

AIRCAM AVIATION SERIES

# NORTH AMERICAN MUSTANG

IN RAF-RAAF-SAAF-RNZAF-RCAF & FOREIGN SERVICE

No. 3





Mk. IV of No. 112 'Shark' Squadron, 239 Fighter Bomber Wing, Desert Air Force, RAF, bombed up in dispersal area at Iesi, Italy, 1945.

## NORTH AMERICAN MUSTANG Mk. I - IV

### MUSTANG I AND II IN R.A.F. SERVICE

In April 1940 the British Purchasing Commission, arranging for supplies of armaments from the U.S.A., requested the North American aviation concern to build the Curtiss P-40 Kittyhawk under licence. The firm at once made a counter suggestion, offering to build a new fighter of superior performance, but powered by the same 1,150 h.p. Allison V-1710-39 engine. To this the Commission agreed, subject to the proposed aircraft being completed within 120 days; North American met this deadline with a margin of three days, although at this stage the prototype was certainly not in flyable condition, and indeed it was May 1941 before it first took to the air.

The NA-73, as it was then known, featured wings with laminar flow aerofoil section to reduce drag—a new feature on a fighter aircraft. The second prototype, carrying the full armament of two 0.50 in. machine guns in the nose beneath the engine, with two more in the wings alongside four 0.30 in. guns, was shipped to the United Kingdom for testing, where it proved to be the best fighter so far received from the United States, though the Allison engine failed to endow the aircraft with sufficient altitude performance to allow its employment as a fighter in the Western European area. However, the heavy armament and high maximum speed of 382 m.p.h. at low level, coupled with good manoeuvrability, suggested its use for tactical reconnaissance duties, and named the Mustang I it was ordered into production for the R.A.F., modified to carry an F-24 camera behind the pilot.

Two examples were supplied to the U.S.A.A.F. as the XP-51, and this service ordered a small batch armed with four wing-mounted 20 mm. cannon as the P-51. This version was also ordered for the R.A.F. as the Mark IA, and a total of 527 Mark Is and 93 Mark IAs were supplied to this force. Development of the basic aircraft was continued for the U.S.A.A.F. and a version designated the P-51A was produced, fitted with a 1,200 h.p. Allison V-1710-81 engine, but with a reduced armament of four wing-mounted 0.50 in. guns. The extra power boosted maximum speed to 390 m.p.h. and 50 were supplied to the R.A.F. in late 1942 as the Mustang II.

The Mustang I was supplied to Army Co-operation squadrons, augmenting and then replacing Curtiss Tomahawks and Westland Lysanders. First to re-equip was 26 Squadron in February 1942, the first operational sortie being flown on 27 July. Other squadrons receiving Mustangs during 1942 and early 1943 were Nos. 2, 4, 63, 168, 169, 239, 241, 268, 309 (Polish), 400, 414, 430 and 613. The Mustang first saw action during the Dieppe landings on 19 August 1942; aircraft of 414 Squadron were attacked over the port by Fw 190s, one Mustang being shot down, while P.O. Storer, taking violent evasive action near the ground, hit an obstruction, tearing three feet off the starboard wingtip, including half the aileron. Despite the damage, he managed to return to his airfield, where he crash-landed. During this operation F.O. Hills shot down one of the attacking fighters for the Mustang's first victory.

In early 1943 sixteen squadrons were operational on the aircraft, flying low level reconnaissance missions, strafing coastal shipping, and transport services and airfields in Occupied Europe. In October 1942 one aircraft reconnoitred the Dortmund-Ems Canal, becoming the first single seat aircraft of the R.A.F. to fly over Germany. However, by the end of 1943 many squadrons had already begun re-equipment, and although 63 and 268 Squadrons received the Mark IA during the year, by early 1944 only six squadrons were still operating Allison-Mustangs. 2 Squadron, re-equipped with Mark IIs, went to France soon after the Invasion, joining 168, 268 and 430 Squadrons, which operated a mixture of Mark Is and IAs. By the end of the year all but 268 Squadron had been re-equipped, this latter unit operating all three variants until the end of the war in Europe.

Meanwhile in the United Kingdom in October 1944, 26 Squadron again received Mustang Is to carry out photographic reconnaissance of V-2 rocket sites. In April 1945 this unit moved to South-West France to spot for naval guns bombarding isolated German forts on the

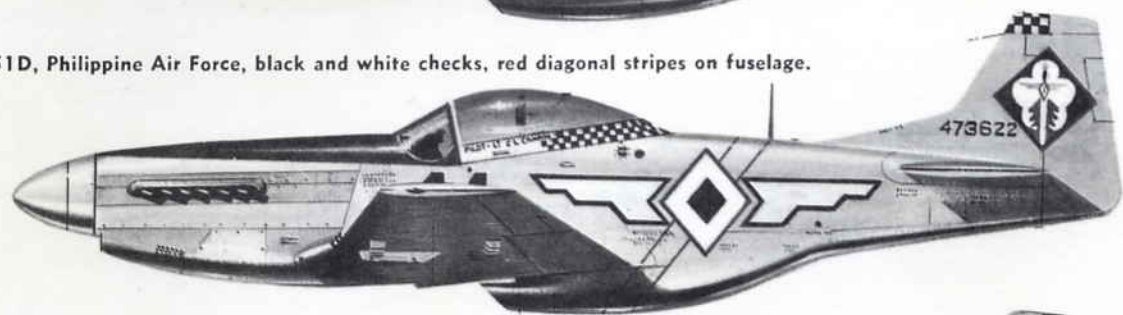
P-51D, Netherlands East Indies Air Force, standard bare-metal scheme.



P-51D, Netherlands East Indies Air Force, H-315 without 'sharkmouth'. (see G1)



P-51D, Philippine Air Force, black and white checks, red diagonal stripes on fuselage.



P-51D, Dominican Air Force, standard bare-metal scheme.



P-51D, Israeli Defence Force/Air Force, Dark green and sand upper surface, pale blue/grey unders.



P-51B, Chinese Nationalist Air Force, standard OD and grey scheme. Serial 411073.





Mustang Mk. I, No. 2 Squadron, white spinner, sky fuselage band. (IWM)

Atlantic coast in the Bordeaux area, in support of French forces, remaining on these duties until the end of the war.

During its time in service, although not primarily employed as a fighter, the Mustang I and IA units claimed to have shot down at least 33 enemy aircraft, 12 of these being single-engined Bf 109s and Fw 190s. Most successful units were R.C.A.F. squadrons No. 400 with 11 victories and No. 414 with 10. Few early Mustangs saw service with the R.A.F. in the Mediterranean area, but during April 1943 225 Squadron, operating in Tunisia, managed to persuade the U.S.A.A.F. to let them have four F-6Bs, a tactical reconnaissance version of the P-51A, similar to the R.A.F.'s Mustang II, and these were used during the last month of the North African campaign, supplementing 225's Spitfires for longer range sorties. All were replaced by June. In mid March 1944, 260 Squadron in Italy received a few Mark Is, but these were used only for familiarization before the arrival of Mark IIIs.

### THE MUSTANG III

As it was obvious early in its life that the Allison engine in the Mustang was unsuitable for the aircraft's use as a fighter, during 1942 examples were passed to Rolls Royce to test when fitted with the Merlin engine. These tests were outstandingly successful, increasing the speed of the resultant aircraft, known as the Mustang X, to 440 m.p.h. In 1943 the P-51B and C Mustangs went into production fitted with the licence-built Packard Merlin V-1650 engine, the first examples going into service with the U.S.A.A.F. in England late in the year. Carrying a similar armament to the Mustang II, the aircraft was ordered for the R.A.F., 274 P-51Bs and 636 P-51Cs being delivered, both versions being known as the Mustang III.

### THE MUSTANG III AND IV WITH THE R.A.F. IN WESTERN EUROPE

First to receive the new fighter with the R.A.F. were the squadrons of 122 Wing, Nos. 19, 65 and 122, based at No. 122 Airfield, Gravesend, as part of 83 Group, 2nd T.A.F. Re-equipment began in January and February 1944, but it was at once obvious that the side-hinged, integral cockpit canopy did not give a good enough view to the rear for fighter operations. This was replaced by a bulged clear blister hood, similar to that fitted to the Spitfire, and known as the Malcolm hood after its designer, and this became standard on all R.A.F. Mustangs in Western Europe. So successful was this modification, that many examples of the hood were also supplied to the U.S.A.A.F.

The new Wing began operations late in February, escorting U.S. heavy bombers and U.S. and R.A.F. light and medium bombers over France and Germany, and undertaking fighter sweeps. First combats came on 22 April during a sweep to the Strasbourg-Nancy area, when 14 enemy fighters were encountered, F/Sgt. B. Vassiliades of 19 Squadron claiming a Bf 109, F.O. Mutter of 65 Squadron and the Wing Leader, G. R. A. McG. Johnston, also getting one each; 19 Squadron lost one Mustang. Next day it was the turn of the third squadron of the Wing, four aircraft of 122 Squadron arriving over an airfield at Dole/Tavaux, near the Swiss border at the

same time as a formation of 8 He 111s. Six were shot down, 2 by Fl.-Lt. L. A. P. Burra-Robinson.

During April and May operations included 'Rangers', escorts to Beaufighters as far afield as Denmark, and dive-bombing attacks on 'No-Ball' targets—the V-1 launching sites. On 17 May on a mission to Aalborg in Denmark, 65 Squadron met Ju 88s, He 177s and Bf 109s over the airfield, claiming 9 destroyed, 1 probable and 5 damaged for the loss of 2 Mustangs. By the eve of the Invasion the Wing had destroyed over 20 aircraft, and had moved, via Ford, to Funtington in Essex.

Meanwhile, during March and April, three more squadrons were equipped, these being Nos. 129, 306 and 315, the latter pair being Polish units, and these formed 133 Wing of 84 Group at Coolham, beginning operations in late April led by the famous Polish pilot, Wg.-Cdr. S. F. Skalski. A fourth squadron, 316, was also re-equipped and was based at Coltishall, from where they flew escort missions to Beaufighters and Mosquitos around the Dutch and Danish coasts.

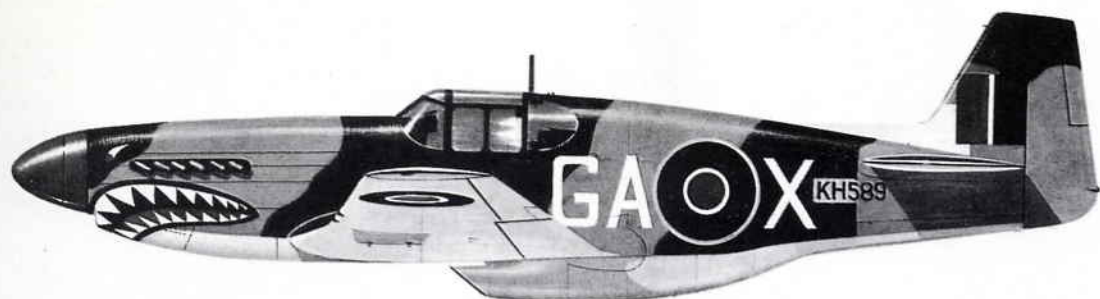
During the Invasion in June 1944, both wings were very active, giving fighter cover to the Allied beachhead, and undertaking strafing and dive-bombing attacks on enemy troops and communications. On 7 June 133 Wing gained a resounding success during two dive-bombing missions. On the first, 306 Squadron attacked 30 Bf 109s near Beuzeville, shooting down 5 with 3 probables for the loss of 3 Mustangs. On a later sortie over Dreux, more Bf 109s were met, 309 claiming 6 and 2 probables, 315 claiming 4 and 129 Squadron claiming 1, this latter unit losing 1 Mustang.

As June drew to a close, 133 Wing moved to Ford, and 122 Wing began operations from landing ground B-7 in France. German fighters frequently challenged the Mustangs, 19 Squadron disposing of 5 Bf 109s on 21st and 306 Squadron getting 4 Bf 109s and 3 Fw 190s on 23rd. By the end of the month some 59 single-engined fighters had been claimed since the Invasion began. On 22nd W.O. T. Tamowicz of 315 Squadron was brought down behind German lines by flak while strafing, but his commanding officer, Sqn.-Ldr. E. Horbaczewski, landed and picked him up, flying back safely two-up.

Early in July 133 Wing was withdrawn from operations over France and ordered to Brentzett to face the new menace from the V-1 flying bombs, or 'Divers' as they were code-named. 316 Squadron was also ordered to take part in these operations, moving south from Coltishall to fly from West Malling and Friston airfields. This left 122 Wing in France, and during July operations similar to those in June continued, a further 28 fighters and 1 bomber being claimed. The Polish squadrons still flew the odd mission between their anti-'Diver' operations, and on 30 July, while escorting a torpedo-Beaufighter Wing, six of 315 Squadron's Mustangs ran into 15 enemy aircraft, claiming 6 Bf 109s, a Fw 190 and a Bf 110 for no loss.

Although not enjoying the success of the Tempest or Mosquito squadrons against the V-1s, the Mustangs nonetheless managed to shoot down quite a respectable number of the robots, most successful unit being 129 Squadron with 86 destroyed. Top scoring pilot on these operations was F.O. J. Hartley of this squadron, who claimed 11 bombs.

During these operations opposition was light, and by mid-January less than a dozen German fighters had been



Mustang Mk. III, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, Desert Air Force, Italy. Standard scheme. Note unpainted fin fillet and remains of sky band behind KH5 of serial.

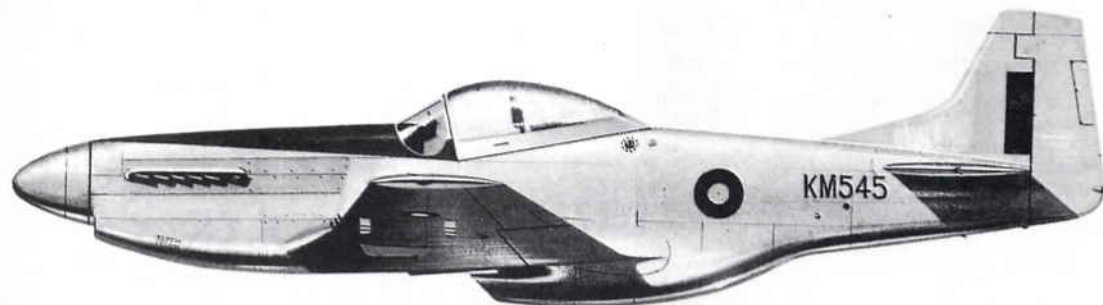
# NORTH AMERICAN MUSTANG IN RAF-RAAF-SAAF-RNZAF-RCAF & FOREIGN SERVICE

Illustrated & compiled  
by **RICHARD WARD**  
Text: **Christopher F. Shores**

## ACKNOWLEDGEMENTS

This pictorial survey, the second on the Mustang, contains the largest and most varied selection of photographs of this aircraft in 'foreign service' ever published, only made possible through the generous assistance of many friends whose names are arranged below in alphabetical order . . . my thanks to all.

Giorgio Apostolo, Arthur Blake, Peter M. Bowers, Flt.-Lt. R. A. Brown, Gianni Cattaneo, Jean C. Cuny, J. B. Cynk, d'E. C. Darby, Fred C. Dickey Jr., J. F. Golding—Photographic Librarian of the Imperial War Museum, Hugo Hooftman, G. H. Kamphuis, Sam Kostenuk, David W. Menard, Stephen P. Peltz, Earl Reinert, Frank F. Smith, Bo Widfeldt. Acknowledgement is also due to the Royal New Zealand Air Force, Royal Canadian Air Force, South African Air Force, Italian Air Force, Swedish Air Force and United States Air Force.



Mustang Mk. IV, Standard bare metal scheme with SEAC markings. India 1945. Pale blue and dark blue roundel and flash.

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claimed since the start of the raids. However, on 14th of that month, while escorting Lancasters to Saarbrücken, 64 Squadron spotted a Ju 188 under heavy escort of both Fw 190s and Bf 109s, claiming the bomber and 7 of the fighters. February was active for the Peterhead squadrons, 5 fighters being claimed during the month by 65 Squadron, the Wing getting 4 more in March. In this latter month the bomber offensive really built up after the winter lull, but although on 31st 15 Me 262s attacked 30 Lancasters and 100 Halifaxes attacking Hamburg, shooting down 5 of the former, enemy fighters were still rare. Typical of this period were escorts flown by 118 Squadron to 1,000 Lancasters over Essen on 11 March, 1,083 Lancasters and Halifaxes over Dortmund next day, and to 20 Lancasters making a precision raid on the Bielefeld Viaduct on 13th.

During 1944 combat experience had led to a developed version of the Mustang, the P-51D with cut down rear fuselage, full bubble canopy for improved vision, and an increased armament of six 0.50 in. machine guns. This supreme version of the fighter was much in demand by U.S. Air Forces in all theatres, and it was some time before any were available for use by the R.A.F. However, eventually 281 P-51Ds and 594 examples of the similar P-51K were supplied, both being known as the Mustang IV. During March these began supplementing the Mark IIIs of 19 and 65 Squadrons at Peterhead, and also replaced the Spitfires of 611 Squadron at Hunsdon. Early in April 442 Squadron, R.C.A.F., also re-equipped with Mustang IVs from Spitfires, and joined 611 Squadron at Hunsdon to form another new wing under the Norwegian "ace", Lt.-Col. W. Christie. Later in the month 303 (Polish) Squadron also converted to Mustang IVs, joining the other Polish units at Andrews Field, entering operations late in April.

The first victories for the R.A.F. Mark IVs were gained by the Peterhead Wing, a further 6 fighters being claimed by 65 Squadron in two days; then on 9 April 8 Me 262s attacked 56 Lancasters bombing Hamburg, but escorting Mustang IIIs intercepted them, 3 being shot down by 309 Squadron and one by 306 Squadron. Next day 110 Lancasters and 90 Halifaxes bombed Leipzig, one bomber being shot down by a Me 163. F.O. Haslope of 165 Squadron followed the rocket fighter in a dive and shot it down.

On 16 April 442 and 611 Squadrons claimed their first victories, 611 getting 5 Fw 190s and 2 probables, while 442 got 1 more Fw 190 on a raid on Swinemunde, when 20 Lancasters sunk the pocket battleship 'Lützow'; it was 442 Squadron who claimed the last Mustang victories for the R.A.F., destroying 2 Ju 88s early in May. During this month 122 Squadron moved to Peterhead to relieve 65 Squadron, taking over the latter's Mark IVs, but had barely entered operations here when the war in Europe ended. A few of the R.A.F.'s Mustang squadrons retained their aircraft until 1946, but most were disbanded before the end of 1945.

Operations during August remained similar to those of July for both Wings, 122 Wing claiming a further 24 fighters, 9 of these on 20th, when Fl.-Lt. Burra-Robinson of 65 Squadron shot down 3 in one engagement, although one of 19 Squadron's flight commanders, Fl.-Lt. B. G.

'Buck' Collins, was shot down and killed. Released from anti-'Diver' sorties on 14th, 316 Squadron claimed their first victories, shooting down 3 Bf 109s and a Fw 190, and on 18th 315 Squadron broke all records. Twelve Mustangs flying a 'Ranger' mission in the Corneille-Romilly area saw over 60 Fw 190s taking off, orbiting and landing at airfields near Beauvais. The Mustangs attacked, and during the next fifteen minutes claimed 16 Fw 190s, only one Mustang being lost. Unfortunately the pilot of this was Sqn.-Ldr. E. Horbaczewski, who was seen to shoot down 3 of the 190s to bring his personal score to 16½, before he was himself shot down.

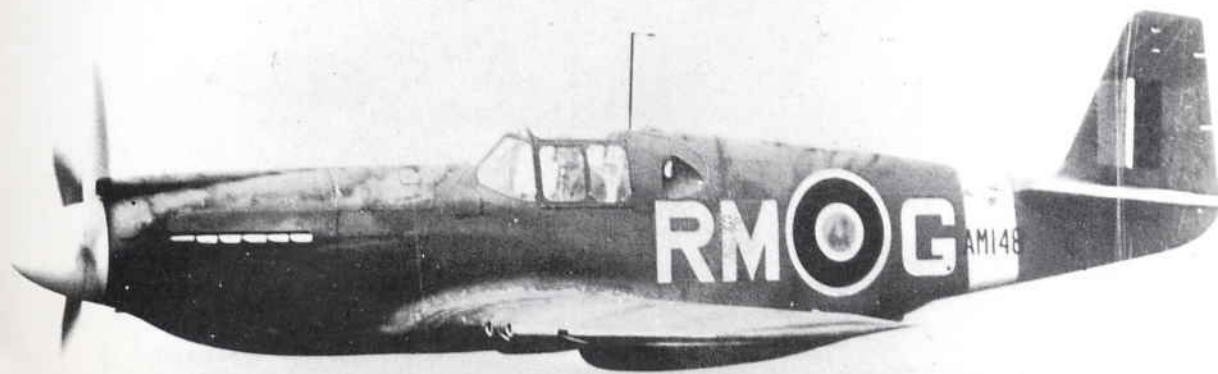
Late in August 316 Squadron returned to Coltishall, while 133 Wing flew their last anti-'Diver' sorties early in September, then returning to operations over France. 122 Wing continued as before, following the Allied armies to bases at Beauvais, and then Grimbergen in Belgium. A few more victories were gained, but on 30 September a new type of operation began. German fighter opposition to American daylight bombing raids had steadily decreased, and it was now decided that Bomber Command heavies should undertake such missions; so it was that on the last day of the month, 122 Wing escorted 100 Lancasters and Halifaxes to the Ruhr. More R.A.F. Mustang squadrons were clearly required to escort these raids; some Spitfire units were allocated to these duties, but they lacked the necessary range, and during the month 234 Squadron began receiving Mustang IIIs at North Weald.

Early in October, 122 Wing left 2nd T.A.F. and moved to Matlaske in Norfolk, moving again a few days later to Andrews Field, Braintree, Essex, which had been recently vacated by the U.S.A.A.F., where they were soon joined by 133 Wing. These daylight raids became an almost daily occurrence during the autumn of 1944, and on 14 October the biggest to date was escorted, when 1,000 bombers hit Duisberg.

At first little fighter opposition was met, and it was 316 Squadron at Coltishall who had the most success in October, shooting down 6 Bf 109s on a 'Ranger' mission over Denmark. Later in the month this unit changed places with 315 Squadron at Andrews Field. During November 309 Squadron at Drem received their first Mustang IIIs, and early the following month 64 and 126 Squadrons at Bradwell Bay also began re-equipping. The latter units then moved to Bentwaters where they were joined by 129 Squadron to form a third Mustang Wing, the latter's place in 133 Wing being taken by 309 Squadron. 234 Squadron now moved to Bentwaters also, where a Spitfire Wing, led by Wg.-Cdr. J. A. Plagis, composed of 118 and 165 Squadrons also began converting to Mustangs early in January.

The six Mustang squadrons at Bentwaters then formed two wings, one led by Wg.-Cdr. Plagis and one by Wg.-Cdr. H. A. C. Bird-Wilson, squadrons being interchangeable between wings. In mid-January 315 Squadron returned to Andrews Field, but 65 Squadron moved to Peterhead in Scotland, to escort anti-shipping Mosquitos and Beaufighters along the Norwegian coastline, being joined by 19 Squadron in February. 122 Squadron remained at Andrews Field flying with one or other of the four Polish squadrons on bomber escorts.

Mk. I, No. 26 Squadron, note camera installation and rear window painted over.



# AIRCAM AVIATION SERIES

Each publication illustrates one type or major sub-types of a famous aircraft in the colour schemes and markings of the Air Forces of the World. Each issue will contain eight pages of colour side view illustrations, supporting black and white plan view drawings showing where necessary both upper and under surfaces, one hundred and twenty-five half-tone photographs, each issue will also contain one full colour plate illustrating twenty examples of Unit Insignia of the World's Air Forces.

No. 1 NORTH AMERICAN P-51D MUSTANG IN USAAF-USAF SERVICE.

No. 2 REPUBLIC P-47 THUNDERBOLT. In USAAF-USAF; RAF; Free French; French Air Force; Mexican, Brazilian and other Air Forces.

No. 3 NORTH AMERICAN MUSTANG Mk. I-IV. In RAF; RAAF; SAAF; RNZAF; RCAF service and the NORTH AMERICAN P-51B and D MUSTANG in French; Italian; Swedish; Royal Netherlands; Netherlands East Indies; Indonesian; Israeli; Philippine; Dominican; Somali; South Korean; Chinese Nationalist; Chinese Communist, etc., Air Forces.

No. 4 SUPERMARINE SPITFIRE Mk. I-XVI, MERLIN ENGINE. In RAF; RAAF; SAAF; RCAF; USAAF; Belgian; Polish; Czechoslovakian; Free French; French; R. Norwegian; R. Netherlands; R. Danish; Israeli; Italian; Greek; Turkish; Portuguese; Egyptian; Burmese, etc., Air Forces.

No. 5 NORTH AMERICAN P-51B/C MUSTANG IN USAAF SERVICE. Similar content to No. 1 but with brief coverage of the P-51 and A-36.

No. 6 CURTISS (P-40) KITTYHAWK Mk. I-IV. In RAF; RAAF; RNZAF; SAAF; RCAF; Netherlands East Indies; Russian and Finnish Air Forces. The Curtiss P-40 Warhawk will be covered in a future issue.

## SPECIFICATION

### North American Mustang

	Mk. I	Mk. IA	Mk. II	Mk. III/P-51B/C	Mk. IV/P-51D
Span	37 ft. 0 <sup>5</sup> / <sub>16</sub> in.	37 ft. 0 <sup>5</sup> / <sub>16</sub> in.	37 ft. 0 <sup>5</sup> / <sub>16</sub> in.	37 ft. 0 <sup>5</sup> / <sub>16</sub> in.	37 ft. 0 <sup>5</sup> / <sub>16</sub> in.
Length	32 ft. 3 <sup>1</sup> / <sub>4</sub> in.	32 ft. 3 <sup>1</sup> / <sub>4</sub> in.	32 ft. 3 <sup>1</sup> / <sub>4</sub> in.	32 ft. 3 <sup>1</sup> / <sub>4</sub> in.	32 ft. 3 <sup>1</sup> / <sub>4</sub> in.
Height	13 ft. 8 in.	13 ft. 8 in.	13 ft. 8 in.	13 ft. 8 in.	13 ft. 8 in.
Wing area	233.19 sq. ft.	233.19 sq. ft.	233.19 sq. ft.	233.19 sq. ft.	233.19 sq. ft.
Weight empty	6,278 lb.	6,550 lb.	6,433 lb.	6,985 lb.	7,125 lb.
Weight loaded	7,965 lb.	7,850 lb.	8,600 lb.	9,800 lb.	10,000 lb.
Max. speed	382 m.p.h. at 13,000 ft.	387 m.p.h. at 15,000 ft.	390 m.p.h. at 20,000 ft.	440 m.p.h. at 30,000 ft.	437 m.p.h. at 25,000 ft.
Ceiling	30,800 ft.	31,350 ft.	31,350 ft.	41,800 ft.	41,900 ft.
Power unit	Allison V-1710-39 1150 h.p.	Allison V-1710-39 1150 h.p.	Allison V-1710-81 1200 h.p.	Packard Merlin V-1650-3 1595 h.p.	Packard Merlin V-1650-7 1650 h.p.
Armament	4 × .30 in. 2 × .50 in.	4 × 20 mm.	4 × .50 in.	4 × .50 in.	6 × .50 in.

Squadrons operating the Mustang with the R.A.F.:—

Mark I	2, 4, 16, 26, 63, 116 (non op), 168, 169, 239, 241, 260, 268, 309, 400, 414, 430, 516, 613.
Mark IA	2, 63, 168, 268
Mark II	2, 225, 268
Mark III	19, 64, 65, 112, 118, 122, 126, 129, 165, 213, 234, 249, 250, 260, 306, 309, 315, 316; 3 and 450 R.A.A.F.; 5 S.A.A.F.
Mark IV	19, 65, 112, 122, 213, 303, 442, 611; 3 R.A.A.F.; 5 S.A.A.F.

Top-scoring Mustang Squadrons:—

65 Squadron	55 victories	19 Squadron	45 <sup>1</sup> / <sub>2</sub> victories
315 Squadron	49 victories	122 Squadron	39 victories

Top-scoring Mustang Squadrons against the V-1s:—

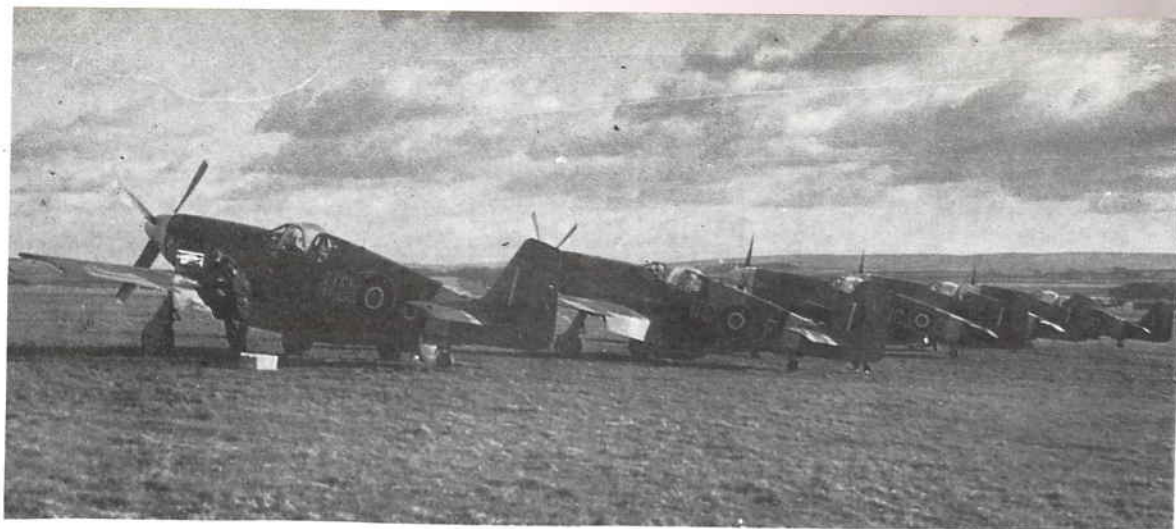
129 Squadron	86 bombs	316 Squadron	67 bombs
306 Squadron	77 bombs	315 Squadron	61 bombs

Mk. IV, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, Desert Air Force, RAF, Italy.

Mk. III, No. 315 'Deblin' (Polish) Squadron, RAF.

P-51D, flown by Col. Dean E. Hess, South Korean Air Force. (Crude 18 on fuselage.)

P-51D, J 26, 2nd Division, F 16 Wing, Swedish Air Force.



Line-up of Mk. III's of No. 309 'Ziemia Czerwiska' (Polish) Squadron, RAF. Code WC-.



Mk. III and IV of No. 303 'Kosciuszko' (Polish) Squadron. See colour illustration for details of Mk. IV (J. B. Cynk)

Mk. III's of No. 303 'Kosciuszko' Squadron in dispersal area, 1944. (J. B. Cynk)



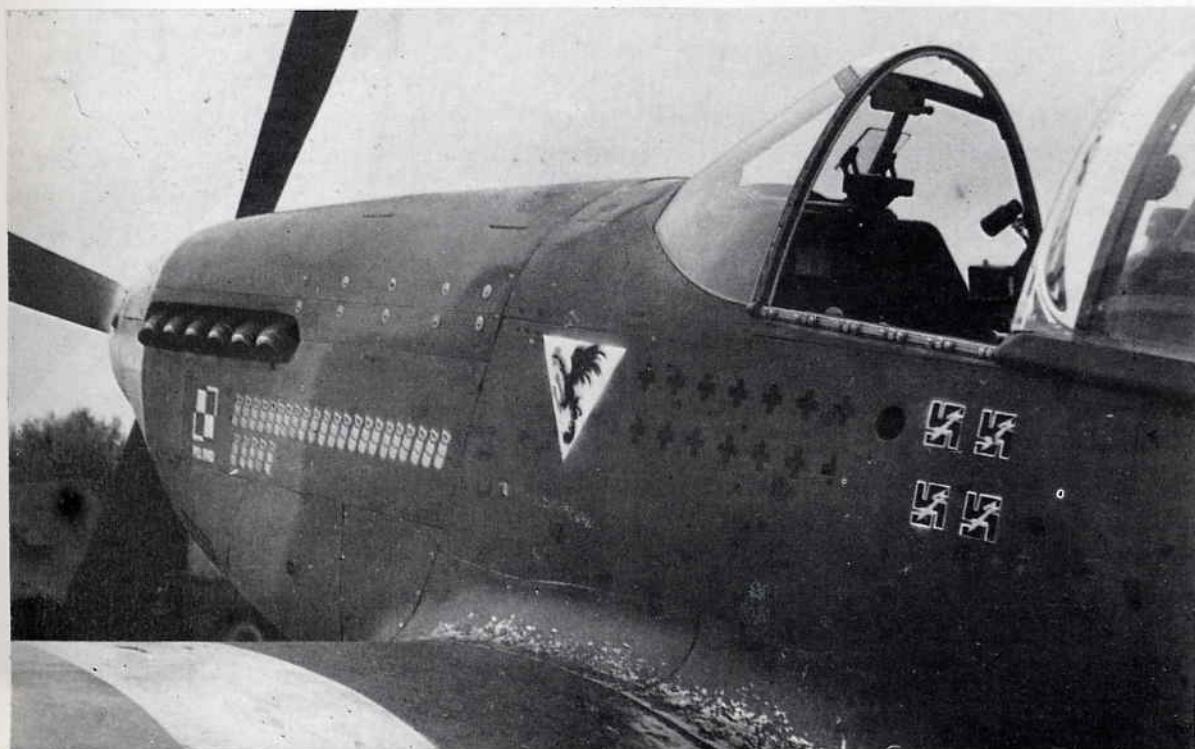


Mk. IV flown by Capt. Knight-Kwiecinski, No. 315 'Deblin' (Polish) Squadron, RAF. Note starboard side camouflage pattern and that rear window has been painted over. See colour illustration. (via J. B. Cynk)

Sqdn.-Ldr. E. Horbaczewski standing alongside his Mk. III, black crosses at this time had white outline, subsequently D-Day Invasion stripes added to scheme.



Close-up detail of Horbaczewski's Mk. III, 27 bombs, 13½ enemy aircraft destroyed, 4 flying bombs. Polish insignia on cowl with Poland in block capitals beneath and No. 315 'Deblin' Sqdn. insignia (note the insignia did not contain the sqdn. number). Code PK- No. 316 'Warsaw' Sqdn., though at the time the photographs were taken Horbaczewski was OC No. 315 Sqdn., hence the insignia.





Mk. III, No. 19 Squadron, note full span yellow leading edge. Serial FB201. (IWM)

Neat formation of Mk. III's by No. 19 Sqdn. Note alternate camouflage patterns. (IWM)



No. 19 Sqdn. formation flying escort for USAAF B-17's and B-24's during raid on Brunswick. (IWM)

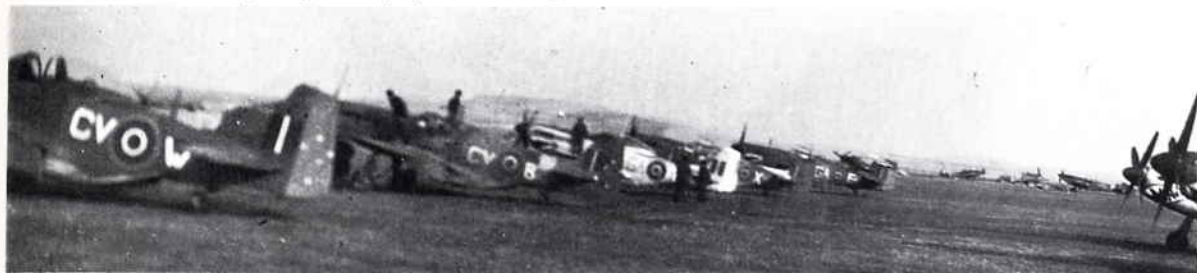


'Sharkmouth' Mk. III of No. 112 Squadron, No. 239 Fighter Bomber Wing, Desert Air Force, in Italy. Serial FB241.





Line-up of Mk. III's and IV's of No. 112 and No. 3 RAAF Sqdns. at Zarro, Yugoslavia, 1945. Note sky fuselage band overpainted which was the rule in Italy though one a/c proves the exception.



#### THE MUSTANG III AND IV WITH THE R.A.F., R.A.A.F. AND S.A.A.F. IN THE MEDITERRANEAN AREA

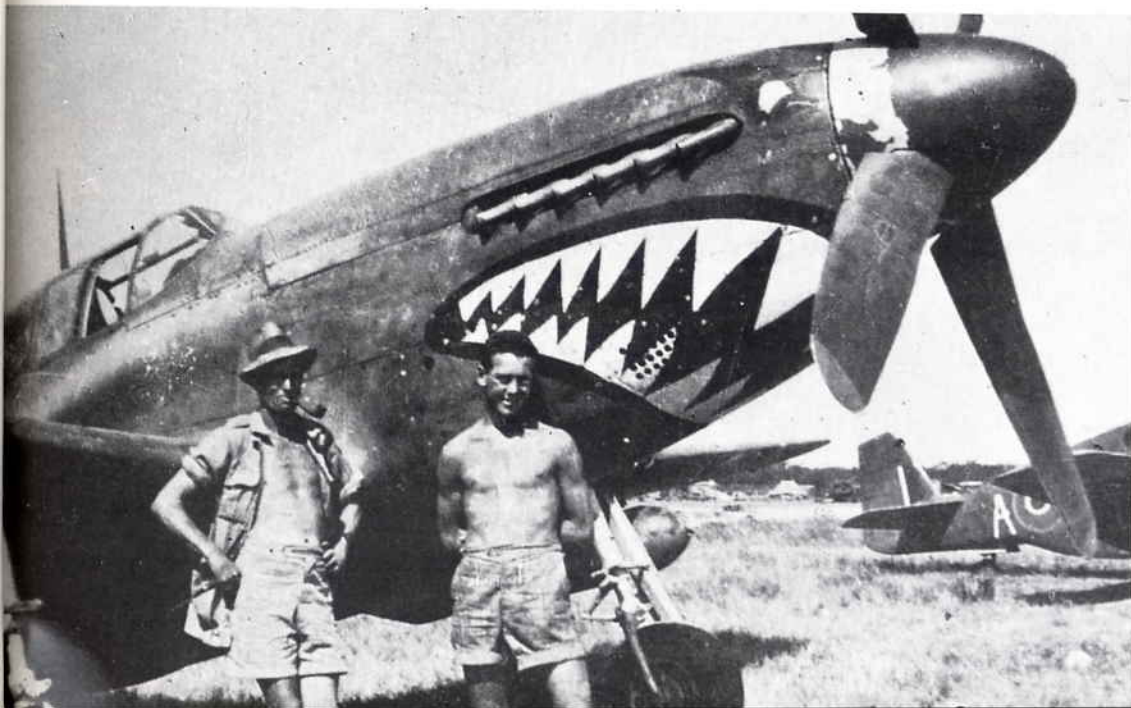
The first Mustang IIIs to reach the R.A.F. in Italy were issued to 260 Squadron in March 1944, entering operations alongside the Kittyhawks of other squadrons in 239 Wing, Desert Air Force, the following month. Here they were concerned almost exclusively with ground strafing and dive-bombing missions and on 5 May Mustangs and Kittyhawks from this Wing smashed the Pescara Dam with 500 lb. bombs without suffering a single loss.

In June 112 Squadron, another unit in 239 Wing, began replacing their Kittyhawks with Mustangs, and in the same month one flight of 213 Squadron at Aboukir in Egypt, also re-equipped. During the month this flight provided top cover and Spitfire IXs of the other flight gave close cover to Baltimore's of 15 and 24 S.A.A.F. Squadrons attacking convoys and other targets in the Greek islands. The next month, fully equipped with

Mustangs, the squadron moved to Bifurno in Italy, to become part of the new Balkan Air Force, operating over Yugoslavia and Greece in support of Partisan forces.

On a sweep over Yugoslavia on 20 July, four aircraft of the squadron met 12 Hs 126s escorted by 7 Bf 109s, shooting down one of each, with several claimed probably destroyed or damaged. During September several sweeps were undertaken to intercept transport aircraft between Nis and Skoplje with considerable success, 14 aircraft being claimed by the end of the month. In mid September 249 Squadron also exchanged their Spitfires for Mustangs and in October joined 213 Squadron at Biferno to undertake similar duties. The final victory for these units came on 15 October when a CR 42 was shot down by an aircraft of 213 Squadron, though a considerable number of enemy aircraft were strafed and destroyed on the ground by both squadrons.

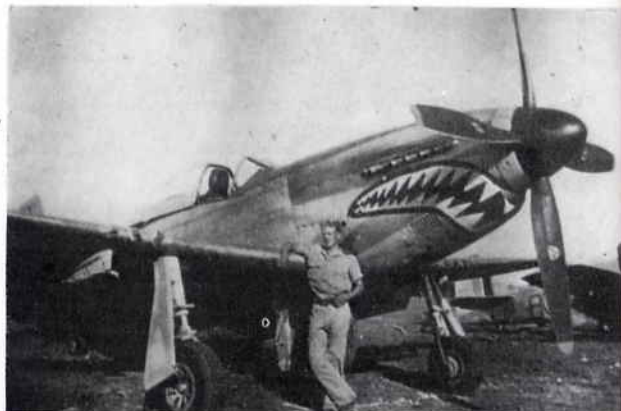
In the meantime, one of 239 Wing's only 2 aerial victories with the Mustang came on 9 September when Fl.-Lt. R. V. Hearn of 112 Squadron shot down a Ju 88 in the Vicenza area, 4 other aircraft being destroyed



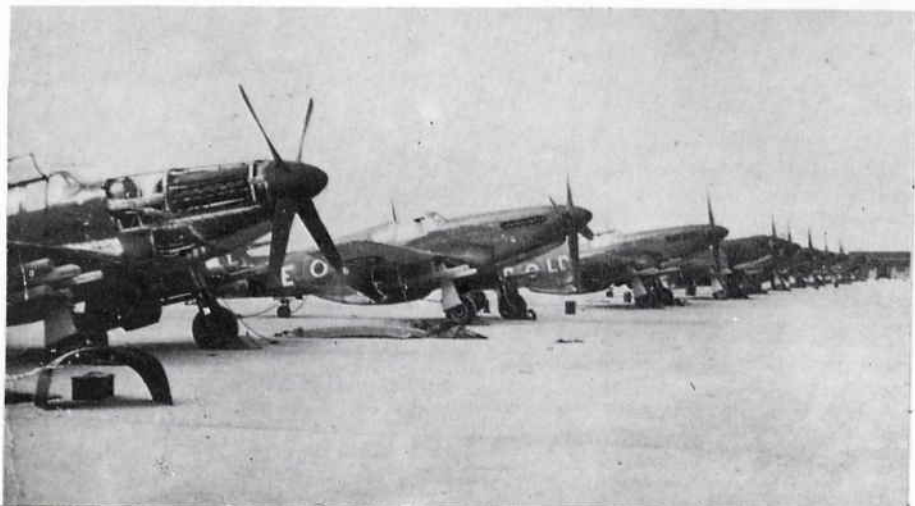
Bombed-up  
Mk. III's of  
No. 112  
'Shark' Sqdn.  
probably at  
Iesi, Italy.



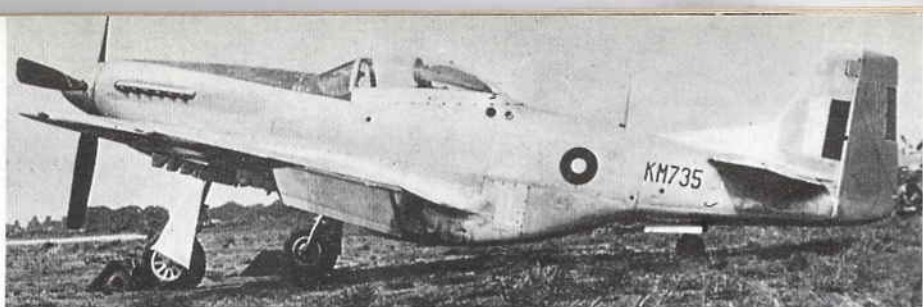
Fine flying shot of KH774, No. 112 'Shark' Squadron, 239 Fighter Bomber Wing, Desert Air Force, Cervia, Italy, May 1945.



Two 'A' Flight Mk. IV's (red spinner) of No. 112 'Shark' Sqdn. GA-B in background, serial KH719.



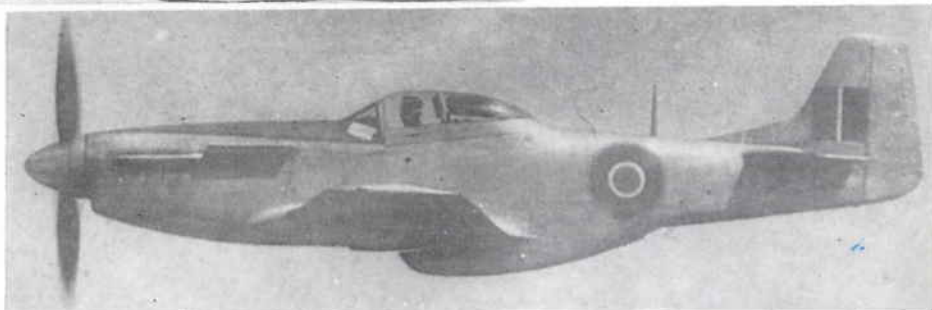
Line-up of Mk. III's, No. 250 'Sudan' Squadron, Montegliano, near Udine, Italy, March 1946. Note rockets.



Above KM735, left KM545, two Mk. IV's of a batch delivered to SEAC in 1945. Note SEAC markings, pale blue and dark blue. (Peter M. Bowers)



Mk. IV, KM546 in standard RAF markings in India, 1945. Interesting item is the anti-glare plate fitted aft of the exhaust ports, reminiscent of night fighter Hurricanes of an earlier date.



on the ground. In November a third squadron in the Wing, 3 R.A.A.F., received Mustangs, and operating from Fano, and later Cervia, these units carried out a number of operations over Yugoslavia as well as Northern Italy during the last months of the war. 260 Squadron was chosen as the first to carry 60 lb. rocket projectiles under the wings of the Mustang, carrying out several weeks of practice between operations with these, before taking them into action in February 1945. 450 R.A.A.F. also had Mustang IIIs. 5 S.A.A.F. converted to Mustang IIIs at Iesi, Italy, September 1944, subsequently receiving IVs with which they saw the war out. Early in the new year the first Mustang IVs appeared, going initially to 3 R.A.A.F. Squadron, and in March to 112 Squadron, both units operating a mixture of Mark IIIs and IVs until the close of hostilities. It should be noted here that on this front R.A.F. Mustang IIIs were not fitted with the Malcolm hood, the lack of enemy fighter opposition making this unnecessary. On 2 April F.O. A. F. Lane of 3 R.A.A.F. Squadron shot down a Fi 156 Storch, but during the month 249 Squadron relinquished their Mustangs to fly Spitfires again, and it was not long after the final surrender before the Mustang disappeared from R.A.F. service in this area.

## THE MUSTANG IN OTHER AIR FORCES

### Royal Australian Air Force

Australia ordered the P-51D, and arrangements were also made for the aircraft to be manufactured under licence by the Commonwealth Aircraft Corporation in 1944. 298 aircraft were delivered from the States direct to Labuan, Borneo and Morotai to re-equip the Kittyhawk Squadrons of 81 Fighter Wing, Nos. 76, 77 and 82, but were too late to see any action. 100 sets of components were also supplied from the U.S. to Commonwealth Aircraft, who assembled 80 Mustangs known as CA-17 Mustang 20s, the first flying in May 1945. 120 more were built in Australia as Mark 21s, 22s and 23s, the Mark 22s being fighter-reconnaissance versions fitted with cameras. In July 1946 the R.A.A.F. Wing moved to Iwakuna in Japan as part of the British Commonwealth occupation forces.

In 1949 76 and 82 Squadrons returned to their homeland from Japan, but 77 Squadron remained, and early in July 1950 moved to Korea where war had broken out between North and South, being the first non-American United Nations unit to go into action. Operating with the U.S. 5th Air Force as part of the 35th Fighter-Bomber Wing, the squadron flew 3,800 sorties, losing twelve pilots, including the commanding officer, W.W.II veteran Wg.-Cdr. L. T. Spence, D.F.C., all to enemy action, before re-equipping with Gloster Meteor 8s in April 1951. In Australia 84 and 86 Squadrons were also equipped with Mustangs, and the aircraft remained in service, though mainly with reserve units, until 1950.

### Royal Canadian Air Force

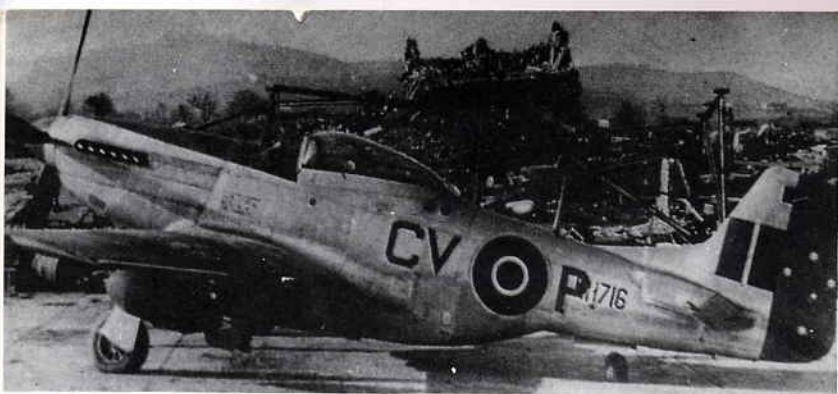
Having operated Mustangs with 442 Squadron during the war, not surprisingly Canada showed interest in this aircraft, and soon after the end of the war 100 P-51Ds were acquired, these serving with both regular and auxiliary units, including 410, 414, 415, 416 and 417 Squadrons until 1956.

### South African Air Force

Another Commonwealth squadron also operated in Korea with Mustangs, this being 2 (Flying Cheetah) Squadron, S.A.A.F.; this unit arrived in November 1950, having picked up their Mustangs from the U.S.A.F. en route in Japan, joining the 18th Fighter-Bomber Wing, U.S.A.F. The squadron was supplied with 95 F-51Ds (as the aircraft had been re-designated) during their stay in Korea, losing 74 in combat, two being shot down by MiG 15s. The South African Mustangs took an active part in ground attack missions until January 1953, when they were replaced by F-86 Sabres.

### Royal New Zealand Air Force

Another air force in the Pacific area to receive Mustangs was the R.N.Z.A.F., 30 P-51Ds being supplied in 1945. These did not go into service at once, being stored for some months, but were later issued to Nos. 1, 2, 3 and 4 Squadrons, remaining on strength until 1951, although it is unlikely that any of these units had more than six aircraft on strength at any one time.

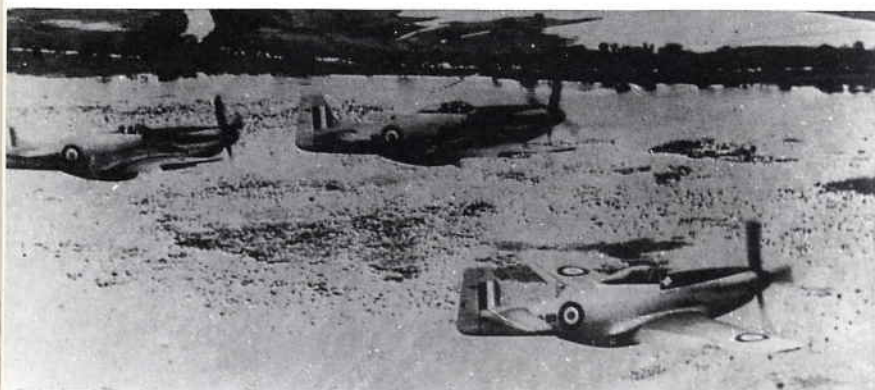


Mk. IV No. 3 RAAF Squadron, 239 Fighter Bomber Wing, Desert Air Force, RAF, Italy, 1945. (via Frank F. Smith)

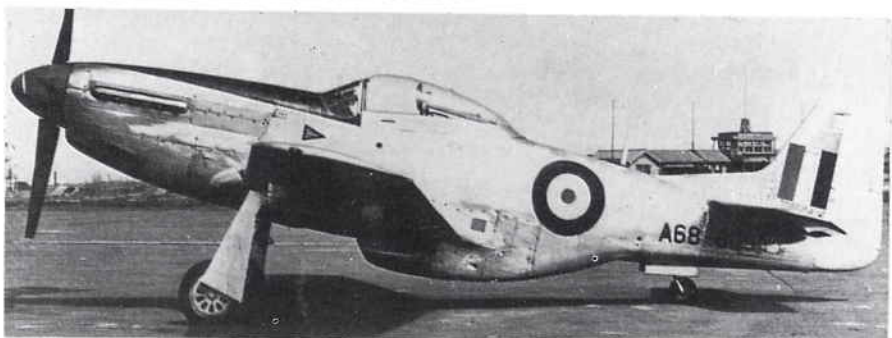
Mk. IV's in close formation, unit unknown, RAAF. (via Frank F. Smith)



Neat Vic formation, unit unknown, RAAF. (via Frank F. Smith)

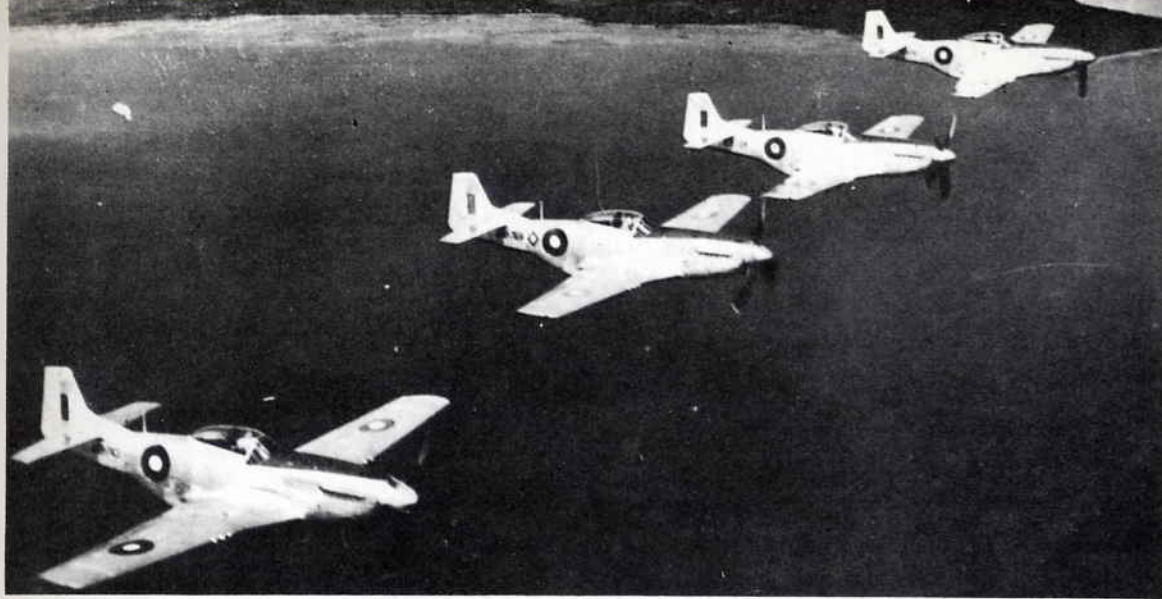


A68-809 flown by Wing-Cdr. Louis Spence, DFC, OC No. 77 Squadron, RAAF, Iwakuni, Japan, Sept. 1950. See colour illustration. (via Frank F. Smith)

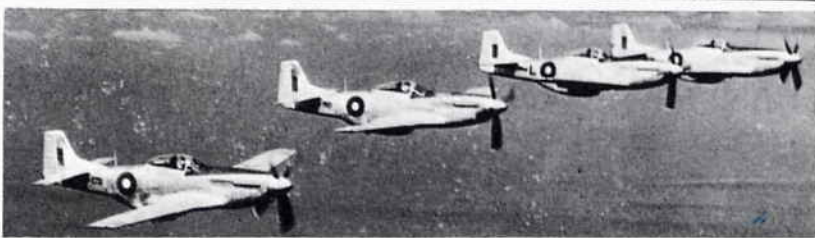


Mk. IV of No. 77 Squadron, RAAF, pranged at Bofu, Japan. Code AM-D, serial unknown. (via Frank F. Smith)

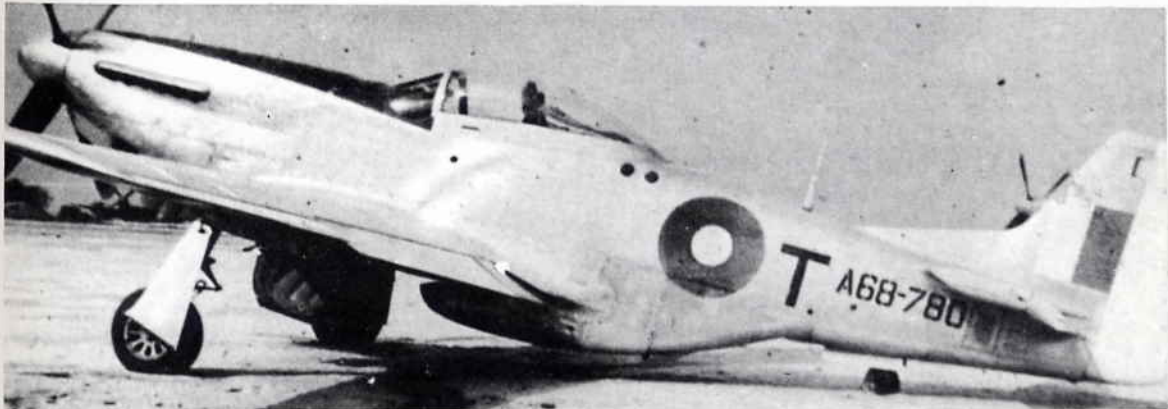




Red Section of No. 82 Squadron, RAAF, off Lebuau, 23.11.'45. From l. to r. A68-743 flown by Stevie McDowell, -769 Sqdn.-Ldr. Schnaf, sqdn. OC, -704 Howard McGrover, -767 Bruce Hearn.

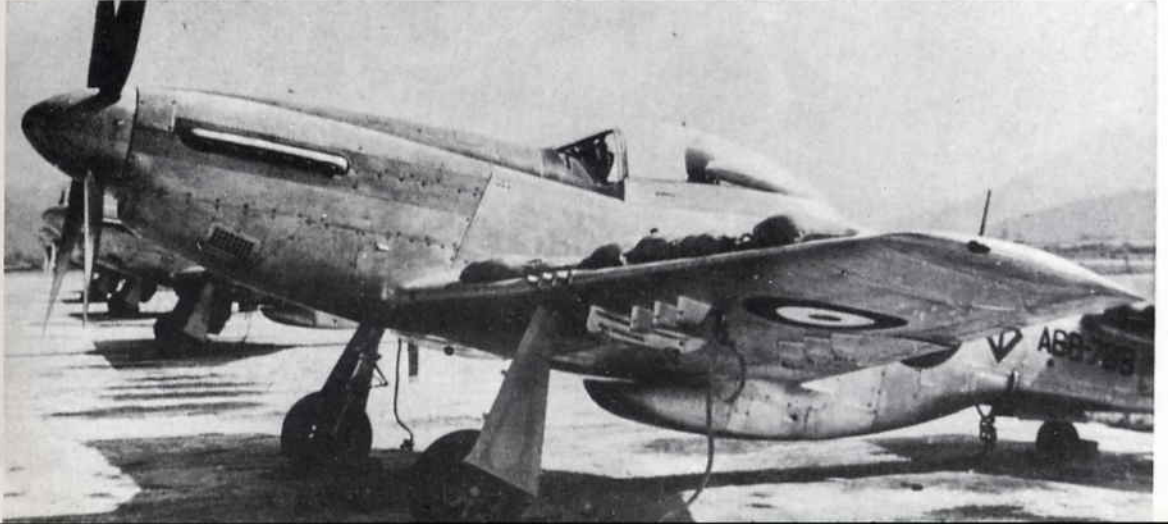


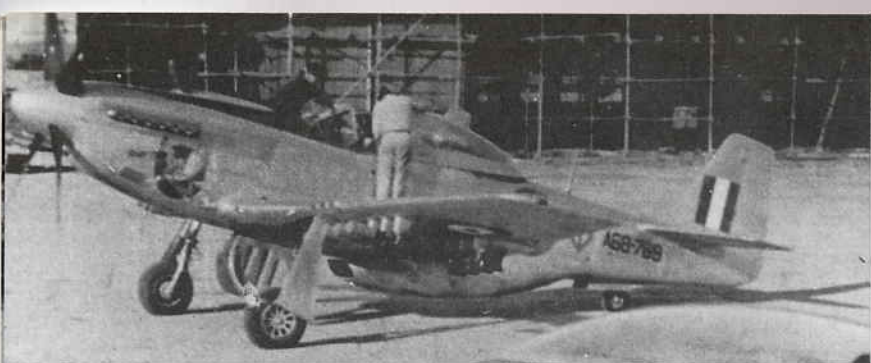
Blue Section. (both via Frank F. Smith)



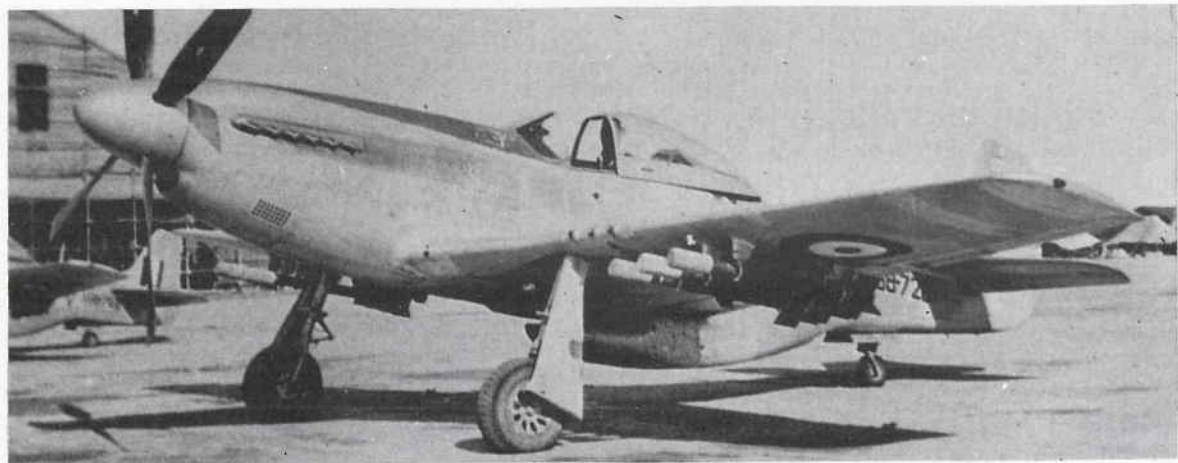
Mk. IV of No. 82 Squadron, RAAF, at Lebuau, 1945. Black T and anti-glare panel.

A68-769 flown by Sqdn.-Ldr. Schnaf, note ballast on wing and tailplane and tie downs indicating high surface winds. (both via Frank F. Smith)





A68-769 at Bofu, Japan, 1946, flown by Sqdn.-Ldr. Schnaf. Note addition of personal insignia, 'Pegasus' and Pup, name 'Sniffer'. (both via Frank F. Smith)



A68-720, No. 82 Sqdn., Miko, Japan, 1946. (Frank F. Smith)

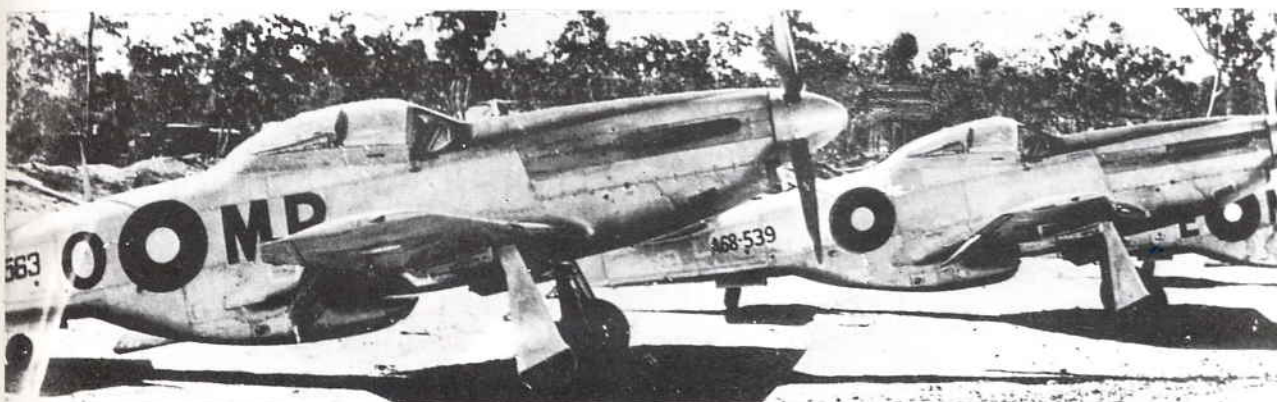
Mk. IV probably of No. 82 Sqdn., serial unknown.



A68-720, FA-M, No. 82 Sqdn., Miko, Japan, 1946. (both Frank F. Smith)



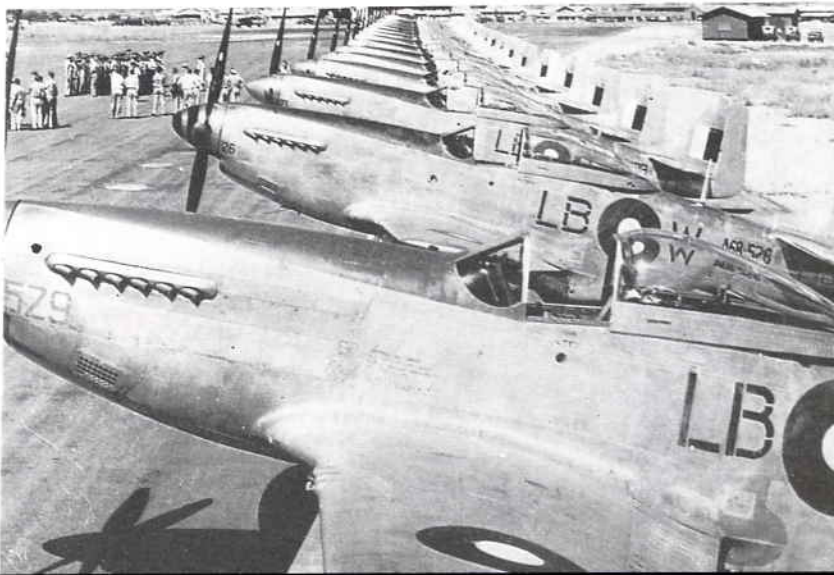
A68-768, No. 76 Sqn. firing rockets. See colour illustration.

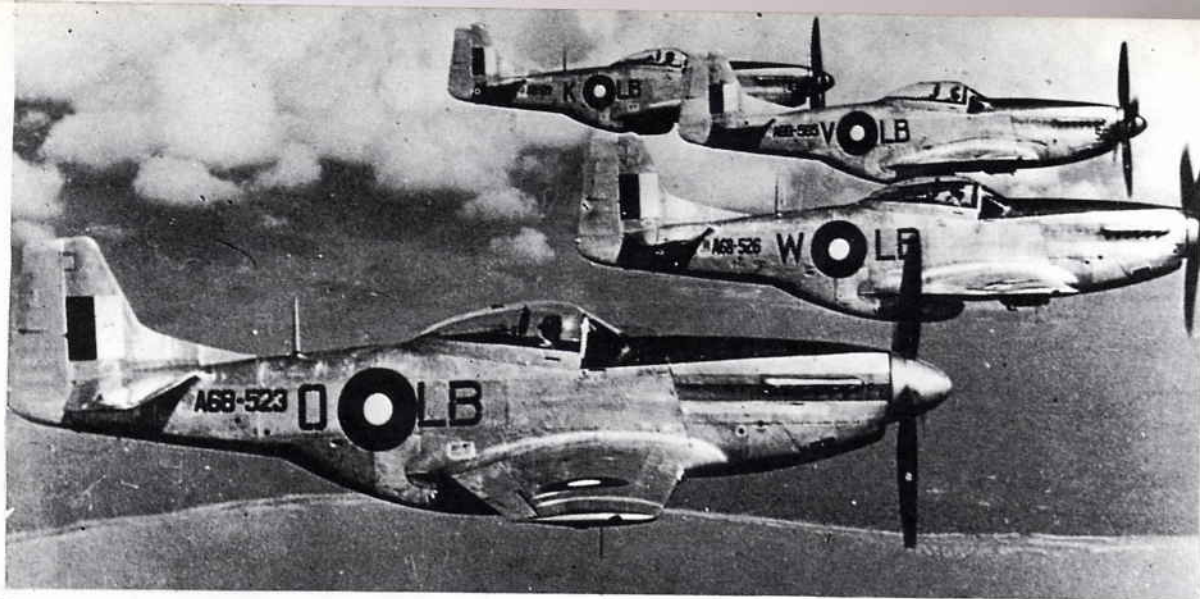


Line-up of No. 86 Sqn. Mk. IV's.

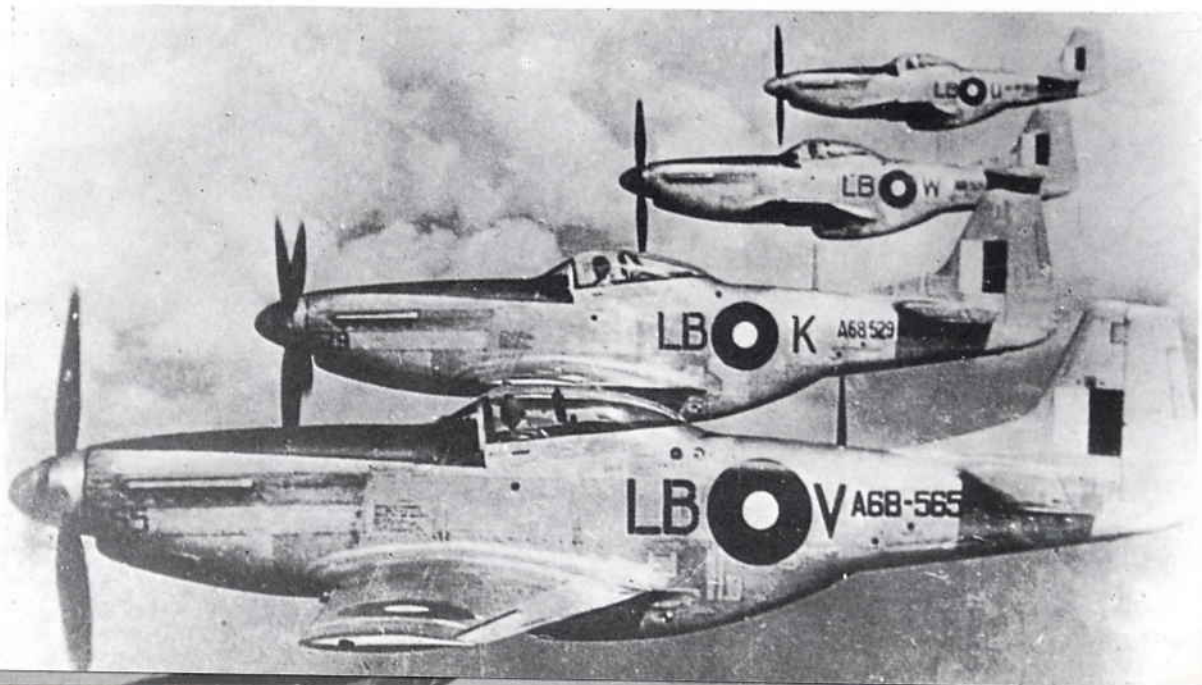
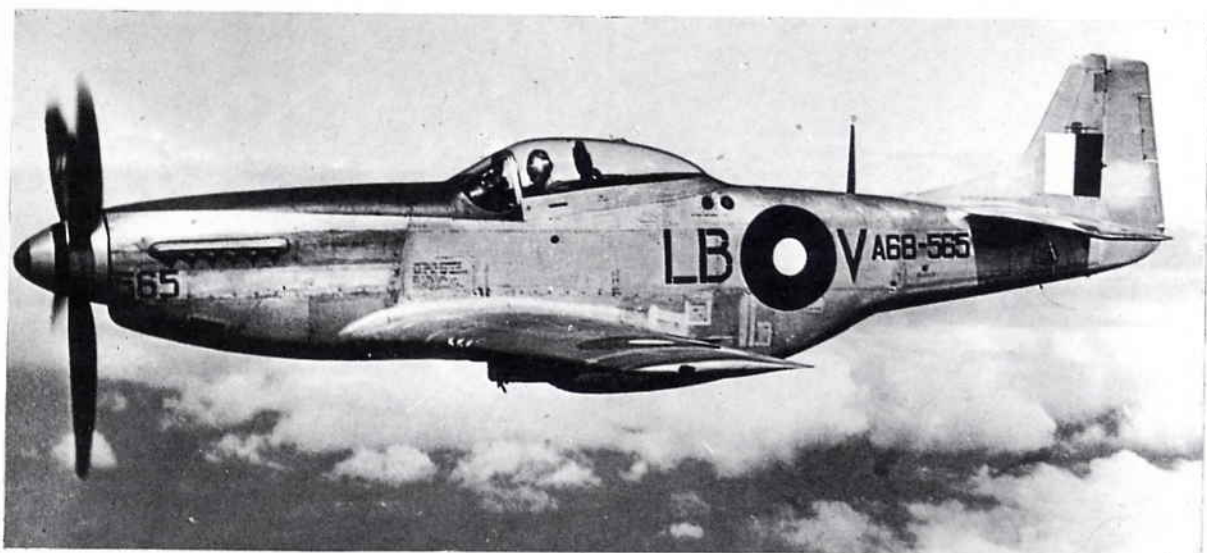
Mk. IV, No. 84 Sqn.

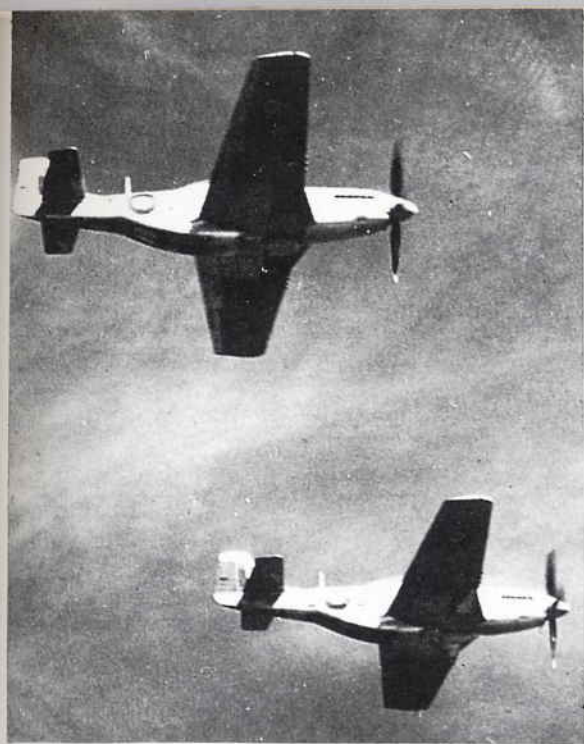
Below. Line-up of No. 84 Sqn. Mk. IV's at Townsville. Left. Spiral spinner of LB-W, A68-526 at Lebuau. (all photos Frank F. Smith)



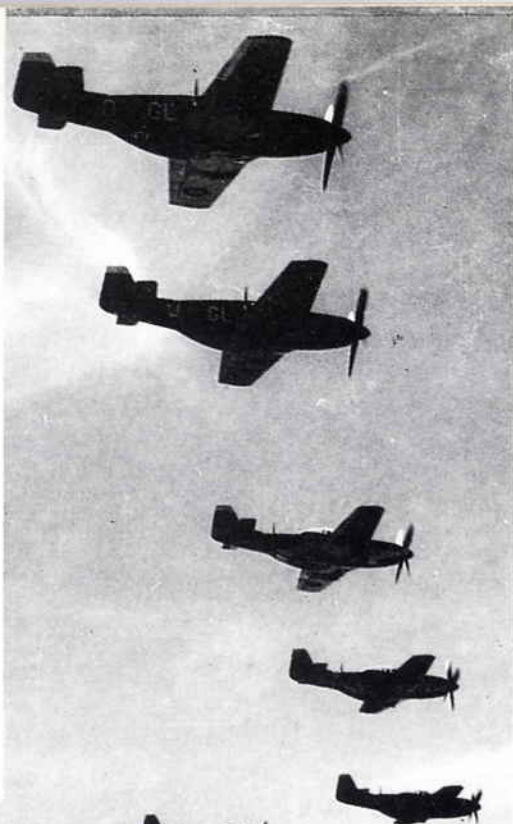


Mustangs of No. 84 Squadron, Royal Australian Air Force. (all photos via Frank F. Smith)





Mk. IV's of No. 5 SAAF Sqdn. Note camouflage removed from upper surfaces except for band on fin and rudder.



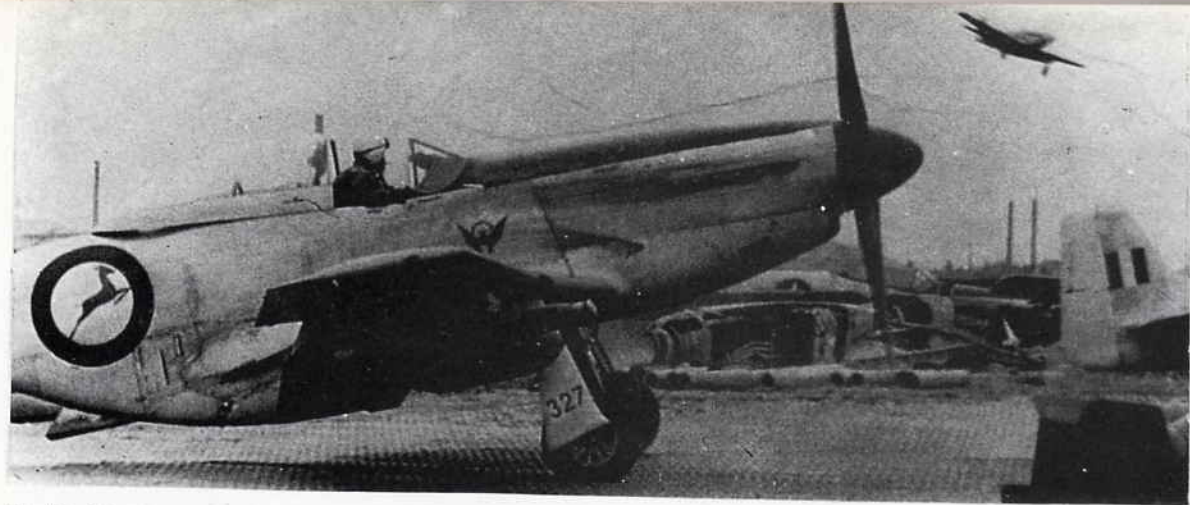
Neat formation of Mk. III's and IV's of No. 5 SAAF Sqdn. Note pale grey under surfaces only partially stripped from natural metal Mk. IV's.



Camouflaged Mk. III's over Italy, 1945.

Mixed formation of No. 5 SAAF high over Italy, 1945. No serials known. (all photos IWM)

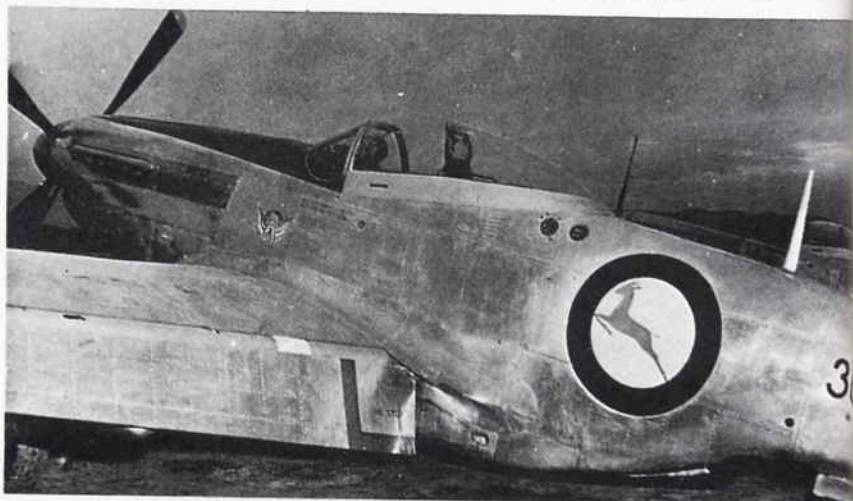




Mk. IV of No. 2 'Flying Cheetahs' Sqdn., SAAF, at Kimpoh, South Korea. (via F. Blake)



'Flying Cheetah' insignia detail, yellow and black.



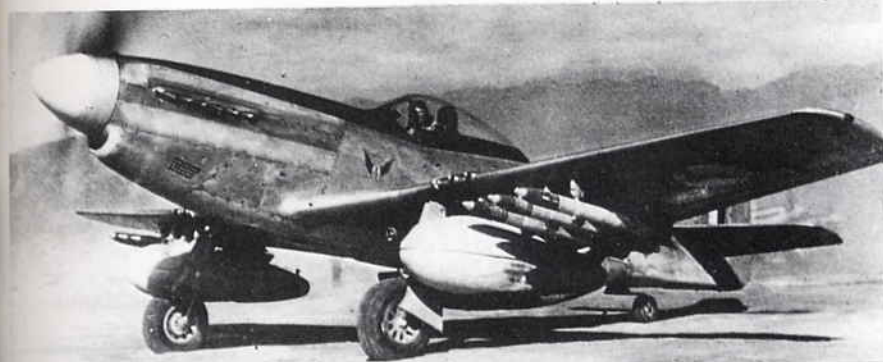
Close-up showing details Springbok in orange and standard 'No Step' warning flap in red.

Line-up of No. 2 Squadron Mustangs at Kimpoh, C-54 background. (all photos via Blake)

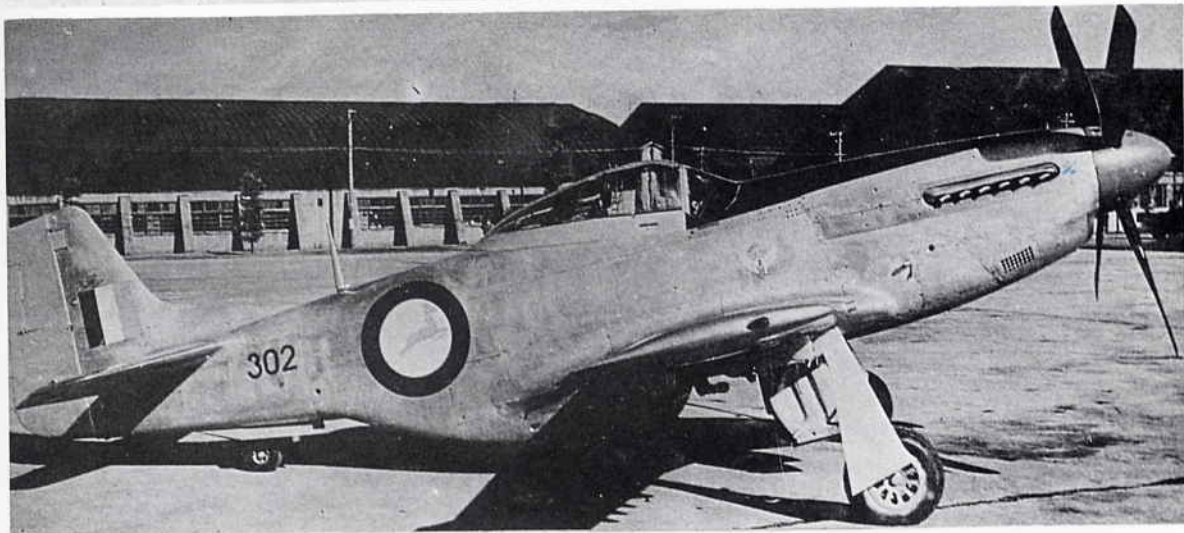
No. 2 Squadron Mustang taxiing to runway through snow storm prior to taking off on ground attack mission against North Koreans. Note OD drop tanks. (via F. Blake)



Mk. IV of No. 2 Sqdn. revving up prior to take-off. Black anti-glare panel continued round canopy frame. (SAAF)



302 of No. 2 Sqdn. at Kimpoh. (via F. Blake)

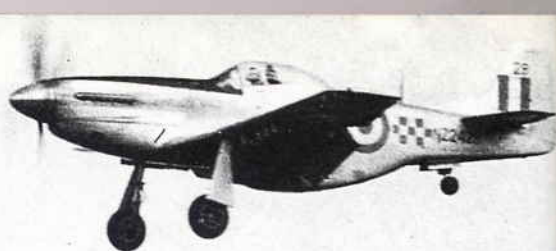


'My Boy' armed with napalm awaiting take-off on ground attack mission. Serial 369, red spinner. (SAAF)

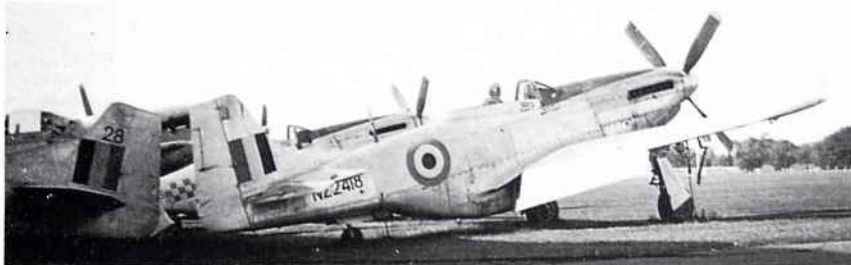




NZ2423 as delivered with adapted USAAF markings. RNZAF. (via Frank F. Smith)

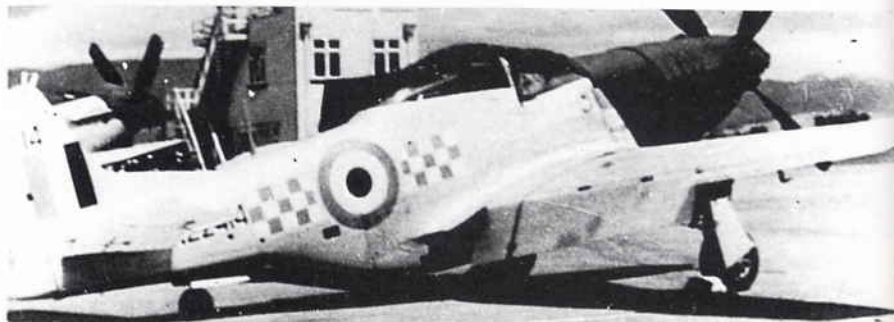


Mk. IV of No. 1 Sqdn., Royal New Zealand Air Force. (d'E. C. Darby)

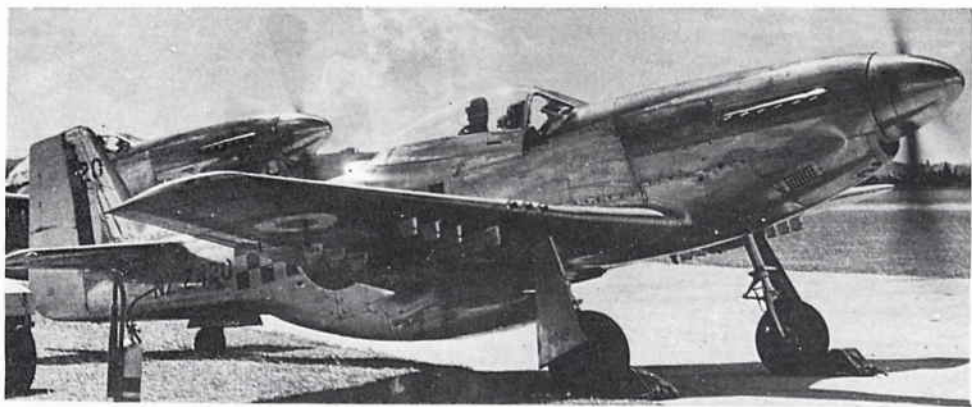


NZ2418, reserve aircraft never issued to squadron. (d'E. C. Darby)

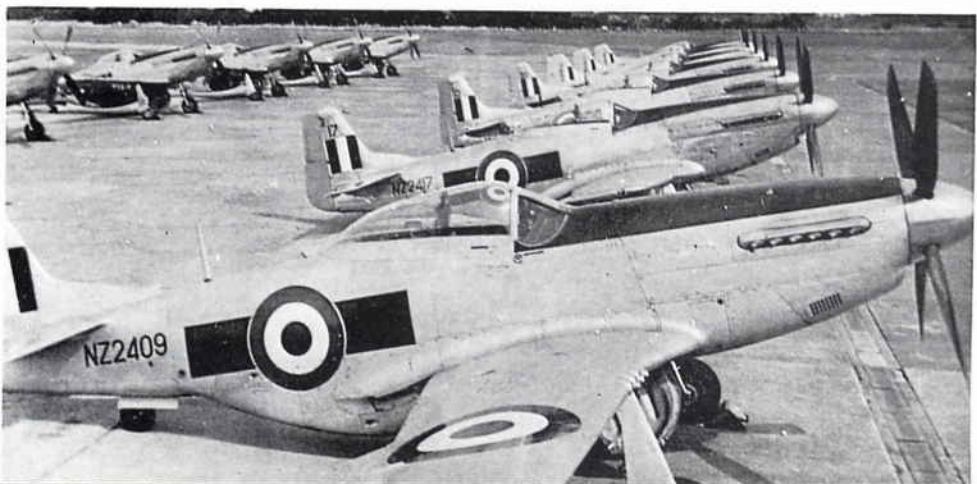
NZ2414, No. 1 Squadron, RNZAF. Blue and white checks. (via Frank F. Smith)



No. 1 Sqdn. Blue/white checks  
Whenaipi. No. 2 Sqdn. Black/gold  
checks, Rongotai. No. 3 Sqdn. Blue/  
red checks, Wigram. No. 4 Sqdn.  
Blue/gold checks, Taieri.



NZ2420 of No. 1 Squadron. Serial in stencil style. (RNZAF via d'E. C. Darby)

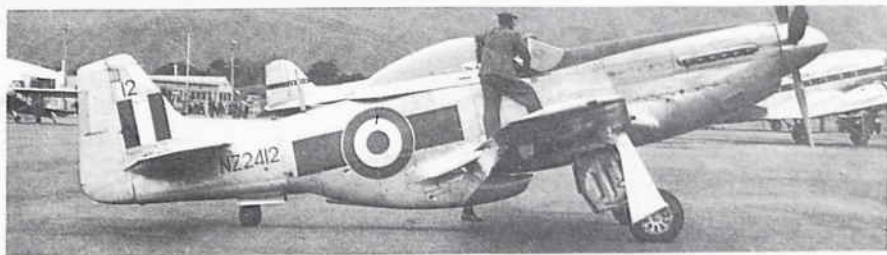


Line-up of Nos. 3 and 4 Sqdns. Note different anti-glare panel on 2409. Serials of first four a/c. NZ2409, 2417, 2410, 2430. (RNZAF via d'E. C. Darby)



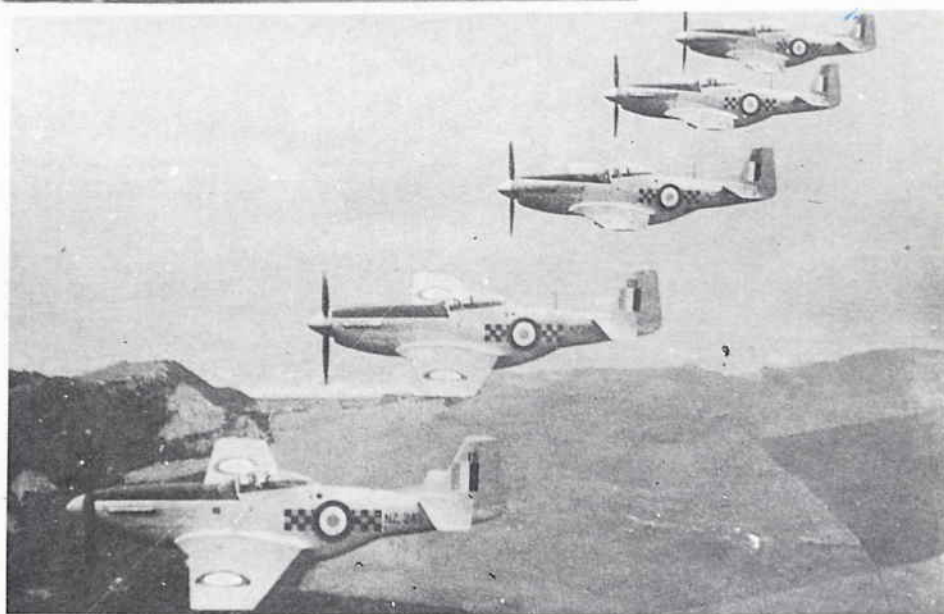
NZ2412, No. 3 Squadron. Note rocket attachment points. (d'E. C. Darby)

NZ2412 of No. 3 Squadron showing black/red check squadron markings. (d'E. C. Darby)



NZ2420 of No. 3 Squadron, natural metal with OD anti-glare panel. (d'E. C. Darby)

Very neat formation by No. 3 Squadron over the New Zealand coastline. (RNZAF via d'E. C. Darby)



NZ2417 Mustang Mk. IV of No. 3 Squadron. Note absence of last two digits of serial above fin flash. (RNZAF via d'E. C. Darby)



Mustang Mk. I of No. 414 Squadron, Royal Canadian Air Force. Note Maple Leaf insignia on cowling. Serial AM251. (IWM)

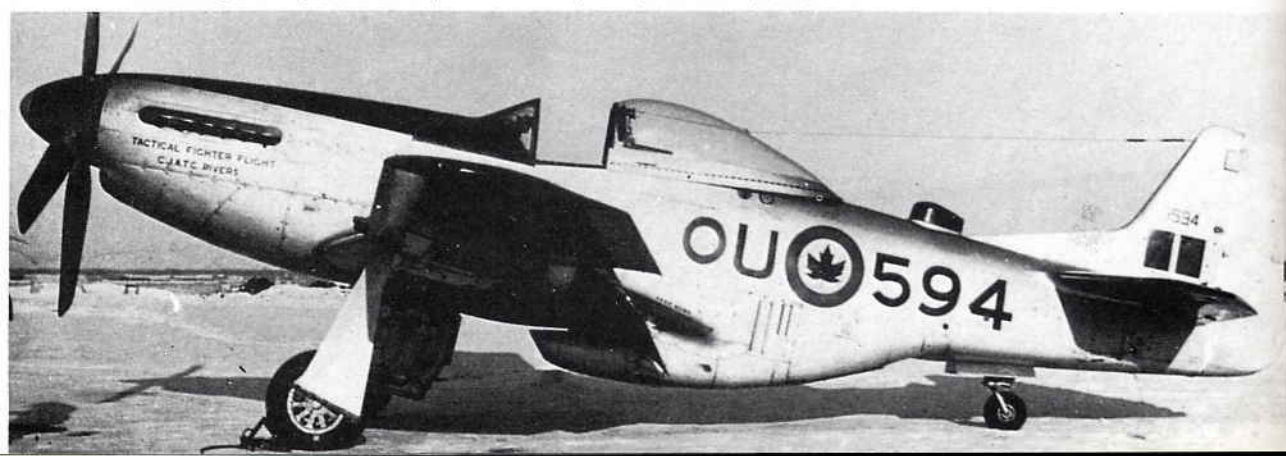


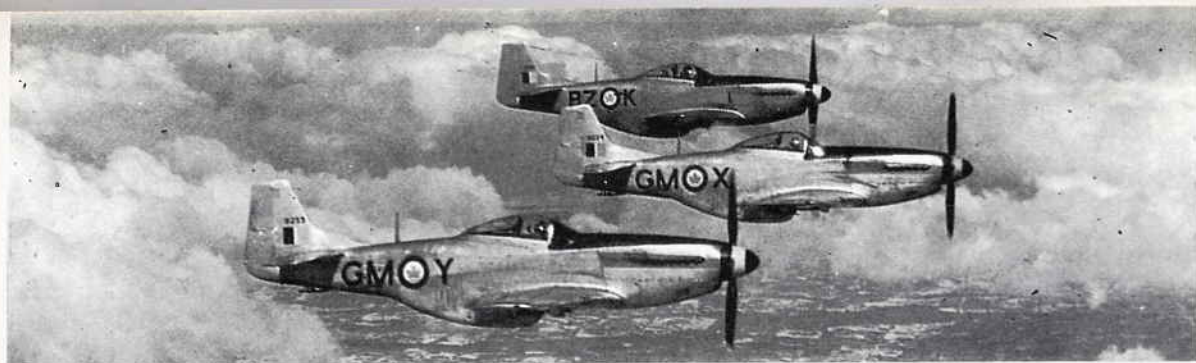
Nice flying shot of Mk. IV of Central Air Command Composite Flight, Trenton. Serial 9569. (RCAF)

FB-N, 9566 of the Experimental & Proving Establishment, Uplands, and DD-P, 9552 of the Central Flying School, Uplands. (RCAF)



9594 of the Tactical Fighter Flight, Canadian Joint Air Centre, Rivers, Manitoba. (RCAF)



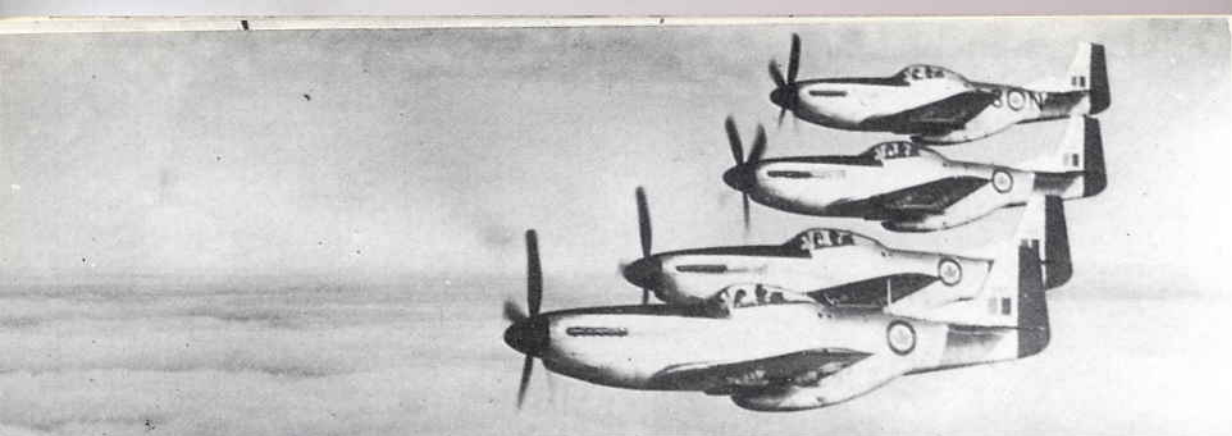


Mixed formation from No. 1 Flying Training School, (GM-) Centralia, Ontario, and single aircraft (BZ-) from the Air Armament School, Trenton. Serials Y 9233, X 9234, K 9354. Blue/white/blue spinners. (RCAF)



X and Y firing singles over the live practice range, apparently fitted with smoke producing gear. (RCAF)





Formation of Mustangs probably from the Experimental & Proving Establishment, Uplands. Spinner and fin blue, nearest a/c 9247. (RCAF)



Line-up of No. 420 'City of London' Auxiliary Sqdn. during Exercise 'Signpost'. (RCAF)



Mk. IV's of No. 402 'City of Winnipeg' Auxiliary Sqdn. (RCAF)



Bombed up Mustang of No. 403 Auxiliary Sqdn. White spinner, wing tips, and tail control surfaces. (RCAF)

Mk. IV of No. 403 Auxiliary Sqdn. in scheme as above. BA- code unknown. (RCAF)



1  
Mk. III, No. 126 Squadron, 2nd TAF, RAF, Luneberg, Germany, 1945.



2  
Mk. III, flown by Sqn.-Ldr. E. Horbaczewski, DSO, DFC,  
while commanding No. 315 Squadron, summer 1944.



3  
Mk. III, flown by Wing-Cdr. H. A. C. Bird-Wilson, DFC,  
while leading the Perranporth Wing, late 1944.



4  
Mk. III, No. 315 'Deblin' (Polish) Squadron, RAF, flown by Capt. Knight-Kwiciński,  
also flown by Sqn.-Ldr. E. Horbaczewski.



5  
Mk. IV, No. 303 'Kosciusko' (Polish) Squadron, RAF, 1945.



6  
Mk. IV No. 19 Squadron, flown by FLt J. Dooly, Molesworth, 1945.



1 Mk. III, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, Desert Air Force, Iesi, Italy, October 1944. Serial HB925.



2 Mk. IV, No. 112 'Shark' Squadron, No. 239 Fighter Bomber Wing, Desert Air Force, Cervia, Italy, May 1945. Serial KH774.



3 Mk. III, No. 250 'Sudan' Squadron, No. 239 Fighter Bomber Wing, Desert Air Force, Montegliano, Italy, March 1945. Serial unknown.



4 Mk. IV, No. 5 SAAF Squadron, No. 7 SAAF Wing, Desert Air Force, Lavariano, Italy, May 1945. Serial unknown.



5 Mk. IV, No. 2 'Cheetah' Squadron, SAAF, Korea.



6 Mk. IV, No. 2 'Cheetah' Squadron, SAAF, Korea.



1  
Mk. III, No. 3 RAAF Squadron, No. 239 Fighter Bomber Wing,  
Desert Air Force, RAF, Italy, 1944-45.



2  
Mk. IV, No. 3 RAAF Squadron, No. 239 Fighter Bomber Wing, Desert Air Force, RAF,  
Flown by Sqn.-Ldr. Murray Nash, Squadron O.C., Italy 1945.



3  
Mk. III, No. 450 RAAF Squadron, No. 239 Fighter Bomber Wing,  
Desert Air Force, RAF, Italy 1945.



4  
Mk. IV, No. 76 Squadron, Royal Australian Air Force.



5  
Mk. IV, No. 84 Squadron, Royal Australian Air Force, Townsville,  
Victoria. Flown by Sqn.-Ldr. G. A. Cox, Squadron O.C.



6  
Mk. IV, No. 77 Squadron, Royal Australian Air Force, Iwakuni Japan, Sept. 1950.  
Flown by Wing-Cdr. Louis Spence, DFC.



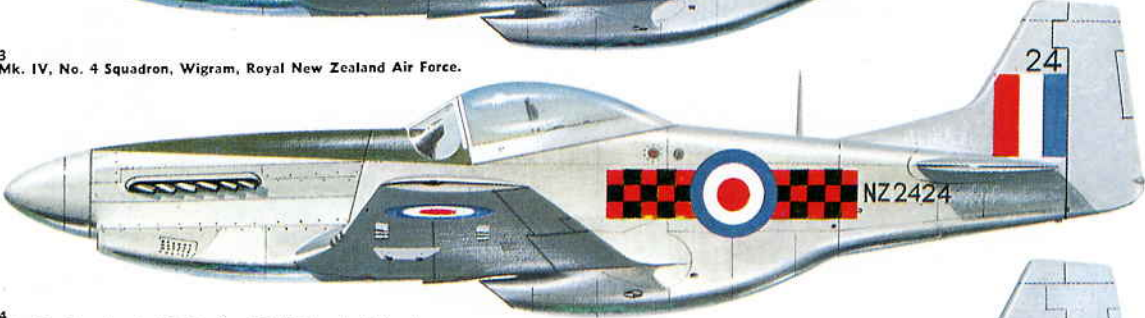
1 Mk. IV, Royal New Zealand Air Force.



2 Mk. IV, No. 1 Squadron, Whenuapai, Royal New Zealand Air Force.



3 Mk. IV, No. 4 Squadron, Wigram, Royal New Zealand Air Force.



4 Mk. IV, Experimental & Proving Establishment, Uplands, Royal Canadian Air Force.



5 Mk. IV, No. 402 'City of Winnipeg' Auxiliary Squadron, Royal Canadian Air Force.



6 Mk. IV, Central Air Command Composite Flight, Trenton, Royal Canadian Air Force.



1 F-6C, 2nd Escadre, Groupe Reconnaissance II/33 'Savoie', French Air Force, Dijon, France.



2 F-6D, 2nd Escadre, Groupe Reconnaissance II/33 'Savoie', French Air Force, Dijon, France.



3 F-6D, 2nd Escadre, Groupe Reconnaissance II/33 'Savoie', French Air Force, Algeria.



4 F-51D, 4th Stormo C.T., Italian Air Force, 1951.



5 F-51D, 6th Stormo C.T., Italian Air Force, 1950.



6 F-51D, Rome Zone Communications Squadron, Italian Air Force.



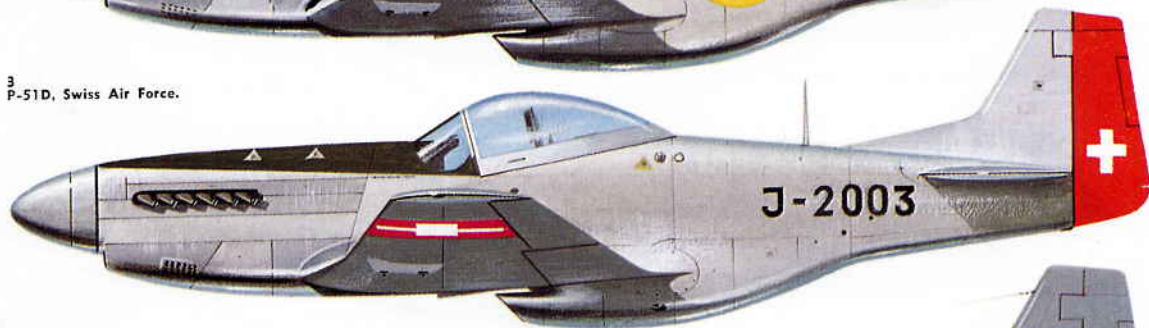
1  
P-51B, J 26, F 16 Wing, Uppsala, Swedish Air Force. Serial 26001. Ex USAAF.



2  
P-51D, J 26, F 16 Wing, Uppsala, Swedish Air Force. Serial 26032.



3  
P-51D, Swiss Air Force.



4  
P-51D, Israeli Defence Force/Air Force.



5  
P-51D, Israeli Defence Force/Air Force.



6  
F-51D, Somali Air Force.



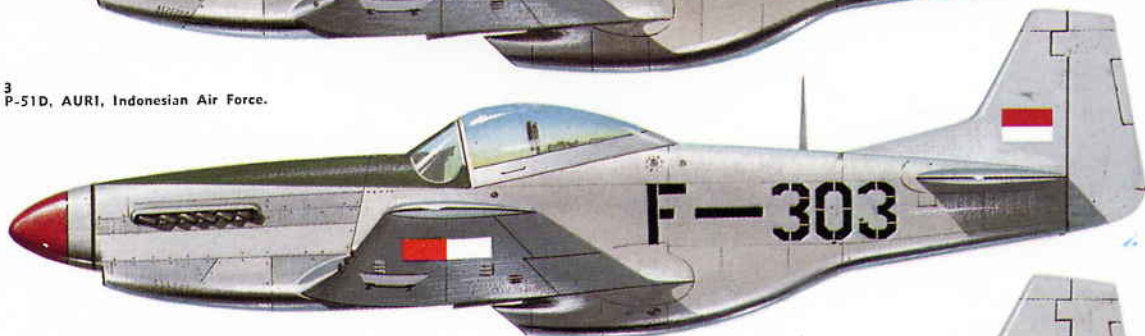
1  
P-51D, 122 Squadron, Netherlands East Indies Air Force.



2  
P-51D, 122 Squadron, Netherlands East Indies Air Force.



3  
P-51D, AURI, Indonesian Air Force.



4  
P-51D, AURI, Indonesian Air Force.



5  
F-51D, South Korean Air Force, flown by Col. Dean E. Hess,  
USAF, Legend 'By Faith I Fly'. 18 on fuselage.



6  
F-51D, Uruguayan Air Force.



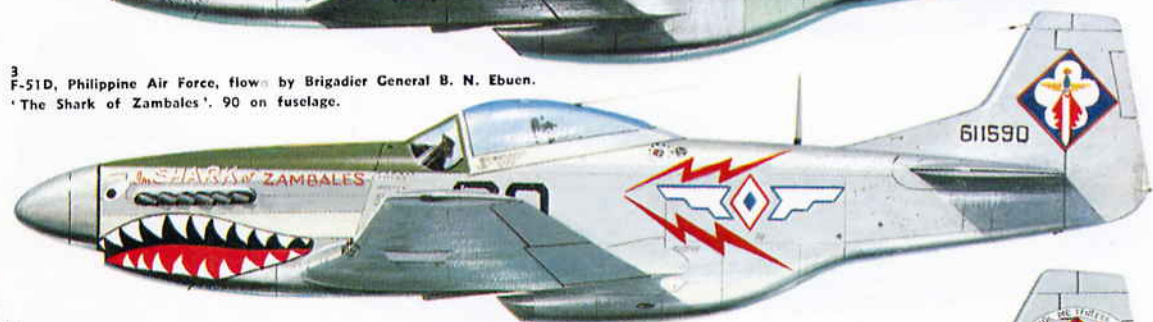
1 F-51D, Dominican Military Air Corps.



2 F-51D, Haiti Air Force. Serials 15650-5.



3 F-51D, Philippine Air Force, flown by Brigadier General B. N. Ebuena. 'The Shark of Zambales'. 90 on fuselage.



4 F-51D, Philippine Air Force, flown by Brigadier General B. N. Ebuena. 'The Shark of Zambales'. 001 on fuselage.



5 P-51D, 27th Fighter Squadron, 5th Fighter Group, Chinese American Composite Group, Chinese Air Force, Chichiang, China, July 1945.



6 P-51D, Chinese Communist Air Force, ex Chinese Air Force.





F-6D of 2nd Escadre, Groupe Reconnaissance II/33 'Savoie', French Air Force, Algeria. Serial 414683. (J. C. Cuny)

F-6D of GC II/33 'Savoie' flying over Algeria. Apart from their normal reconnaissance duties the F-6D's were used extensively on Geological Survey work and were instrumental in locating the large natural gas deposits in Algeria. Serial 414743. (J. C. Cuny)



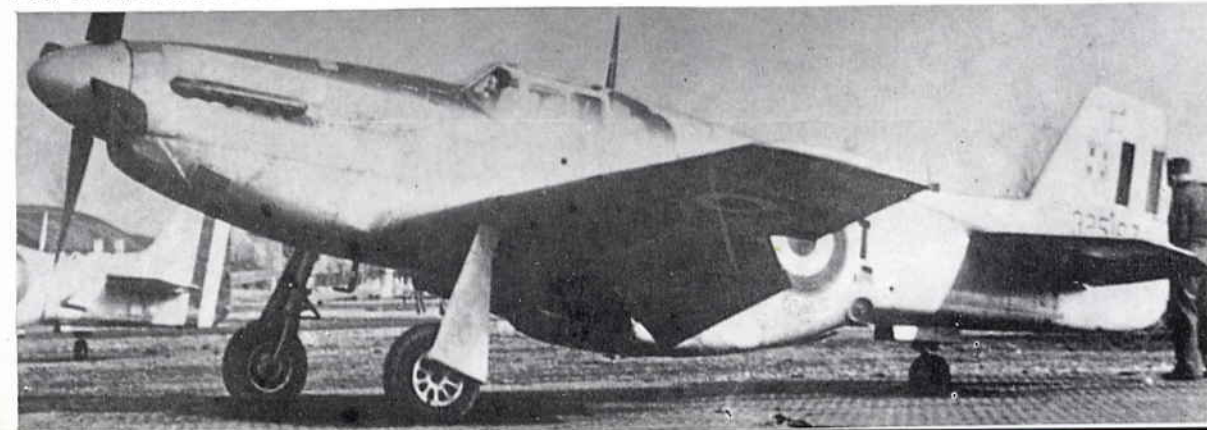
F-6C of GC II/33, French Air Force at Dijon, France, 1965. (via G. Cattaneo)



Unit insignia detail.  
 Bird blue/grey on  
 dark blue ring. Coat  
 of Arms of Savoie white  
 cross on red shield with  
 yellow surround. Savoie in black.



F-6C, GC II/33, aircraft letter only 'I'. Serial 325167. (S. P. Peltz)





P-51D with camera pod under port wing, black lettering. (via Hugo Hooffman)



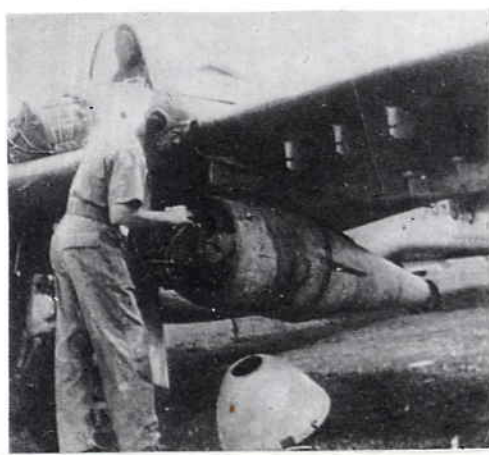
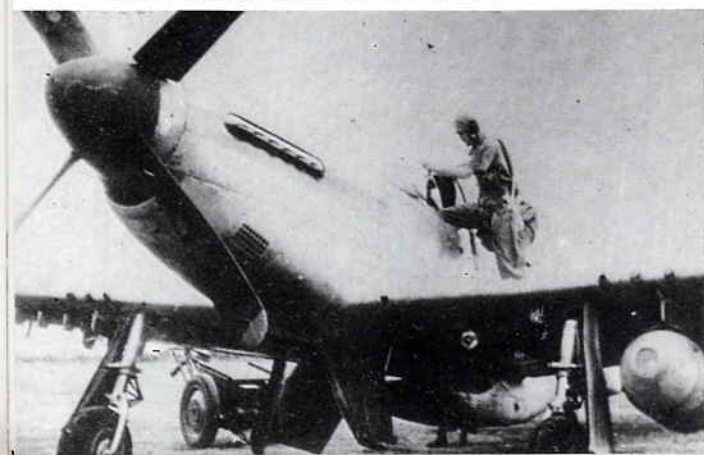
P-51D of the Netherlands East Indies Air Force, probably No. 121 Sqdn. Red spinner. (via Hugo Hooffman)



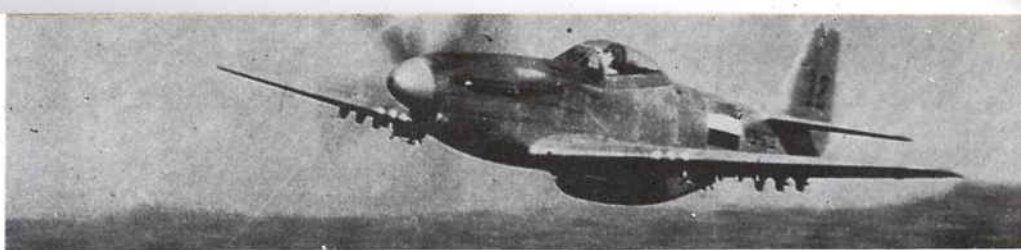
Tight formation of NEIAF Mustangs, H3-315 with 'sharkmouth' nearest camera. (via Hugo Hooffman)

H3-315 with camera pod, red spinner. (via G. H. Kamphuis)

Camera pod detail, H3-315. (via G. H. Kamphuis)

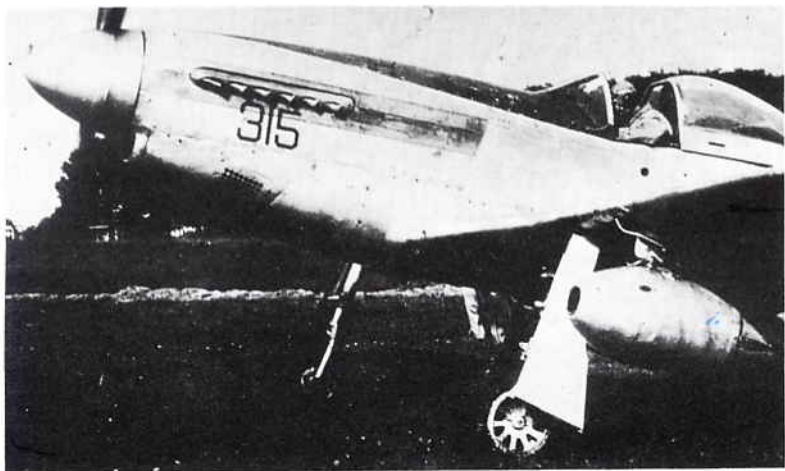


H3-312 making a low pass over the airfield.  
(via G. H. Kamphuis)



H3-330 armed with rockets, red spinner. (via G. H. Kamphuis)

H3-315 again showing camera pod detail.  
(via Hugo Hooftman)

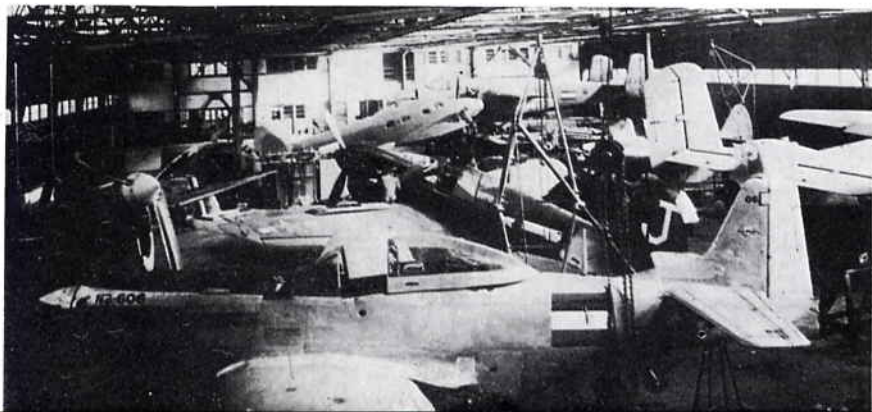


H3-309 coming in to land.  
(via G. H. Kamphuis)

#### *Netherlands East Indies Air Force*

In 1945 40 P-51Ds were supplied to the Dutch forces operating in the South-West Pacific area with the R.A.A.F., 121 and 122 Squadrons being re-equipped with these at the same time as the Australian 81 Wing, but they were too late to see any action against the Japanese. They subsequently operated alongside Mitchells and Spitfires in the Netherlands East Indies against Indonesian Nationalist guerillas. In June 1950 when the Dutch moved out, the remaining Mustangs were handed to the embryo Indonesian Air Force.

P-51D, N3-306, Kittyhawks and Mitchells in hanger at Darwin, 1945. (via Frank F. Smith)

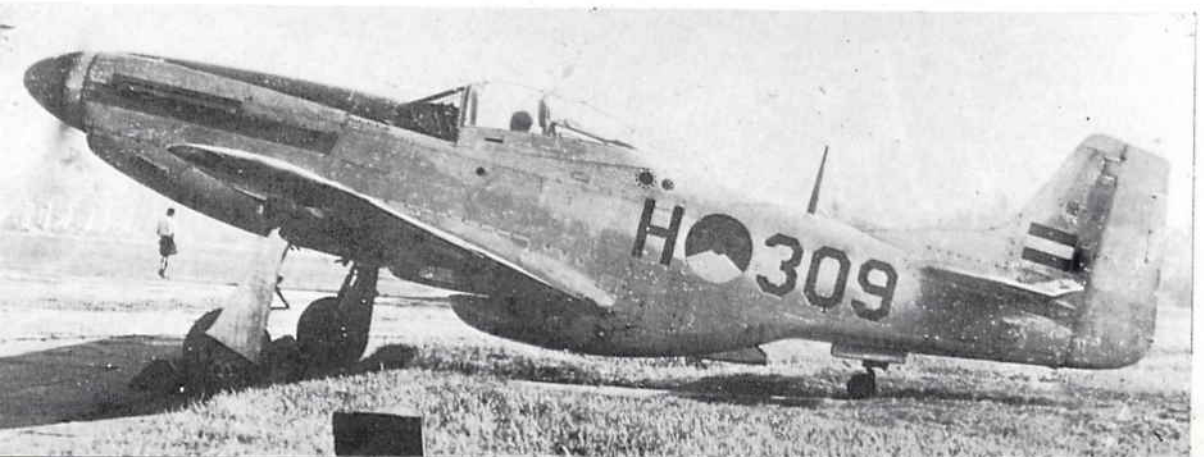




Tidy formation of NEIAF Mustangs, H-340 and 322 with blue spinners, 319 and 321 with red. (via Hugo Hooftman)



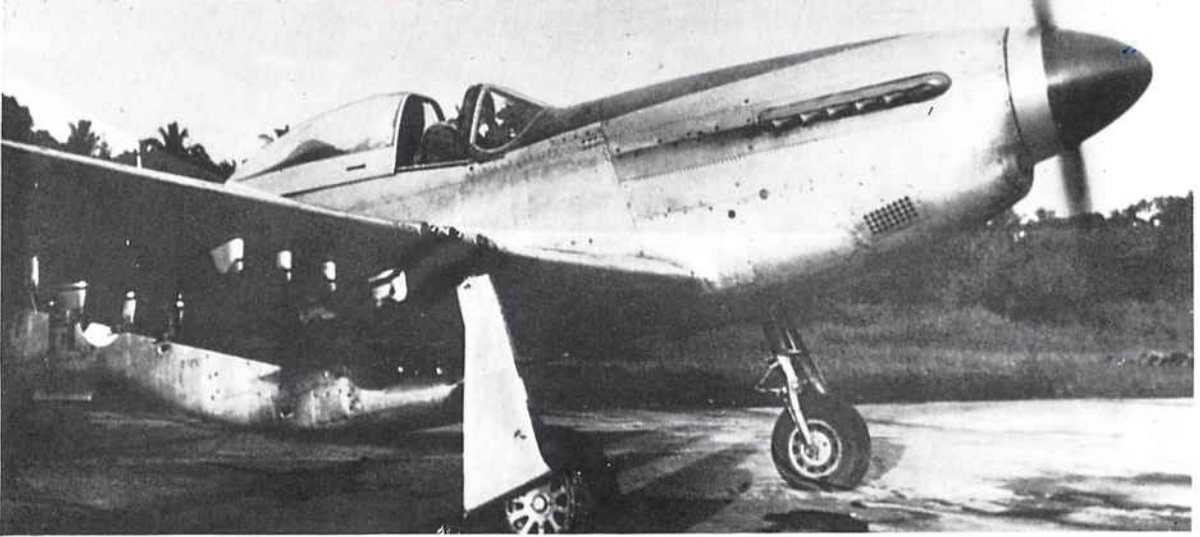
H-307, red spinner, note solid lettering, 340 and 319 above with stencil style. H-309, below, also with red spinner. (both photos via Hugo Hooftman)





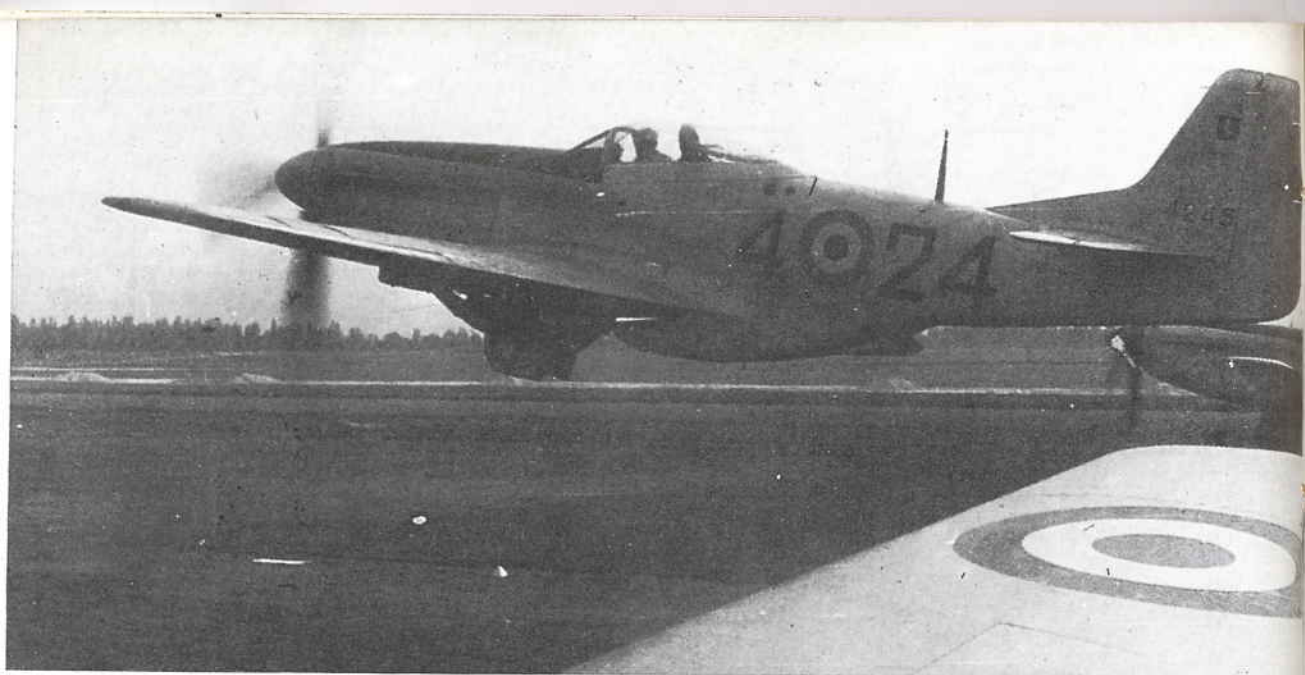
Same formation as on preceding page, H-321 stencil style lettering. (via G. H. Kamphuis)

Mustang nose detail, also showing rocket attachment points. (via Hugo Hooftman)



Formation of three AURI Mustangs flying over the Sawah's of Java, flown by Dutch and American pilots. (via Hugo Hooftman)





Magnificent take-off shot of 4th Stormo Mustangs, note 'Cavallino Rampante' insignia. (via G. Cattaneo)

4-12 and 4-16 of the 4th Stormo, Italian Air Force. Serials, stencil style, 4-12 4300, 4-16 4249, note on the latter 'Cavallino Rampante' insignia, black horse on white shield. (via G. Cattaneo)



Formation of 4th Stormo Mustangs high over the Italian countryside. (via G. Cattaneo)



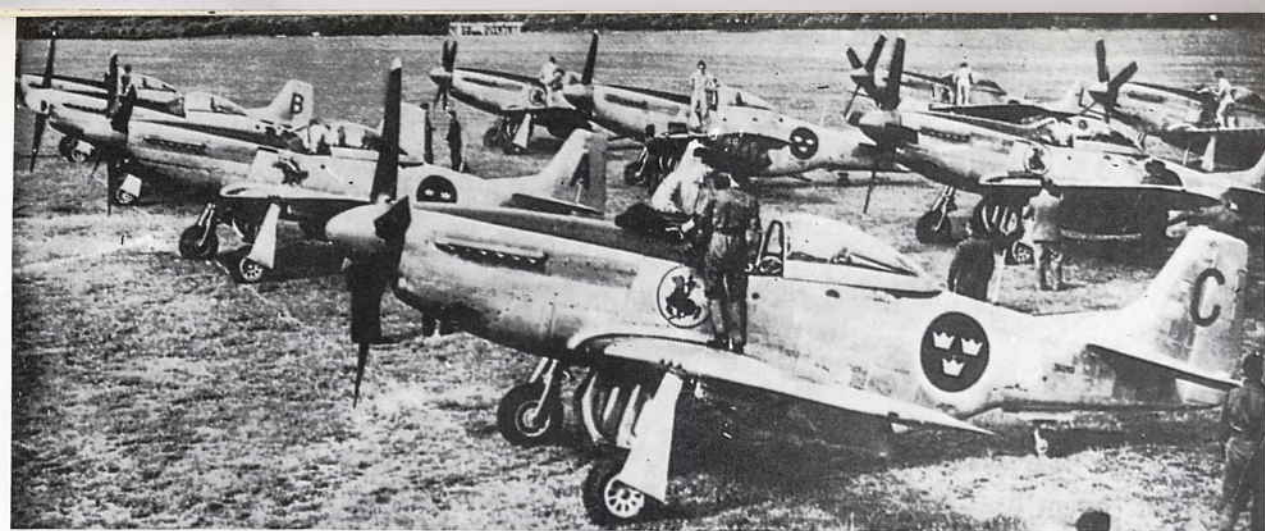


Line-up of 6th Stormo Mustangs, note black wing walk port and starboard. (Italian Air Force)

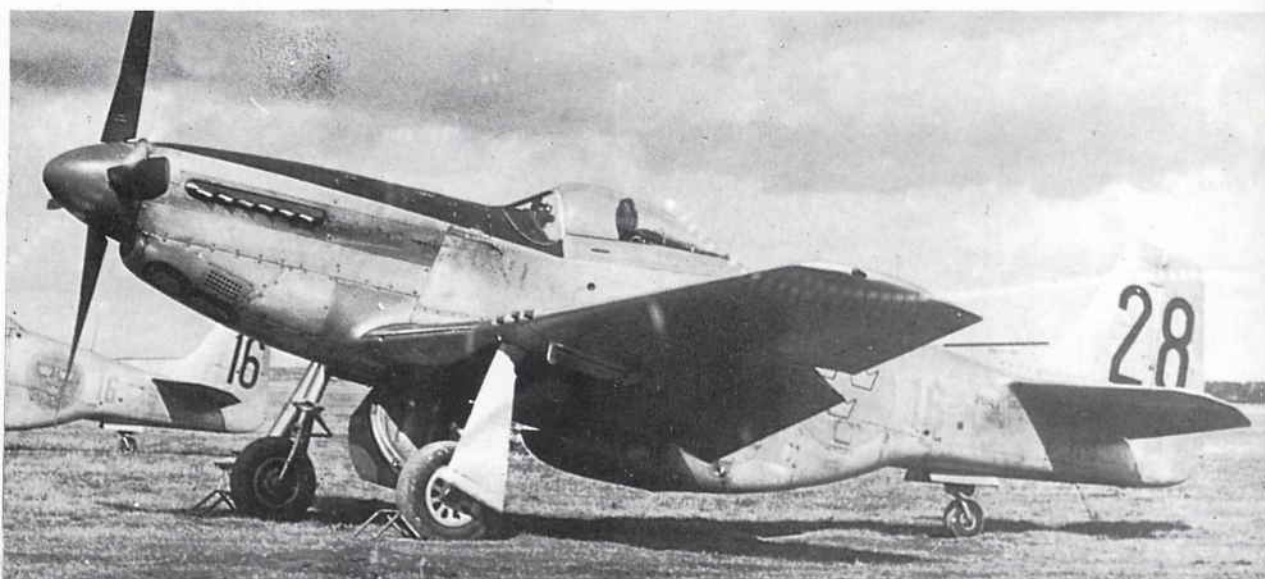


Colourful Mustang of the Rome Zone (ZR) Communications Unit, see colour illustration. (via G. Cattaneo)



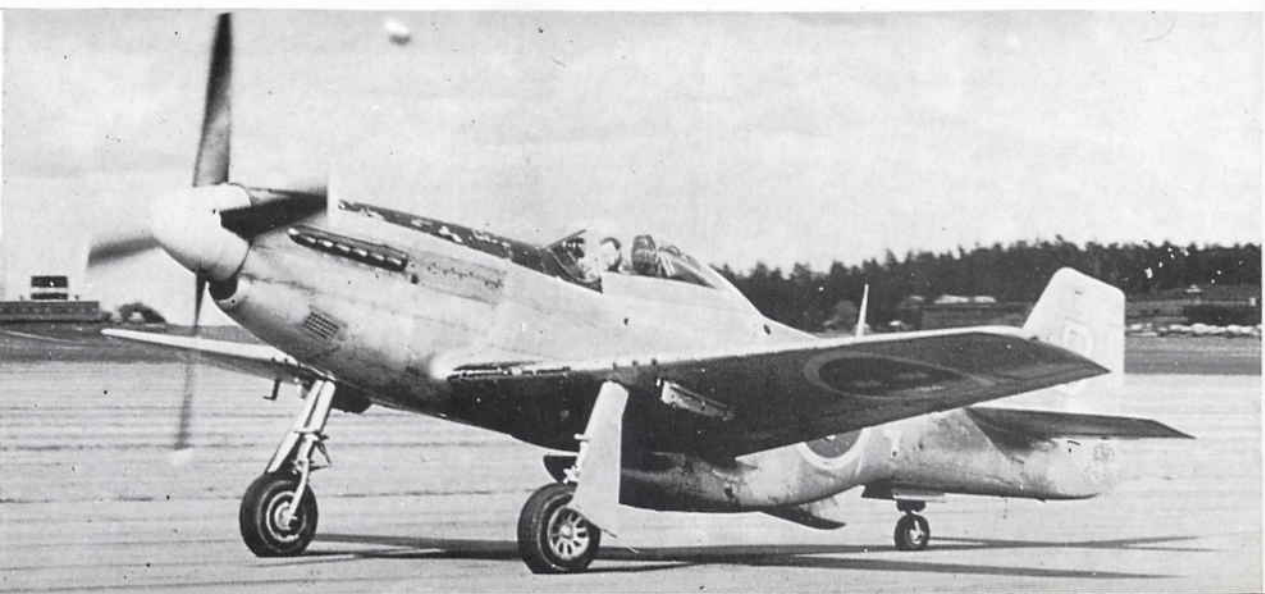


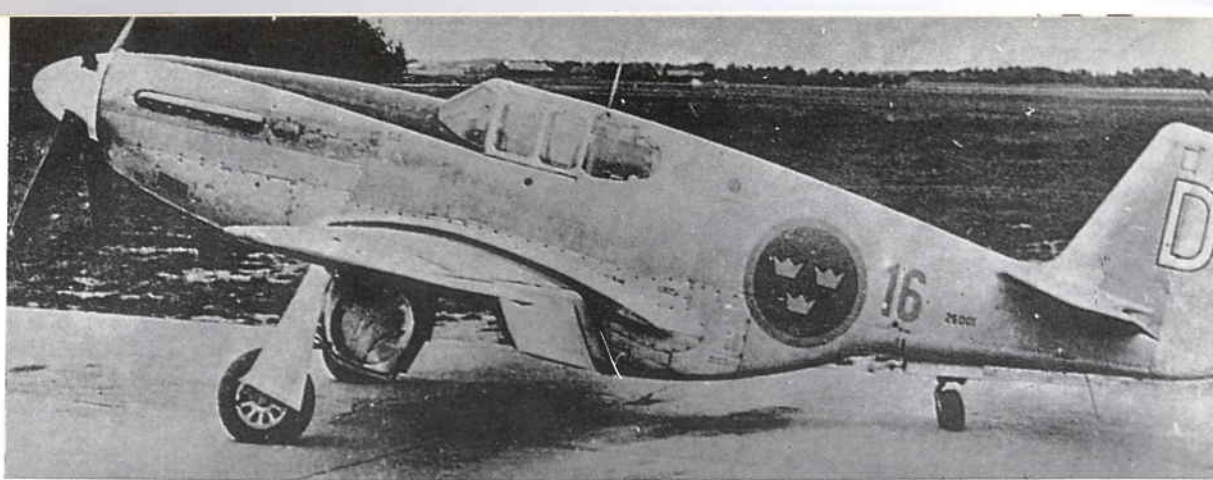
1st Division of the F 16 Wing, Swedish Air Force, Photo taken at Uppsala, 1947. (via Bo Widfeldt)



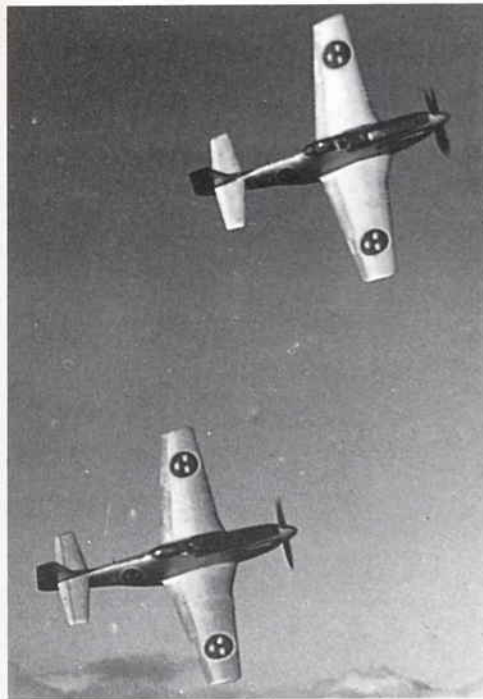
Mustang of the 2nd Division, F 16 Wing, serial 26143. Blue spinner and number. (via Bo Widfeldt)

J 26 Mustang of the F 4 Wing, Staff aircraft, white spinner and B outlined black on tail. (via Bo Widfeldt)

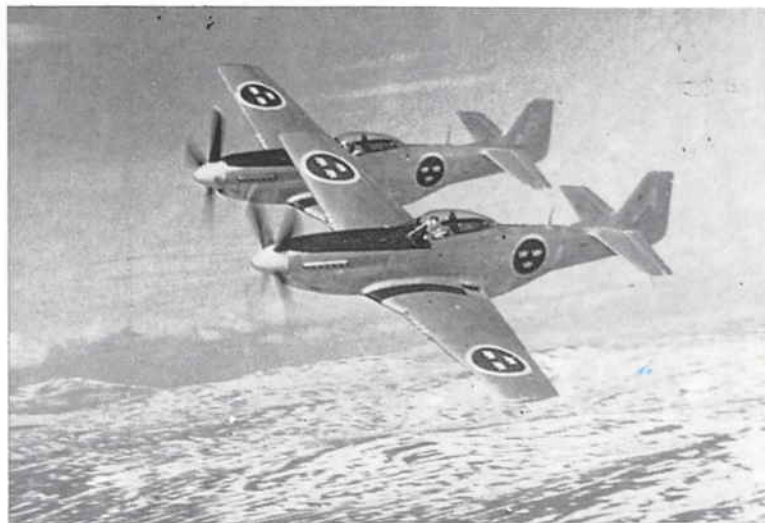




J 26, Staff aircraft F 16 Wing, ex USAAF P-51B 43-6365 'Z Hub' which forced landed in Sweden during the war. (via Bo Widfeldt)



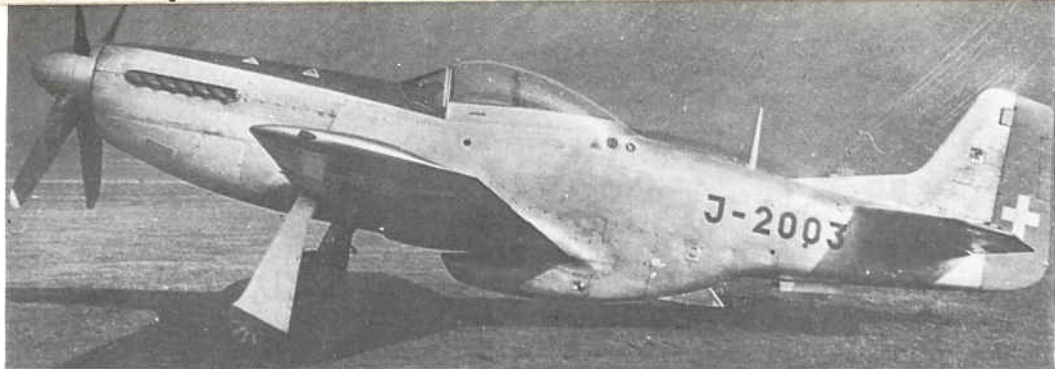
Two Mustangs of the F 4 Wing. (Swedish Air Force)



Close flying pair of Mustangs from the F 4 Wing, probably 3rd Division, yellow spinner and letter. (Swedish Air Force)

J 26 Mustang of the F 4 Wing, probably 3rd Division. A/c letter T. (Swedish Air Force)





P-51D of the Swiss Air Force, see colour illustration.. (via G. Apostolo)

Swiss P-51D showing later style insignia, preserved aircraft. (David W. Menard)



Israeli Defence Force/Air Force Mustang, see colour illustration. (S. P. Peltz)



IDF/AF Mustang, see illustration inside front cover. (via Bo Widfeldt)

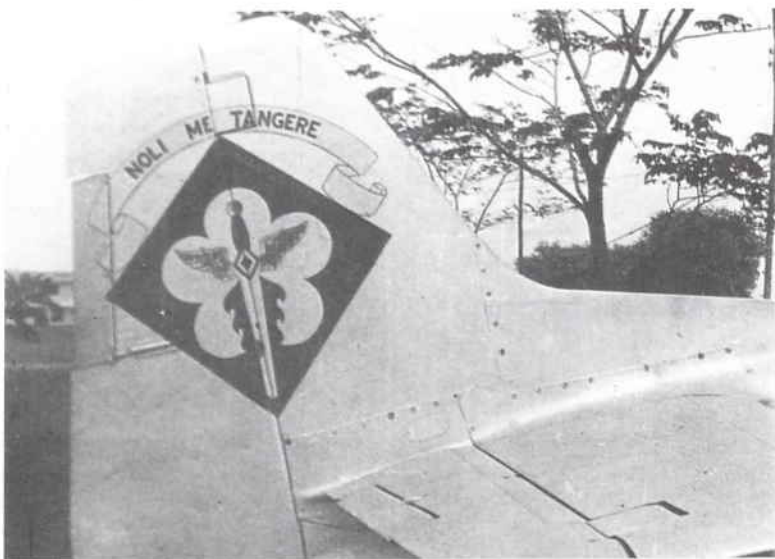
IDF/AF Mustang modified for photo-recce, preserved a/c. (S. P. Peltz)



F-51D of the Philippine Air Force.



F-51D flown by Brigadier General B. N. Ebu, see colour illustration. (D. W. Menard)

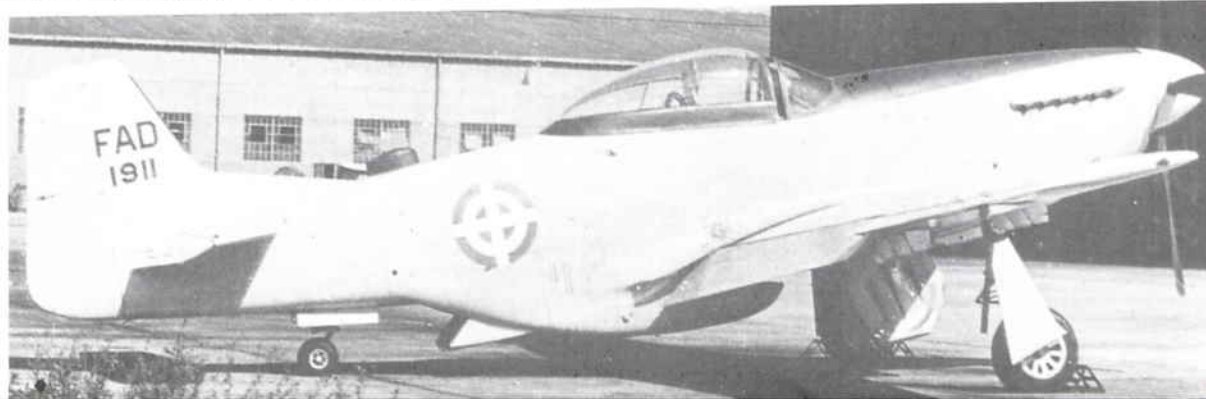


Insignia detail of 001. (D. W. Menard)



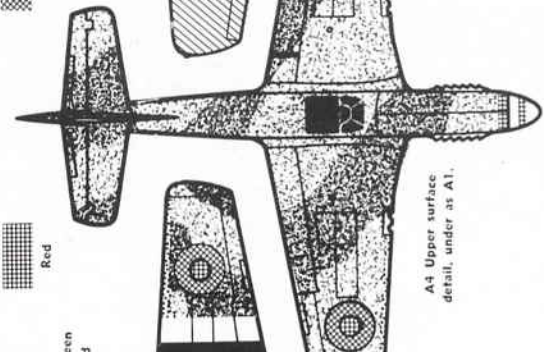
Nose detail of 001 'The Shark of Zambales'. (D. W. Menard)

F-51D of the Dominican Air Force. OD anti-glare panel and canopy frame. (Bo Widfeldt)

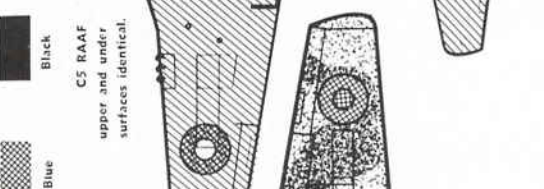




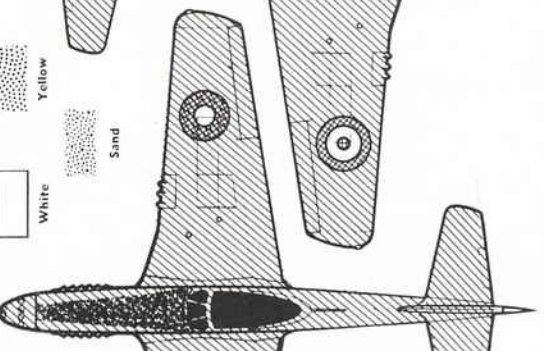
A2 Standard RAF Dark Green and Grey upper surface. This a/c also flew with single white wing bands.



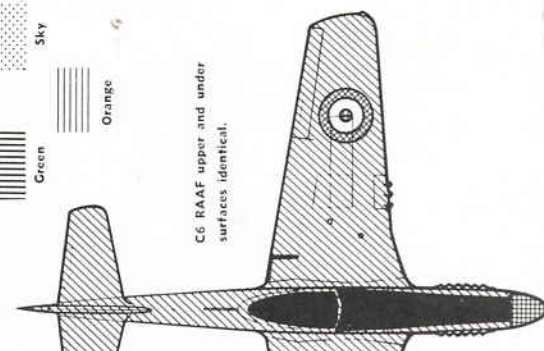
A4 Upper surface detail, under as A1.



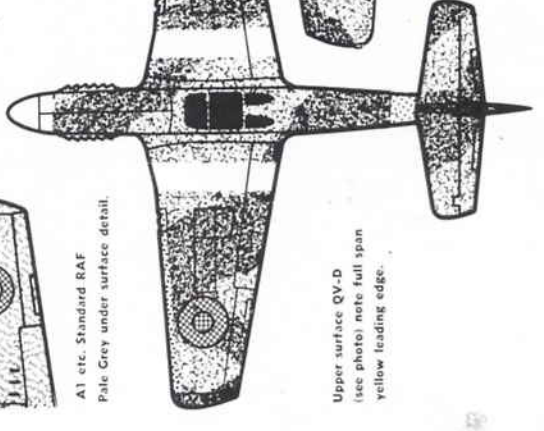
C5 RAAF upper and under surfaces identical.



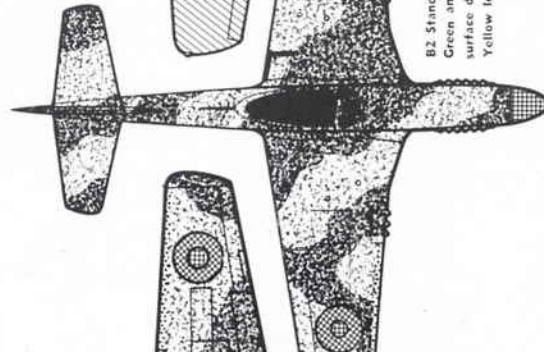
C6 RAAF upper and under surfaces identical.



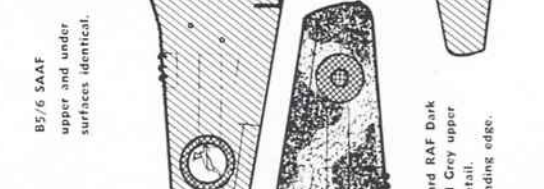
A1 etc. Standard RAF Pale Grey under surface detail.



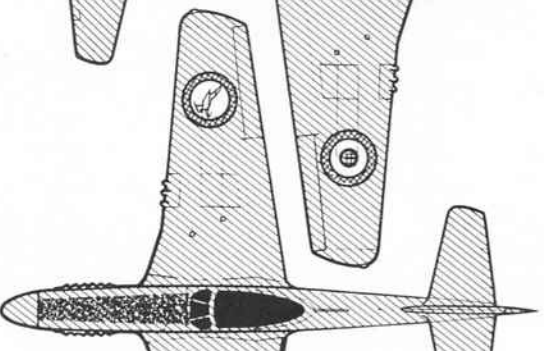
Upper surface QV-D (see photo) note full span yellow leading edge.



B2 Standard RAF Dark Green and Grey upper surface detail. Yellow leading edge.

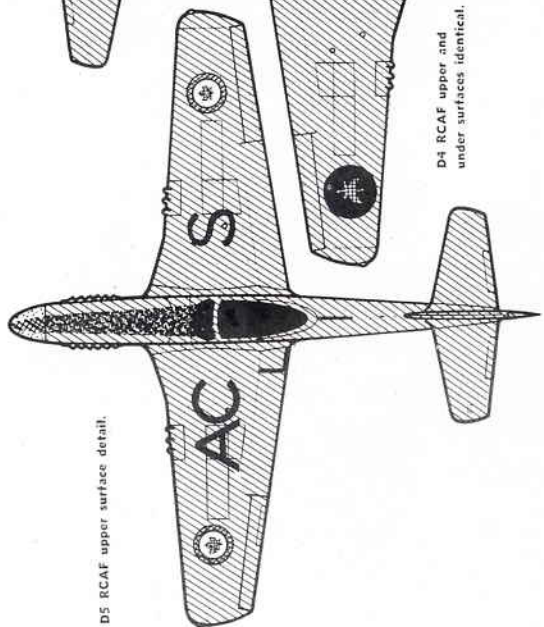


B5/6 SAAF upper and under surfaces identical.

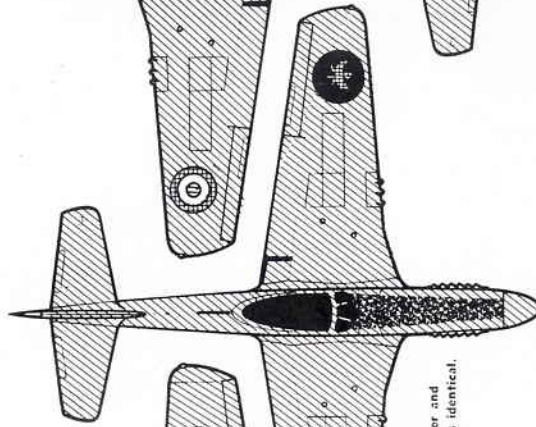


D2/3 RNZAF upper and under surfaces identical.

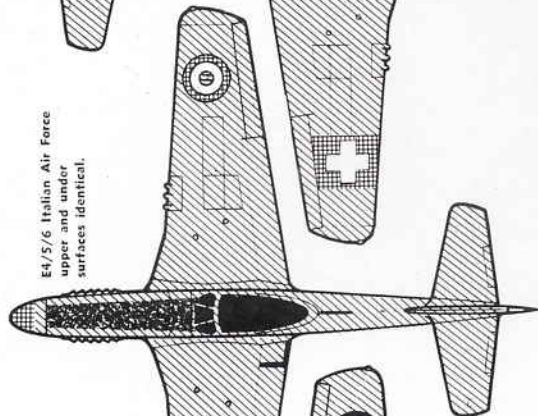
D5 RCAF upper surface detail.



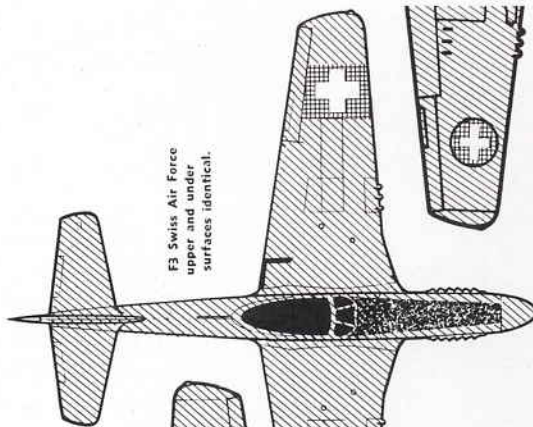
D4 RCAF upper and under surfaces identical.



E4/5/6 Italian Air Force upper and under surfaces identical.

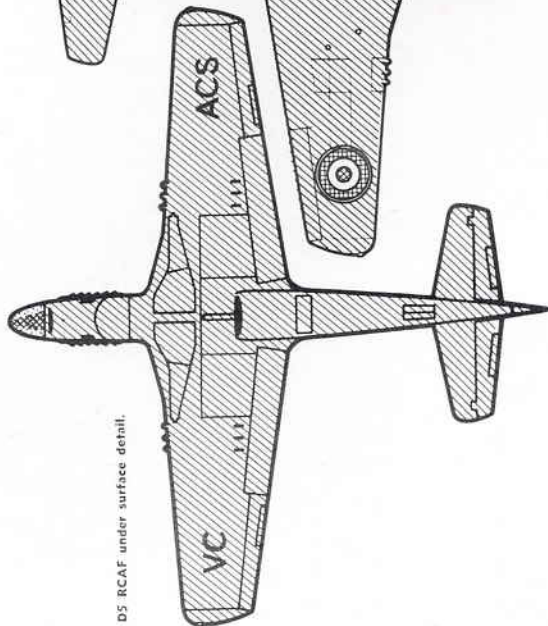


F3 Swiss Air Force upper and under surfaces identical.

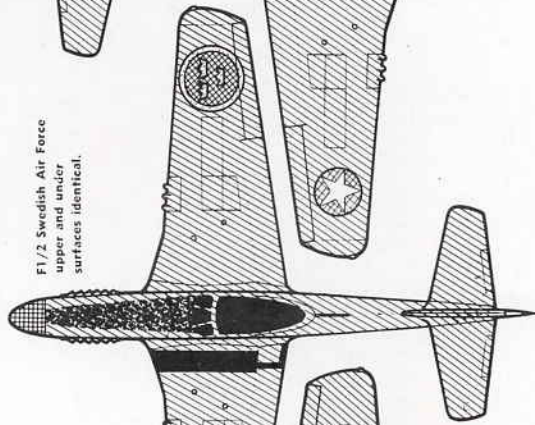


Swiss Air Force late presentation of national insignia (see photo).

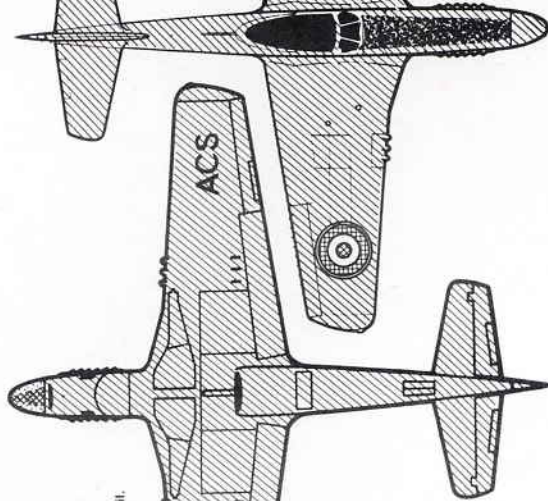
D5 RCAF under surface detail.



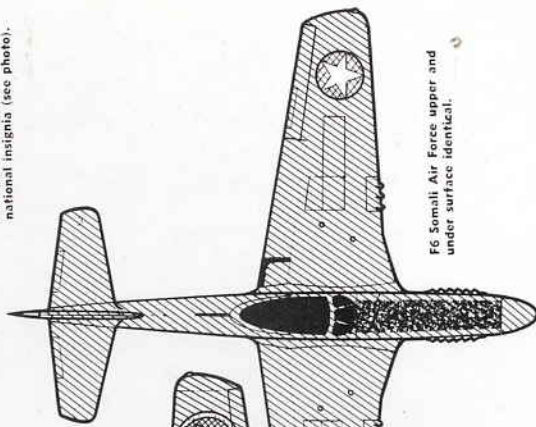
F1/2 Swedish Air Force upper and under surfaces identical.



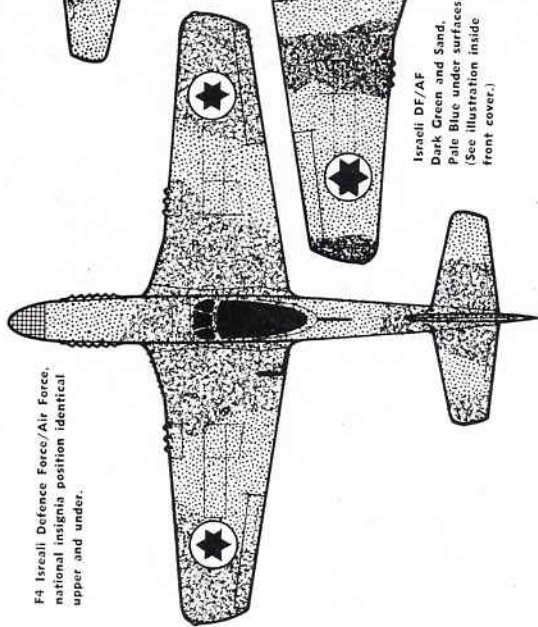
E1/2/3 French Air Force upper and under surfaces identical.



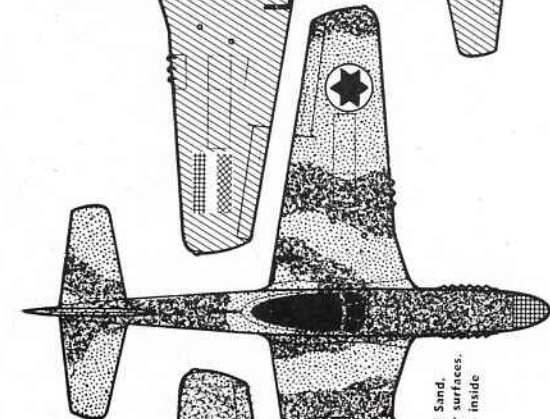
F6 Somali Air Force upper and under surface identical.



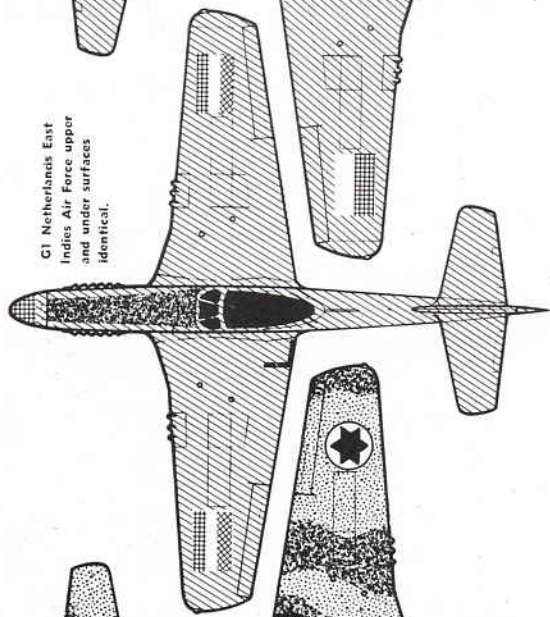
F4 Israeli Defence Force/Air Force,  
national insignia position identical  
upper and under.



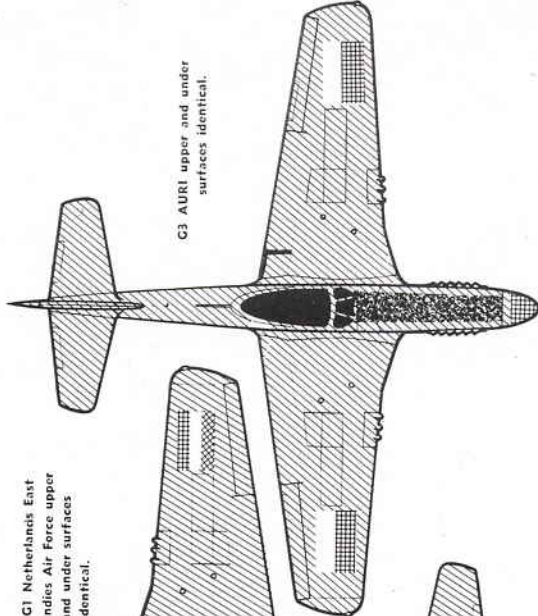
Israeli DF/AF  
Dark Green and Sand,  
Pale Blue under surfaces.  
(See illustration inside  
front cover.)



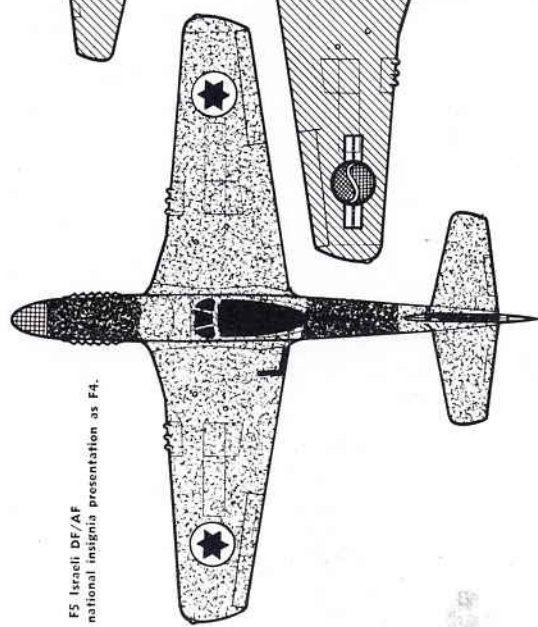
G1 Netherlands East  
Indies Air Force upper  
and under surfaces  
identical.



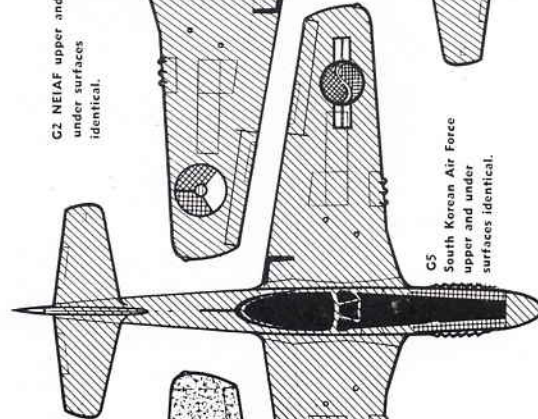
G3 AURI upper and under  
surfaces identical.



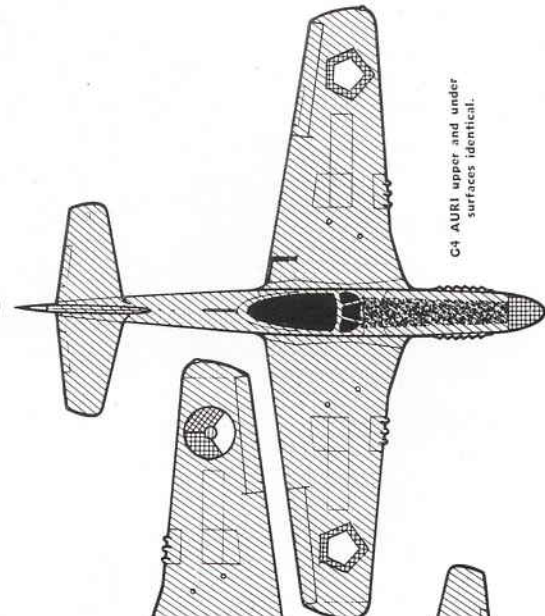
F5 Israeli DF/AF  
national insignia presentation as F4.



G2 NEIAF upper and  
under surfaces  
identical.



G5  
South Korean Air Force  
upper and under  
surfaces identical.



G4 AURI upper and under  
surfaces identical.



E6 Rome Zone Communications Sqn. Blue/white/yellow, brown wolf's head.



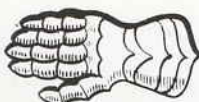
E5 6th Stormo CT. Black and white cat, green mite.



E4 4th Stormo CT. White horse on black shield.



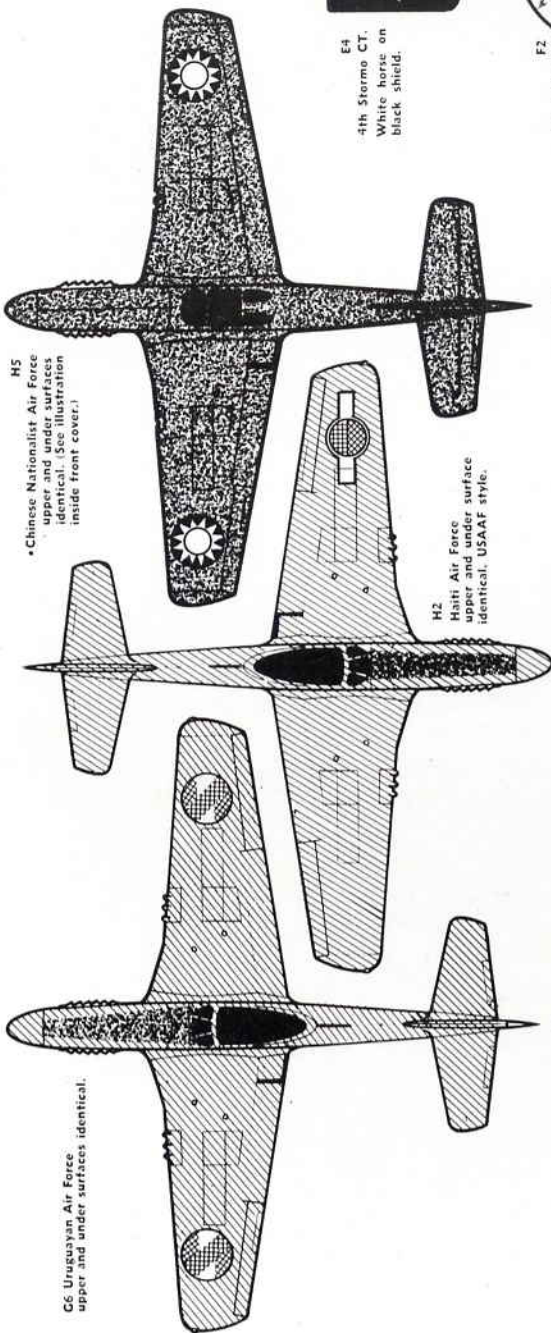
variation.  
F2 1st Division, F 16 Wing Black horse Red Indian



A3 Gauselhof markings on rudder. Pale grey outlined black.



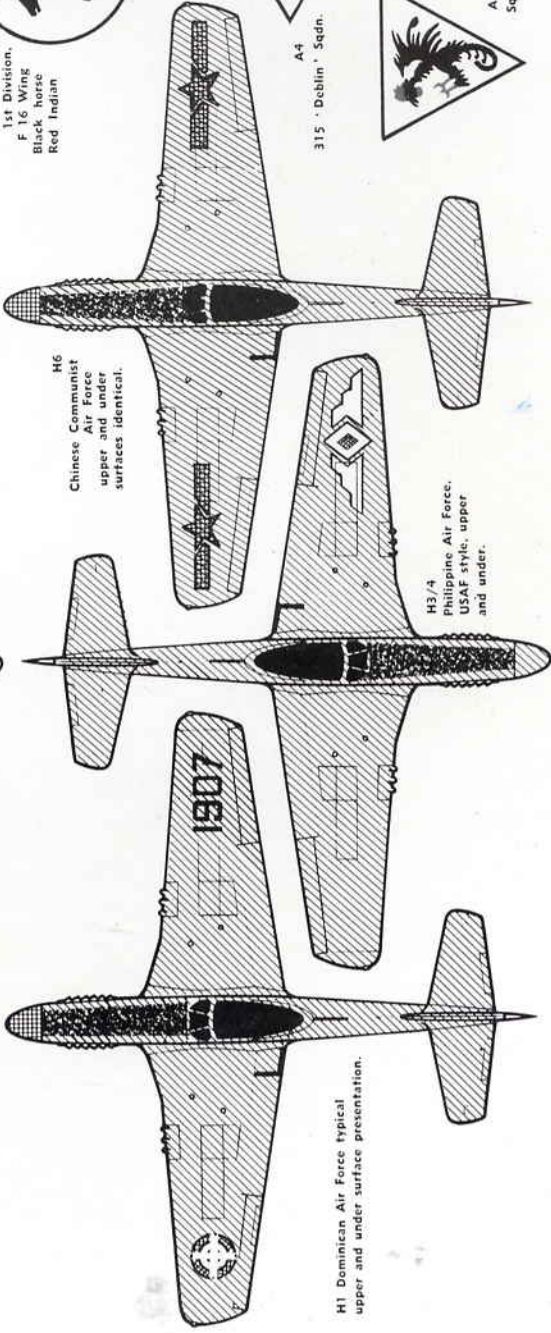
A2 Marking detail of Sqdn. - Ldr. E. Horbaczewski. 315 - Dublin - Sqdn.



H5 Chinese Nationalist Air Force upper and under surfaces identical. (See illustration inside front cover.)

H2 MiG Air Force upper and under surface identical. USAF style.

H6 Chinese Communist Air Force upper and under surfaces identical.



H1 Dominican Air Force typical upper and under surface presentation.

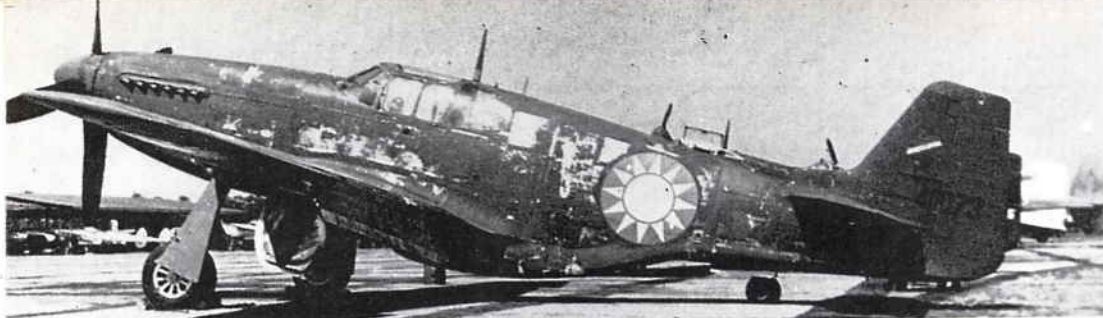
H3/4 Philippine Air Force. USAF style, upper and under.



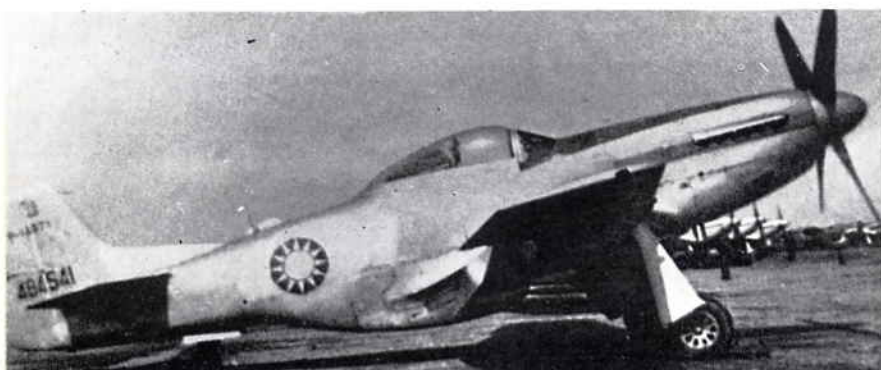
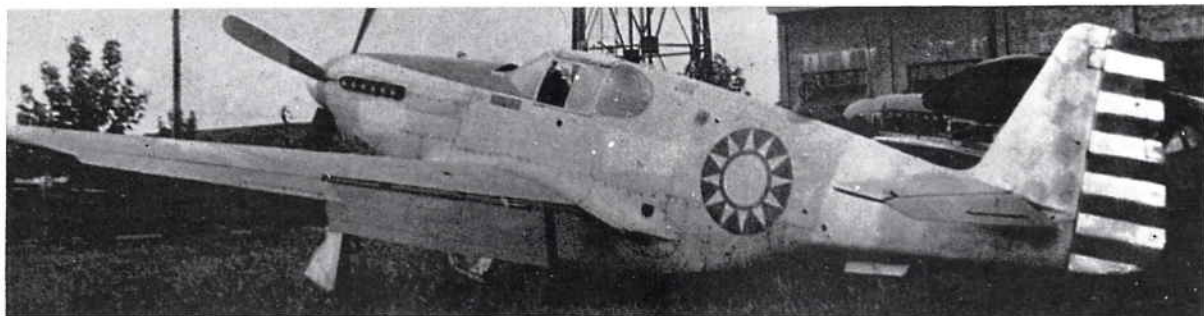
A4 315 - Dublin - Sqdn.



Black Cock, yellow legs, Red comb.



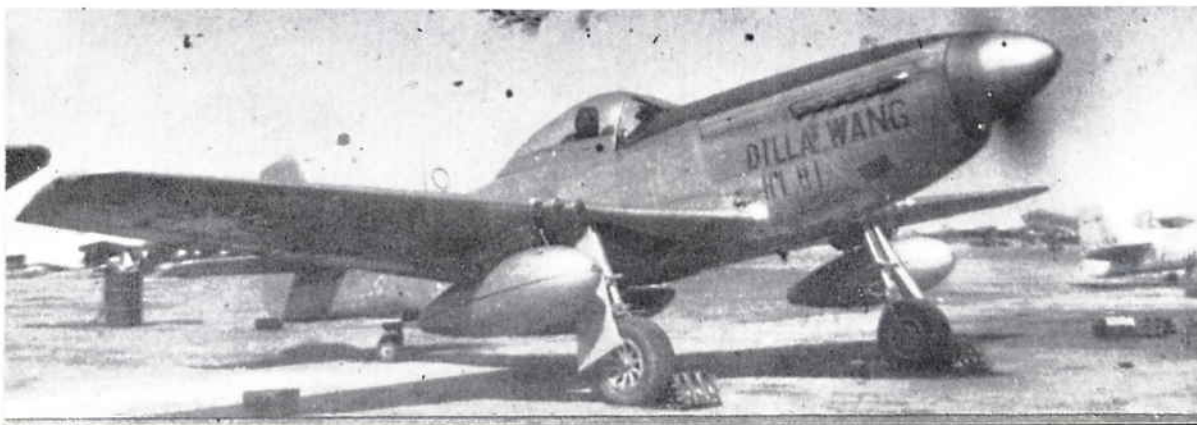
P-51C of the Chinese Nationalist Air Force, standard USAAF OD and Grey scheme. (Peter M. Bowers)



P-51C, Chinese Nationalist Air Force apparently ex 1st Air Commando Group, note checks showing through on tail and fuselage. Back of prop blades painted grey, blue and white stripes on rudder. Kangwan Field, 1946. (via Earl Reinert)



P-51D's of the 27th Fighter Sqdn., 5th Fighter Group, Chinese American Composite Group, CAF, Chichiang Field, China, July 1945. 787 'My Patsy' white on blue. (Earl Reinert)

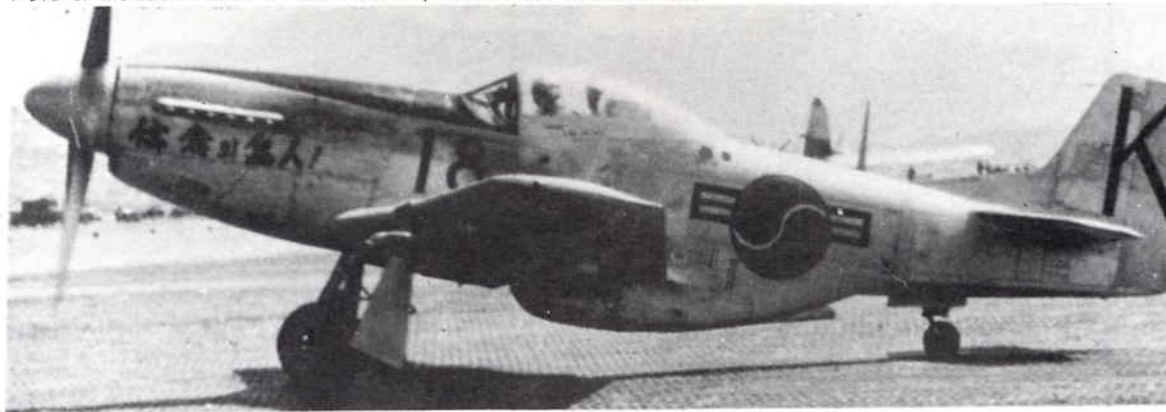


P-51D 'Dilla Wang Hi Hi', Kangwan Field, China, 1946. (via Earl Reinert)



Line-up of P-51K's ex 311th FG, 530th FS, USAAF. Nearest aircraft with red fuselage stripes and blue/white rudder stripes. Kangwan Field, China, 1946. (via Earl Reinert)

F-51D of the South Korean Air Force flown by Colonel Dean E. Hess. (USAF)



South Korean F-51D's taxiing out at Kimpoh prior to taking-off on ground attack mission against North Koreans, Col. Dean E. Hess leading formation. (USAF)

#### South Korea

The Republic of South Korea received F-51Ds for their first operational squadron in 1951, these at first being used for defensive purposes. However by 1952 a full wing had been formed, and this then took part in close support actions throughout the rest of the Korean War. They remained in service until 1960.



F-51D, South Korean Air Force at Kimpoh, note national insignia and large size drop tanks. (Earl Reinert)





F-51D of the Uruguayan Air Force. (Fred C. Dickey Jr.)

#### *L'Armée de l'Air Français*

The third foreign power to receive the Mustang III was France (the others being the United Kingdom and China), a small number of the reconnaissance version, the F-6C, equipping one Groupe, GR II/33 'Savoie', for some while, subsequently the Groupe was re-equipped with the F-6D which was operated for a number of years within France and Algeria.

#### *Sweden*

Sweden had some experience of Mustangs by 1945, having tested several U.S.A.A.F. P-51Cs and Ds which had been forced to land in that country during the war, and in March of that year the first 50 P-51Ds purchased from the U.S.A. were flown from Britain to F 16 Wing at Uppsala. 90 more were purchased in 1946, going to F 4 Wing, and another 21 arrived in 1948. Designated J-26 in Swedish service, the aircraft served until 1954, some also flying with F 10 Wing during the last two years of service. 11 were modified as S-26 reconnaissance aircraft, fitted with cameras, and were flown by F 12 Wing. 60 aircraft were written off during use in Sweden, and 92 were sold during 1952-3, 42 to Dominica, 25 to Israel and 25 to Nicaragua.

#### *Switzerland*

In 1948 the Swiss government ordered 100 surplus P-51Ds, and these served with the Fliegertruppe until 1956.

#### *Italy*

In 1948 Italy took delivery of 48 P-51Ds for the Italian Air Force, these replacing P-38 Lightnings in IV Stormo and later serving in II, III and VI Stormo, until replaced by jets in 1953.

#### *Israeli Self Defence Force/Air Force*

Israel's 25 Mustangs, purchased from Sweden in 1952, saw action in a ground attack role over the Sinai during the Arab-Israeli war of October 1956, five being lost to ground fire. These were the last Mustangs to fire their guns in anger; they were finally replaced by jets in the early sixties.

#### *Philippines*

After the close of World War II in the Pacific, the U.S. helped reform the Philippine Air Force, supplying P-51Ds for one fighter-bomber wing, and these aircraft were in action against rebel guerillas after the formation of the Republic in 1947, and remained in service for many years afterwards.

#### *Dominica*

On purchasing 42 Mustangs from Sweden in 1952, Dominica became the largest user of these aircraft in Central and Southern America, operating them until the 1960s.

#### *Indonesia*

The remaining aircraft from one Dutch Squadron were handed to the Indonesians in June 1950 when the Dutch left, and equipping one flight of one squadron, remained in service for nine years.



Line-up of Chinese Communist Air Force Mustangs, ex CAF. See colour illustration.

#### *China*

The only foreign power other than the United Kingdom to receive substantial numbers of P-51Bs and Cs was China, about 100 being delivered during 1944, some being used by the China-American Composite Wing which attained some success, at least two Chinese pilots, Lt.-Col. Kuang Fu Wang and Capt. Tsang S.L., who flew in the 3rd Fighter Group of this Wing, claiming scores of 5 or more in air combat. In 1946 the U.S. assisted the Chinese Nationalists in re-equipping and re-organising their air force, supplying about 50 P-51Ds and Ks to supplement the earlier models in the 3rd, 4th and 5th Fighter Groups, each of which comprised three squadrons. When the Nationalists evacuated to Formosa in 1949 some of these aircraft were left behind, and were used for a period by the Red Chinese, the remainder continuing in service with the Nationalists in one fighter and one fighter-reconnaissance squadron until December 1954, when they were replaced by jets.

#### *Somalia*

A small number of ex-Italian Air Force P-51Ds were acquired by the Somali government, and used for a number of years.

#### *Miscellaneous South and Central American Air Forces*

A number of small states in the southern hemisphere of the new world acquired small numbers of P-51Ds, most operating them until well into the 1960s. After signing the Rio Pact of 1946, the U.S. supplied small quantities to Cuba and Honduras; Haiti also acquired 6, and Uruguay a few, as did Guatemala, though lack of spares in this latter case caused them to gradually disappear from service due to cannibalization. Last American state to obtain the aircraft was Nicaragua, who purchased 25 from Sweden in 1953.