 | 3 | 4 | 4 | 5 | 6 |
| 800' | 2 | 2 | 3 | 4 | 5 | 5 | 6 |
| 900' | 2 | 2 | 3 | 4 | 5 | 6 | 6 |
| 1000' | 2 | 2 | 3 | 4 | 5 | 6 | - |
| 1100' | 2 | 3 | 3 | 4 | 5 | 6 | - |
| 1200' | 3 | 3 | 3 | 4 | 5 | 6 | - |
| 1300' | 3 | 3 | 4 | 4 | 5 | 6 | - |
| 1400' | 3 | 3 | 4 | 4 | 5 | 6 | - |
| 1500' | 3 | 3 | 4 | 4 | 5 | 6 | - |
| 1600' | 3 | 4 | 4 | 5 | 5 | 6 | - |
| 1700' | 4 | 4 | 4 | 5 | 5 | 6 | - |
| 1800' | 4 | 4 | 4 | 5 | 6 | 6 | - |
| 1900' | 4 | 4 | 5 | 5 | 6 | - | - |
| 2000' | 4 | 4 | 5 | 5 | 6 | - | - |
| 2100' | 4 | 5 | 5 | 5 | 6 | - | - |
| 2200' | 5 | 5 | 5 | 6 | 6 | - | - |
| 2300' | 5 | 5 | 5 | 6 | 6 | - | - |
| 2400' | 5 | 5 | 5 | 6 | 6 | - | - |
| 2500' | 5 | 5 | 6 | 6 | - | - | - |
| 2600' | 5 | 6 | 6 | 6 | - | - | - |
| 2700' | 6 | 6 | 6 | 6 | - | - | - |
| 2800' | 6 | 6 | 6 | - | - | - | - |
| 2900' | 6 | 6 | 6 | - | - | - | - |
| 3000' | 6 | 6 | - | - | - | - | - |
| 3100' | 6 | - | - | - | - | - | - |
| 3200' | - | - | - | - | - | - | - |

New Rule Bomber Critical Hit Michael Telsen

When firing at a loaded bomber there is a chance that the shells would detonate the bombs in the bay. The following is a suggested rule for these who would like to add this possibility to their game. Handle all firing as per usual. If you roll a “1” calling for a critical, roll for the critical. If you roll another “1” there is the possibility that the bombs may go off. Roll the die yet again and if you roll a “1” the bombs explode, the plane is destroyed and there are no survivors.

Random Combat Charts
Mike Rowles & Glenn Larson

| | 4-6 1940 | 7-9 | 10-12 | 1-3 1941 | 4-6 | 7-9 | 10-12 | 1-3 1942 | 4-6 | 7-9 | 10-12 | |
|-----|-------------|-------|-------|-------------|-------|-------|-------|-------------|-------|-------|-------|-----|
| ETO | 1-75 | 1-66 | 1-66 | 1-66 | 1-50 | 1-50 | 1-40 | 1-30 | 1-30 | 1-30 | 1-30 | ETO |
| MTO | 76-00 | 67-00 | 67-00 | 67-00 | 51-75 | 51-70 | 41-60 | 31-50 | 31-47 | 31-47 | 31-50 | MTO |
| RF | - | - | - | - | 76-00 | 71-00 | 61-80 | 51-70 | 48-65 | 48-65 | 51-70 | RF |
| PTO | - | - | - | - | - | - | 81-00 | 71-00 | 66-00 | 66-00 | 71-00 | PTO |

| | 1-3 1943 | 4-6 | 7-9 | 10-12 | 1-3 1944 | 4-6 | 7-9 | 10-12 | 1-3 1945 | 4-6 | 7-9 | |
|-----|-------------|-------|-------|-------|-------------|-------|-------|-------|-------------|-------|------|-----|
| ETO | 1-30 | 1-30 | 1-30 | 1-35 | 1-35 | 1-33 | 1-35 | 1-35 | 1-30 | 1-25 | - | ETO |
| MTO | 31-50 | 31-50 | 31-50 | 36-52 | 36-50 | 34-43 | - | - | - | - | - | MTO |
| RF | 51-70 | 51-70 | 51-70 | 53-68 | 51-65 | 44-65 | 36-65 | 36-65 | 31-60 | 26-50 | - | RF |
| PTO | 71-00 | 71-00 | 71-00 | 69-00 | 66-00 | 66-00 | 66-00 | 66-00 | 61-00 | 51-00 | 1-00 | PTO |

Mediterranean Theatre Axis

| | 4-6 1940 | 7-9 | 10-12 | 1-3 1941 | 4-6 | 7-9 | 10-12 | 1-3 1942 | 4-6 | 7-9 | 10-12 | |
|-------------------|-------------|-------------|-------|-------------|-------|-------------|-------|-------------|-------|-------|-------|-----------------|
| Regia Aero. | - | - | - | 1-65 | 1-65 | 1-60 | 1-60 | 1-55 | 1-55 | 1-45 | 1-35 | |
| Luftwaffe | - | - | - | 66-00 | 66-00 | 61-00 | 61-00 | 56-00 | 56-00 | 46-00 | 36-00 | |
| Regia Aeronautica | | | | | | | | | | | | |
| CR-42 | 1-30 | 1-30 | 1-20 | - | - | - | - | - | - | - | - | CR-42 |
| CR-42bis | 31-70 | 31-70 | 21-48 | 1-30 | 1-21 | - | - | - | - | - | - | CR-42bis |
| CR-42as | - | - | 49-76 | 31-70 | 22-48 | 1-28 | 1-26 | 1-16 | 1-13 | 1-10 | 1-8 | CR-42as |
| G-50 | 71-00 | 71-00 | 77-00 | 71-00 | 49-76 | 29-56 | 27-55 | 17-36 | 14-30 | 11-23 | 9-18 | G-50 |
| MC-200 | - | - | - | - | 77-00 | 57-00 | 56-00 | 37-71 | 31-64 | 24-57 | 19-51 | MC-200 |
| MC-202 | - | - | - | - | - | - | - | 72-85 | 65-85 | 58-75 | 52-70 | MC-202 |
| MC-202 Cn | - | - | - | - | - | - | - | 86-00 | 86-00 | 76-00 | 71-00 | MC-202 Cn |
| Luftwaffe | | | | | | | | | | | | |
| Me-109E | - | - | - | 1-70 | 1-80 | 1-45 | 1-30 | 1-15 | - | - | - | Me-109E |
| Me-109F-4 | - | - | - | - | - | 46-82 | 31-88 | 16-90 | 1-65 | 1-35 | 1-25 | Me-109F-4 |
| Me-109G-5 | - | - | - | - | - | - | - | - | 66-95 | 36-95 | 26-85 | Me-109G-5 |
| Me-110C | - | - | - | 71-00 | 81-00 | 83-00 | 89-00 | 91-00 | 96-00 | 96-00 | 86-90 | Me-110C |
| FW-190A-3 | - | - | - | - | - | - | - | - | - | - | 91-00 | FW-190A-3 |
| ----- | | | | | | | | | | | | |
| | | 1-3 1943 | 4-6 | 7-9 | 10-12 | 1-3 1944 | 4-6 | | | | | |
| Regia Aero. | | 1-30 | 1-25 | 1-20 | - | | | | | | | |
| Luftwaffe | | 31-00 | 26-00 | 21-00 | 1-00 | 1-00 | 1-00 | | | | | |
| ----- | | | | | | | | | | | | |
| Luftwaffe- | | | | | | | | | | | | |
| Me-109E | | 1-6 | 1-3 | - | - | - | - | | | | | Me-109E |
| Me-109F | | 7-12 | 4-7 | - | - | - | - | | | | | Me-109F |
| Me-109G-5 | | 13-36 | 8-31 | 1-20 | 1-15 | 1-25 | 1-20 | | | | | Me-109G-5 |
| Me-109G-6/R1&R2 | | 37-82 | 32-77 | 21-73 | 16-68 | 26-55 | 21-55 | | | | | Me-109G-6/R1&R2 |
| Me-109G-6 | | - | - | - | - | 56-60 | 56-65 | | | | | Me-109G-6 |
| Me-110C | | 83-85 | 78-79 | - | - | - | - | | | | | Me-110C |
| Me-110G | | - | 80-82 | 74-76 | 69-71 | - | - | | | | | Me-110G |
| FW-190A-3 | | 86-00 | 83-00 | 77-00 | 72-95 | 61-95 | 66-85 | | | | | FW-190A-3 |
| FW-190A-8 | | - | - | - | 96-00 | 96-00 | 86-00 | | | | | FW-190A-8 |
| ----- | | | | | | | | | | | | |
| Regia Aeronautica | | | | | | | | | | | | |
| G-50 | | 1-11 | 1-8 | 1-5 | - | - | - | | | | | G-50 |
| MC-200 | | 12-46 | 9-41 | 6-35 | - | - | - | | | | | MC-200 |
| MC-202 | | 47-67 | 42-64 | 36-62 | - | - | - | | | | | MC-202 |
| MC-202 Cn | | 68-00 | 65-00 | 63-00 | - | - | - | | | | | MC-202 Cn |

Russian Front Axis

| | 4-6 1940 | 7-9 | 10-12 | 1-3 1941 | 4-6 | 7-9 | 10-12 | 1-3 1942 | 4-6 | 7-9 | 10-12 | |
|-------------------|-------------|-------|-------|-------------|-------------|-------|-------|-------------|-------------|-------|---------|-----------------|
| Luftwaffe | 1-00 | 1-00 | 1-00 | 1-00 | 1-00 | 1-00 | 1-80 | 1-75 | 1-85 | 1-00 | 1-00 | |
| Regia Aero. | - | - | - | - | - | - | 81-00 | 76-00 | 86-00 | - | - | |
| ----- | | | | | | | | | | | | |
| Luftwaffe- | | | | | | | | | | | | |
| Me-109E | - | - | - | - | 1-38 | 1-33 | 1-30 | 1-30 | 1-20 | 1-13 | 1-10 | Me-109E |
| Me-109F | - | - | - | - | 39-78 | 34-83 | 31-86 | 31-88 | 21-57 | 14-40 | 11-33 | Me-109F |
| Me-109G-2 | - | - | - | - | - | - | - | - | 58-86 | 41-84 | - | Me-109G-2 |
| Me-109G-5 | - | - | - | - | - | - | - | - | - | - | 34-82 | Me-109G-5 |
| Me-109G-6/R1&R2 | - | - | - | - | - | - | - | - | - | - | - | Me-109G-6/R1&R2 |
| Me-110C | - | - | - | - | 79-00 | 84-00 | 87-00 | 89-00 | 87-95 | 85-90 | 83-85 | Me-110C |
| FW-190A-3 | - | - | - | - | - | - | - | - | 96-00 | 91-00 | 86-00 | FW-190A-3 |
| ----- | | | | | | | | | | | | |
| Regia Aeronautica | | | | | | | | | | | | |
| G-50 | - | - | - | - | - | - | 1-21 | 1-21 | 1-15 | - | - | G-50 |
| MC-200 | - | - | - | - | - | - | 22-56 | 22-47 | 16-35 | - | - | MC-200 |
| MC-202 | - | - | - | - | - | - | 57-87 | 48-76 | 36-70 | - | - | MC-202 |
| MC-202 Cn | - | - | - | - | - | - | 88-00 | 77-00 | 71-00 | - | - | MC-202 Cn |
| ----- | | | | | | | | | | | | |
| | 1-3 1943 | 4-6 | 7-9 | 10-12 | 1-3 1944 | 4-6 | 7-9 | 10-12 | 1-3 1945 | 4-5 | | |
| Luftwaffe- | | | | | | | | | | | | |
| Me-109E | - | 1-6 | 1-3 | - | - | - | - | - | - | - | Me-109E | |
| Me-109F | - | 7-12 | 4-7 | - | - | - | - | - | - | - | Me-109F | |
| Me-109G-5 | - | 13-36 | 8-31 | 1-20 | 1-15 | 1-23 | 1-21 | 1-18 | 1-14 | 1-12 | 1-10 | Me-109G-5 |
| Me-109G-6/R1&R2 | - | 37-82 | 32-77 | 21-73 | 16-68 | 24-73 | 22-69 | 19-63 | 15-62 | 13-60 | 11-58 | Me-109G-6/R1&R2 |
| Me-110C | - | 83-85 | 78-79 | - | - | - | - | - | - | - | - | Me-110C |
| Me-110G | - | - | 80-82 | 74-76 | 69-71 | 74-76 | 70-72 | 64-66 | 63-64 | 61-62 | 59-60 | Me-110G |
| FW-190A-3 | - | 86-00 | 83-00 | 77-00 | 72-95 | 77-86 | 73-80 | 67-72 | 65-70 | 63-66 | 61-64 | FW-190A-3 |
| FW-190A-8 | - | - | - | - | 96-00 | 87-96 | 81-94 | 73-92 | 71-92 | 67-90 | 65-90 | FW-190A-8 |
| FW-190F | - | - | - | - | - | 97-00 | 95-00 | 93-00 | 93-00 | 91-00 | 91-00 | FW-190F |

Mediterranean Theatre Allied

| | 4-6 1940 | 7-9 | 10-12 | 1-3 1941 | 4-6 | 7-9 | 10-12 | 1-3 1942 | 4-6 | 7-9 | 10-12 | |
|---------------|-------------|-------------|-------|-------------|-------|-------------|---------------|-------------|-------|-------|-------|---------------|
| RAF | 1-00 | 1-00 | 1-00 | 1-00 | 1-00 | 1-00 | 1-00 | 1-70 | 1-65 | 1-63 | 1-60 | |
| USAAF | - | - | - | - | - | - | - | 71-00 | 66-00 | 64-00 | 61-00 | |
| ----- | | | | | | | | | | | | |
| RAF | | | | | | | | | | | | |
| Gladiator I | 1-40 | 1-35 | 1-30 | 1-25 | 1-10 | - | - | - | - | - | - | Gladiator I |
| Hurricane I | 41-00 | 36-95 | 31-93 | 26-90 | 11-75 | 1-70 | 1-60 | 1-55 | 1-45 | 1-35 | 1-25 | Hurricane I |
| Hurricane IIB | - | - | - | - | 76-85 | 71-85 | 61-83 | 56-81 | 46-73 | 36-60 | 26-48 | Hurricane IIB |
| Hurricane IIC | - | - | - | - | 86-90 | 86-90 | 84-90 | 82-90 | 74-85 | 61-75 | 49-65 | Hurricane IIC |
| Beaufighter I | - | 96-00 | 94-00 | 91-00 | 91-00 | 91-00 | 91-00 | 91-00 | 86-95 | 76-85 | 66-70 | Beaufighter I |
| Beaufighter X | - | - | - | - | - | - | - | - | - | - | - | Beaufighter X |
| Spitfire VB | - | - | - | - | - | - | - | - | 96-98 | 86-94 | 71-90 | Spitfire VB |
| Spitfire VC | - | - | - | - | - | - | - | - | 99-00 | 95-00 | 91-00 | Spitfire VC |
| Spitfire IXE | - | - | - | - | - | - | - | - | - | - | - | Spitfire IXE |
| ----- | | | | | | | | | | | | |
| USAAF | | | | | | | | | | | | |
| P-40C | - | - | - | - | - | - | - | 1-50 | 1-40 | 1-30 | 1-25 | P-40C |
| P-40E | - | - | - | - | - | - | - | 51-00 | 41-00 | 31-90 | 26-75 | P-40E |
| P-51 | - | - | - | - | - | - | - | - | - | - | 76-77 | P-51 |
| P-51A | - | - | - | - | - | - | - | - | - | 91-95 | 78-82 | P-51A |
| A-36 | - | - | - | - | - | - | - | - | - | 96-00 | 83-90 | A-36 |
| P-38G | - | - | - | - | - | - | - | - | - | - | 91-00 | P-38G |
| ----- | | | | | | | | | | | | |
| | | 1-3 1943 | 4-6 | 7-9 | 10-12 | 1-3 1944 | 4-6 | | | | | |
| ----- | | | | | | | | | | | | |
| RAF | 1-57 | 1-53 | 1-50 | 1-47 | 1-43 | 1-40 | RAF | | | | | |
| USAAF | 58-00 | 54-00 | 51-00 | 48-00 | 44-00 | 41-00 | USAAF | | | | | |
| ----- | | | | | | | | | | | | |
| RAF | | | | | | | | | | | | |
| Hurricane I | 1-15 | - | - | - | - | - | Hurricane I | | | | | |
| Hurricane IIB | 16-35 | 1-20 | 1-18 | 1-16 | 1-12 | 1-8 | Hurricane IIB | | | | | |
| Hurricane IIC | 36-55 | 21-45 | 19-45 | 17-46 | 13-42 | 9-38 | Hurricane IIC | | | | | |
| Beaufighter I | 56-60 | 46-50 | 46-50 | 47-51 | 43-47 | 39-43 | Beaufighter I | | | | | |
| Beaufighter X | 61-65 | 51-55 | 51-55 | 52-56 | 48-52 | 44-48 | Beaufighter X | | | | | |
| Spitfire VB | 66-85 | 56-75 | 56-72 | 57-70 | 53-64 | 49-58 | Spitfire VB | | | | | |
| Spitfire VC | 86-95 | 76-93 | 73-93 | 71-91 | 65-87 | 59-83 | Spitfire VC | | | | | |
| Spitfire IXE | 96-00 | 94-00 | 94-00 | 92-00 | 88-00 | 84-00 | Spitfire IXE | | | | | |
| ----- | | | | | | | | | | | | |
| USAAF | | | | | | | | | | | | |
| P-40C | 1-25 | - | - | - | - | - | P-40C | | | | | |
| P-40E | 26-70 | 1-50 | 1-45 | 1-25 | 1-20 | - | P-40E | | | | | |
| P-40N | - | - | - | 26-45 | 21-45 | 1-30 | P-40N | | | | | |
| P-51 | 71-72 | 51-52 | 46-47 | - | - | - | P-51 | | | | | |
| P-51A | 73-77 | 53-57 | 48-52 | 46-48 | 46-47 | - | P-51A | | | | | |
| A-36 | 78-85 | 58-65 | 53-60 | 49-55 | 48-50 | - | A-36 | | | | | |
| P-51B/C | - | - | - | 56-65 | 51-65 | 31-45 | P-51B/C | | | | | |
| P-51D | - | - | - | - | - | 46-55 | P-51D | | | | | |
| P-47C | - | 66-80 | 61-80 | 66-75 | 66-75 | 56-60 | P-47C | | | | | |
| P-47D | - | - | - | 76-85 | 76-90 | 61-85 | P-47D | | | | | |
| P-38G | 86-00 | 81-00 | 81-00 | 86-00 | 91-00 | - | P-38G | | | | | |
| P-38L | - | - | - | - | - | 86-00 | P-38L | | | | | |

Russian Front Allied

| | 4-6 1940 | 7-9 | 10-12 | 1-3 1941 | 4-6 | 7-9 | 10-12 | 1-3 1942 | 4-6 | 7-9 | 10-12 | |
|--------|-------------|-----|-------|-------------|-------|-------|-------|-------------|-------|-------|-------|--------|
| I-16 | - | - | - | - | 1-30 | 1-25 | 1-20 | 1-15 | 1-10 | - | - | I-16 |
| Yak-1 | - | - | - | - | 31-56 | 26-50 | 21-50 | 11-41 | 11-41 | 1-25 | 1-17 | Yak-1 |
| Yak-3 | - | - | - | - | - | - | - | - | - | - | - | Yak-3 |
| Yak-9 | - | - | - | - | - | - | - | - | - | 26-38 | 18-41 | Yak-9 |
| Mig-3 | - | - | - | - | 57-69 | 51-65 | 51-65 | 42-60 | 42-60 | 39-57 | 42-57 | Mig-3 |
| LAGG-3 | - | - | - | - | 70-00 | 66-00 | 66-00 | 61-86 | 61-86 | 58-81 | 58-81 | LAGG-3 |
| LA-5 | - | - | - | - | - | - | - | - | - | - | - | LA-5 |
| IL-2 | - | - | - | - | - | - | - | - | - | 82-84 | 82-84 | IL-2 |
| IL-2M | - | - | - | - | - | - | - | - | - | - | - | IL-2M |
| P-39D | - | - | - | - | - | - | - | 89-00 | 87-00 | 85-00 | 85-00 | P-39D |

| | | 1-3 1943 | 4-6 | 7-9 | 10-12 | 1-3 1944 | 4-6 | 7-9 | 10-12 | 1-3 1945 | 4-5 | |
|--------|---|-------------|-------|-------|-------|-------------|-------|-------|-------|-------------|-------|--------|
| Yak-1 | - | 1-15 | 1-10 | - | - | - | - | - | - | - | - | Yak-1 |
| Yak-3 | - | - | 11-20 | 1-11 | 1-13 | 1-17 | 1-18 | 1-12 | 1-14 | 1-17 | 1-22 | Yak-3 |
| Yak-9 | - | 16-43 | 21-40 | 12-34 | 14-36 | 18-41 | 19-44 | 13-36 | 15-38 | 18-39 | 23-41 | Yak-9 |
| Mig-3 | - | 44-57 | 41-48 | 35-41 | 37-42 | 42-45 | 45-49 | 37-40 | 39-42 | 40-43 | 42-45 | Mig-3 |
| LAGG-3 | - | 58-79 | 49-64 | 42-56 | 43-57 | 46-58 | 50-61 | 41-50 | 43-50 | 44-50 | 46-50 | LAGG-3 |
| LA-5 | - | - | 65-78 | 57-79 | 58-79 | 59-78 | 62-78 | 51-65 | 51-63 | 51-61 | 51-59 | LA-5 |
| LA-7 | - | - | - | - | - | - | - | 66-76 | 64-77 | 62-77 | 60-77 | LA-7 |
| IL-2 | - | 80-82 | 79-80 | 80-82 | 80-81 | 79 | 79 | 77 | 78 | 78 | 78 | IL-2 |
| IL-2M | - | 83-84 | 81-84 | 83-86 | 82-84 | 80-81 | 80-81 | 78-79 | 79-80 | 79-80 | 79-80 | IL-2M |
| P-39D | - | 85-00 | 85-00 | 87-00 | 85-96 | 82-95 | 82-95 | 80-94 | 81-92 | 81-92 | 81-88 | P-39D |
| P-63 | - | - | - | - | 97-00 | 97-00 | 96-00 | 95-00 | 93-00 | 93-00 | 89-00 | P-63 |