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North American F-51 *Mustangs*

In Latin American Air Force Service

by John Dienst & Dan Hagedorn

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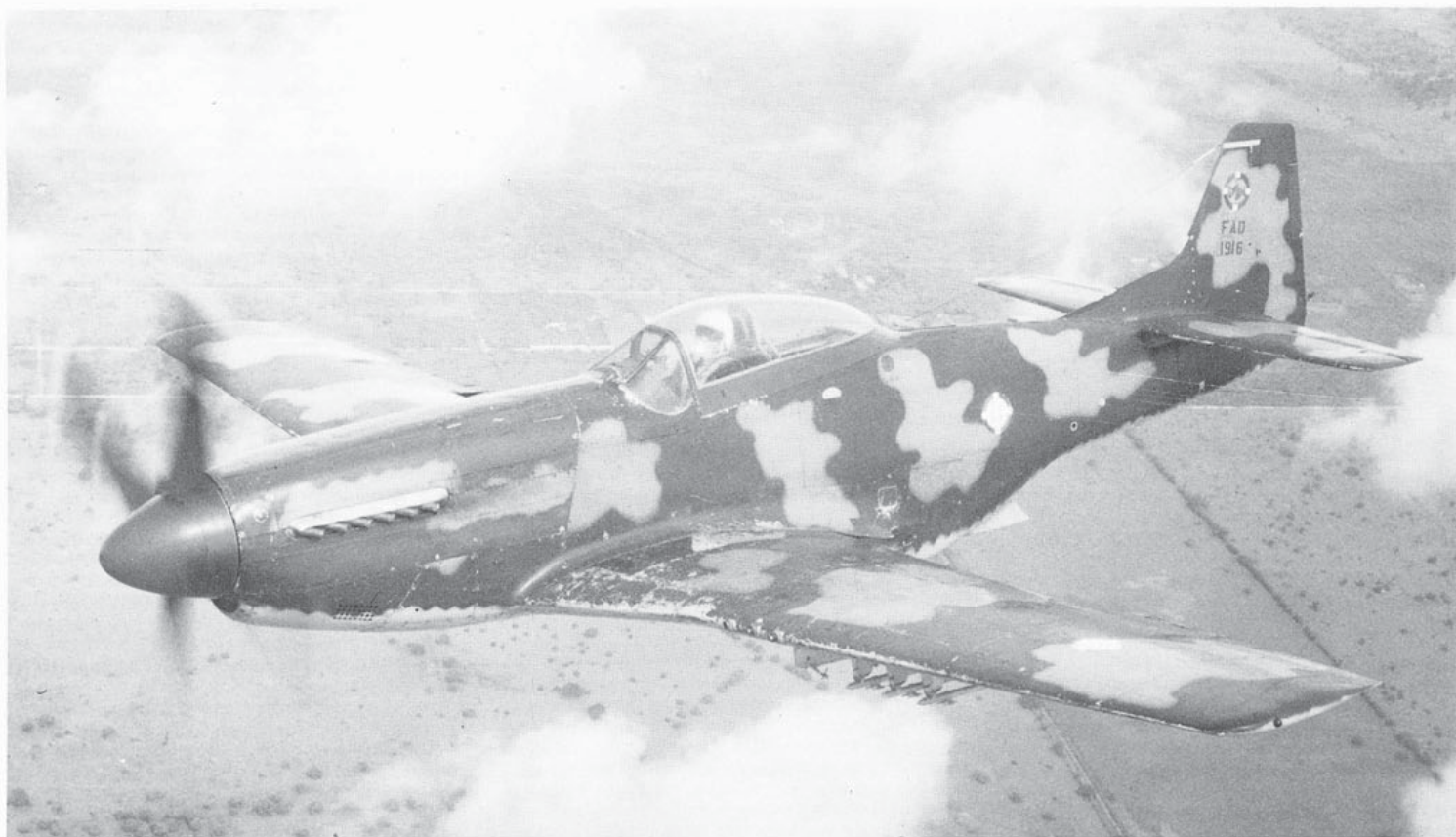


F-51D, FAS 402

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THE NORTH AMERICAN F-51 MUSTANGS IN LATIN AMERICAN AIR FORCE SERVICE STORY

Jeff Ethell via Dan Hagedorn



F-51D, FAD 1916, of the Dominican Air Force during a practice mission while in its final year of FAD service, FAD F-51's, at this time, were camouflaged in a tan and green scheme (with white undersurfaces) that proved quite effective over the backdrop of the lush Latin American jungles. The aircraft serial number was painted in small black numbers on the vertical fin. Noteworthy are the wing-mounted missile (usually to accommodate 2.75-inch rockets) and bomb racks.

CREDITS:

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BACKGROUND:

"Uneasy About a Coup? Maybe P-51 *Mustangs* Will Save the Regime," went the headline of a Wall Street Journal single-column story by staff reporter W. Stewart Pinkerton, Jr. in the June 11, 1971, issue of that prestigious daily—a succinct statement which to a greater or lesser extent seems to sum up the commonly held view of the *Mustang's* service in Latin America.

Mr. Pinkerton's news story dealt with the unique CAV (Cavalier Aircraft Corporation) of Florida newspaper publisher David B. Lindsay, Jr., and went on to tell the CAV story in capsule form, though not without some exaggeration and mistakes in fact.

Unfortunately, the picture painted lent credence to the fact that the *Mustang*, Allied champion of the greatest war in history, had been reduced to the lot of mercenary and tramp fighter—a fate that certainly had some basis in fact, since nearly half of the F-51's which found their way south through shadowy and clouded channels did indeed form the cutting edge of more than one tyrant's armed might.

But, to paraphrase the trademark of noted newscaster Paul Harvey, it is now time to learn "the rest of the story," and, insofar as it may ever be known, it is told herein.

The seeker of absolute solutions to long-standing mysteries revolving around half-truths and assumptions of previous attempts at this story will quickly note that some of these remain so, perforce, due to the fact that

a significant number of the *Mustangs* that went to Latin America left North American shores under circumstances that can only inadequately be described as 'clandestine.'

Even so, and with the help of a small team of truly outstanding researchers, the story which follows is certainly the first time that many of these facts have met the light of day, and will, we hope, assist determined researchers towards a fuller understanding of what has—and has not—transpired.

Our story will examine the use of the *Mustang* in order of chronological entry into service, by country of operation, and the photos, drawings and tables which accompany the text will, we feel, bring together the best understanding of this convoluted tale that can be found anywhere.

Harold Martin



F-6K-15-NT, NX-6611, after an unsuccessful premature landing during the course of the 1946 Cleveland Air Races. This aircraft was later repaired and delivered in fully combat-ready form to the Dominican Air Force where it became FAD 1900 (#2). It went on to have a most interesting FAD history.



After being stricken from the rolls of the U.S. Navy on July 31, 1947, this aircraft, a rare "razorback" P-51A, ex-BuAer. 57987, as NX-1204V, during September, 1948, was delivered to the Dominican Republic. There it saw service as FAD 1705. Noteworthy is the short ventral intake peculiar to very early P-51 models.

Dick Phillips collection

DOMINICAN REPUBLIC:

It is particularly appropriate that the opening chapter of the story of the *Mustang* in Latin America should begin with the Dominican Republic. Not only was it the first nation in the region to operate the type, but it also was unquestionably the last to do so—not only in Latin America, but in the world, some 36 incredible years after the first of the type entered service. This must certainly qualify as a world's record for any fighter aircraft of the same type (and including some of the initially delivered aircraft) in first-line service with a single operator.

Oddly enough, the introduction of the *Mustang* into the inventory of the Dominican Republic's air arm is ultimately attributable to the man who created the air arm itself: Rafael Trujillo. While it is not the objective of this monographic history to debate political intrigues or relative values, the acquisition of aircraft over the years by many Latin American states almost invariably involved one or both, as viewed from conventional North American and European standpoints. It is against this backdrop, and with the authors' injunction that the serious student of the subject do extensive reading on the various politics and international relations involved, that this curious evolutionary historical development is cast.

Although Trujillo could only be described as a dictator, it is worth noting that his rule from 1930 until 1961—a reign extraordinarily repressive by democratic standards—nevertheless maintained internal stability, managed to pay off the national debt (no small achievement considering the cost of his military establishment), and introduced a degree of prosperity and modernization in an otherwise underdeveloped and poor region, which has seldom been matched. Having said all that, history still must record the Trujillo years as one of the longest, cruelest, most absolute dictatorships the world has ever known.

Trujillo had ample opportunity (prior to his assumption of power in August, 1930, from the time of his enlistment in the *Policia Nacional* [National Police] in 1918, through the creation of the *Ejercito Nacional* [National Army] in May, 1928, when the first buds of military aviation in the Dominican armed forces saw light of day) to witness and understand the usefulness of aircraft. The U.S. Marines, during their cantonment in Haiti and the Dominican Republic, had left a lasting impression of the worth of air power that was never forgotten.

As mentioned briefly above, military aviation in the Dominican Republic during the 1930's leading up to the World War II years was in keeping with the size of the nation and its armed force; nevertheless, it was a relatively well-rounded force but with little offensive capability. Initial combat equipment consisted of a pair of Vought O2U-3SD *Corsair* biplanes, supported by an assortment of unusual vintage aircraft (including a British *Saro Cutty Sark* amphibian). The diminutive Dominican air component of the *Ejercito Nacional* (it had not officially been named up through 1939) moved into the modern age of combat aviation just prior to World War II when monoplane Curtiss-Wright A19R single-engined light combat aircraft were acquired.

The war years were relatively uneventful in the Dominican Republic, although the air arm benefited from the U.S. Lend-Lease program to a mild extent, supplementing its surviving Curtiss-Wright A19R's with armed North American AT-6C's and AT-6D's in 1943 and

1944 in small numbers. With the end of World War II, the Dominican air arm of 1945 could muster a scant 18 aircraft, a force which, within three years, was to nearly exceed eight times this number!

The rapid increase in the size of the Dominican air arm within the space of a mere three years owes much to the world-wide shortage of commodities at the end of the war, which caused world prices for Dominican agricultural exports to rise spectacularly, increasing from about \$29,500,000 in 1945 to \$73,700,000 by 1947. These economic figures are significant to our story because they led to the acquisition of an extremely varied and—to appearances—well-rounded inventory of equipment for the armed forces in the post-war surplus market... including the first increments of *Mustangs*.

Dominican aircraft purchases between 1945 and 1952 are included here, in brief, because they are again a means of measuring the role in Caribbean politics in which Trujillo asserted himself in the first decade following World War II... a role which was, in retrospect, out of all proportion to his international importance, as judged by customary assessment. The Dominican air arm became a marker in the game and remained, at least qualitatively, the most important air arm in Latin America north of Brazil during the 1950's. Between 1945 and 1952, the Dominican air arm added the following numbers of aircraft to its Air-Order-of-Battle:

(Only major quantity types are included; other minor types excluded.)

North American F-51	= 5 (a sixth aircraft crashed during delivery)
Republic F-47D	= 25
Lockheed P-38	= 8 (possibly more)
North American B-25	= 5
Lockheed B-34/C-60A	= at least 3
Convair PBV-5A and OA-10	= 5
Boeing B-17G	= 2
North American AT-6	= 12 (added to six previously received)
Vultee BT-13A/SNV-1	= 20+
Boeing-Stearman PT-17	= 17 (added to six previously received)
Cessna UC-78B/AT-17	= 2 (possibly three)
Beech C-45, AT-11	= 3
deHavilland Vampire FB Mk.1	= 25
Bristol Beaufighter T.F. Mk.X	= 10 (converted to Mk.VIF standard)
deHavilland Mosquito F.B.6	= 5 (plus three T.Mk.29's in 1951)
Convair B-24/C-87	= 1 (short time only, ex-Nicaraguan)

Besides the above, other ancillary aircraft also were acquired for transport services, such as C-46, C-47 and C-60 transports and other types. Thus, from an air service which in 1938 equated roughly in size and importance with that of perhaps Lithuania or Iraq to 1948—the Dominican air arm, in terms of sheer numbers, matched that of many older, much more established nations.

Within a short period following World War II, four important Caribbean nations (Venezuela, Cuba, Guatemala, and Costa Rica) had taken a political turn which, in Trujillo's view, posed a threat to the Dominican Republic and his regime. Additionally, by the beginning of 1947, the leaders of various exiled revolutionary groups were located in Cuba, all of which further combined to justify

the huge expansion of Dominican military power.

It was the growth of the exile forces in Cuba, which, within the first six months of 1947 had risen to nearly a thousand—including many mercenaries and soldiers-of-fortune and including an air arm with more than 11 aircraft (including P-38's, B-34's and C-46's) at Rancho Boyeros near the main Havana airport—which indirectly led to frantic efforts on the part of the Dominicans to acquire the first of the large number of aircraft listed above.

Needless to say, these events did not go unnoticed by the U.S., and, bowing to pressure from the international community (generated in part by Trujillo), the Cuban authorities in September, 1947, rounded up the revolutionaries at *Cayo Confites*, which they had tacitly supported previously (including their aircraft, which were happily included in the strength of the *Fuerza Aerea Ejercito de Cuba*). It was after their disbanding at *Cayo Confites* that this group—or diversity of groups—was to become known as the Caribbean Legion, anathema to Trujillo and his government for years to come.

The First of the Mustangs Arrive

The stage was now set for the entrance onto the island of Hispaniola of the first *Mustangs* to wing southwards from, in this instance, the U.S. The aborted invasion attempt of the *Cayo Confites* exiles of 1947, and particularly the array of aircraft that the exiles boasted, had led to world-wide searches by Trujillo agents for aircraft suited to the peculiar needs of the island nation. Arms exporters and middle-men were in great evidence in those days, and finally these arranged to sell, after refurbishing by Airwork in the United Kingdom, ten Bristol *Beaufighter* T.F. Mk. X twin-engine strike aircraft, five deHavilland *Mosquito* F.B.Mk.6 fighter-bombers... and six North American F-51's in the United States. The *Beaufighters* were delivered during mid-1948, with the *Mosquitos* following on in September. The first batch of six assorted *Mustangs* for the air arm, which was in that same year of 1948 elevated to become an independent branch of the Army as the *Cuerpo de Aviacion Militar Dominicana* with its own armored elements and airfield defense infantry units, and totaling some 3,000 officers and men, were ferried from Miami through the U.S. Naval Air Station at Guantanamo Bay, Cuba, between June 6 and September 29, 1948.

The first six *Mustangs*, a hitherto unknown batch of some of the most astonishing sub-types, were acquired through the efforts of a George C. Stamets, who had traveled to the U.S. at the behest of Trujillo as early as September, 1947, to acquire P-51's, additional P-38's, and to try and acquire Douglas A-20's and North American B-25's for the FAD/AMD.*

Unfortunately, the first Dominican *Mustang* never actually reached its destination. This aircraft, an F-51C, crashed due to fuel starvation at Villa Julia Molina, D.R., near San Francisco de Macoris, on June 6, 1948, enroute from Miami and would have been FAD 1700. Devoid of markings other than a terse 4821, it was being ferried to the Dominican Republic under contract to the Riddle Company of Miami.

Meanwhile, the apparently efficacious collection of 20 relatively state-of-the-art combat aircraft making up the FAD/AMD supplemented the mix of eight surviving Lockheed P-38L and F-4 *Lightning* fighters and reconnaissance aircraft which had been the first modern purely fighter type aircraft operated by Dominica, and on which a mixed collection of native pilots and miscellaneous contract flyers had set a rather on-again/off-again training cycle for the new aircraft equipment coming into strength. Looking back, it will be observed that the Lend-Lease equipment supplied by the U.S. during the war years—together with Temporary Duty instructors and the nucleus of a Mission Group—provided a training microcosm of the then-current USAF.

Dominican cadets moved from ab-initio familiarization in the surviving Piper/Taylorcraft J-5A's and the single Piper AE-1, to primary instruction on the five Boeing-Stearman PT-17/N2S-4 *Kaydet* biplane trainers. The survivors of primary then moved to basic on the rather large number of Vultee BT-13A *Valiants*, and then on to advanced on the AT-6D's (the three AT-6C's left over from Lend-Lease, plus some others acquired on the surplus market were considered combat aircraft at this point). This syllabus remained essentially unchanged for nearly 15 years, and was largely responsible—together with foreign recruiting—for Trujillo's ability to man his air force.

During the period 1948-1952, all combat aircraft of the

*See the section dealing with the Guatemalan Air Force for a brief discussion of the Israeli Connection which seems to have surrounded these first six *Mustangs* for the FAD and others which went to Guatemala.

Fuerza Aerea Dominicana (its name effective September 29, 1950... no doubt a testimonial to its position as the most-favored service under Trujillo) were grouped together into one huge tactical unit designated as the *Escuadron de Caza-Bombardero* (Fighter-Bomber Squadron), with separate sections (*Secciones de Combate*) built around the various types represented, although this was not generally the practice in actual operations. In point of fact, the aircraft of the various *Secciones* usually only formatted together for parades, fly-by's and group photographs. Trujillo's practice of pitting random military commanders against one another politically, a craft at which he excelled, extended into even *Seccion* Commanders' bailiwicks, thus hopefully (and apparently effectively) forestalling any ambitious coup attempts (*cuarteles*'s).

Proof of the surprising effectiveness of Trujillo's air arm came as early as November 17, 1948, when a USAF Boeing TB-17 on a routine training flight out of Ramey AFB, Puerto Rico, was intercepted off the coast of the island of Hispaniola by a trio including two *Mosquitos* and an F-51. The USAF telegram to the U.S. State Department involving this minor incident registered surprise at the Dominicans' ability to track, vector, and home on the cruising B-17.

By now, with satellite airfields at La Romana, Santiago de la Vega, Puerto Plata, Jimani, Pedernales, Azua, Barahona, La Descubierta and Sabana del Mar, Trujillo was boasting to foreign newsmen that his air arm could destroy Havana in three hours and overrun neighboring Haiti "in a day or less." But the buildup of air power on the Caribbean island had only just begun.

The Swedes Arrive

The aborted *Cayo Confites* invasion attempt of 1947 had left an angry mark on the complacency of the Trujillo dictatorship, and the birth of the Caribbean Legion bode ill to more of the same. Dominican shores did not have long to wait.

On the evening of June 18-19, 1949, six aircraft left Guatemala loaded with Legionnaires intent on yet another attempt at invasion of the Dominican Republic and overthrow of the hated dictator. Four of these were forced down by violent weather and had to land at Cozumel, where Mexican authorities interned them.

A measure of the extent of Caribbean antipathy towards Trujillo (aside from his erstwhile friends Somoza of Nicaragua and Batista of Cuba) was revealed by the fact that two of the Legionnaires' aircraft were clearly marked C-47's of the *Fuerza Aerea Guatemalteca* (Guatemalan Air Force), T-1 and T-2. Two of the remaining aircraft (one of which was an escort to the other, known as the *Avion Presidencial*, since it was the DC-3 generally used by President Arevalo of Guatemala) managed to reach the northern coast of the Dominican Republic. At this point, the Guatemalan presidential DC-3 waggled its wings in parting to its escorted aircraft—a Convair PB5-A—and headed for home.

The PB5—landing on the bay fronting Luperon, near Puerto Plata with 15 hapless invaders aboard—was promptly sunk by Dominican naval coastal craft, being further strafed by FAD *Mosquitos* and *Beaufighters* the following morning—probably their only action while in Dominican service.

Later in the same year (1949), with tensions mounting between the Dominican Republic and neighboring Haiti, FAD aircraft were sent to buzz various municipalities in Haiti—an invasion of airspace which the Haitians were powerless to prevent—and an event which brought the Haitians their first acquaintance with the *Mustang*.

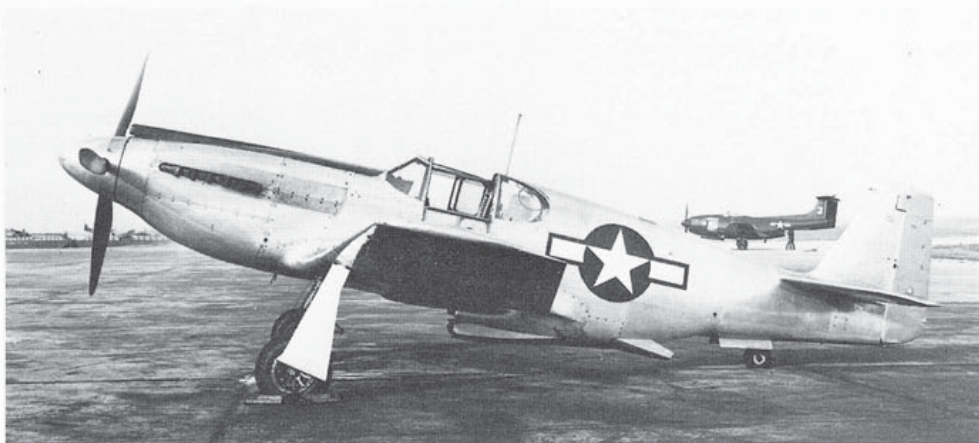
The second abortive invasion attempt—and the tensions with Haiti—spurred Trujillo to further arms purchases, and a deal through Sam Cummings and INTERARMCO resulted in acquisition of initial batches of ex-Royal Swedish Air Force North American F-51D *Mustangs* and deHavilland *Vampire* F.Mk.1's, 22 and 25 aircraft; these respectively arriving in crates during the last week of 1952 at the new main base for the FAD, San Isidro, some 18 kilometers east of the capitol.

Trujillo, however, fearful that the Swedish *Mustang* deal might fall through somehow, had made alternative contingency arrangements with Dal-Air Brokers of Dallas, Texas, for a batch of 20 *Mustangs* (allotted U.S. civil registrations NC-1750B through NC-1765B)—part of the financing to have been provided via the trade-in of three redundant FAD B-25's.*

The purchase of the *Mustangs* and *Vampires* from

*Note for the record, these 20 aircraft were identified as, respectively, 44-15256, 124-44531, 44-15710, 122-39932, 44-15158, 44-73899, 44-11995, 44-15704, 44-84661, 44-12136, 44-73473, 44-11790, 44-14944, 44-74501, 44-63472 and 122-31198.

Harold Martin



Another view of P-51A, ex-BuAer. 57987, which later became NX-1204V, and still later, Dominican Air Force FAD 1705. This photo, possibly taken during 1947 at NAS Patuxent River, Maryland, almost certainly shows the aircraft while assigned to the Navy. The aircraft in the background is the #3 Curtiss XF15C-1.

Sweden, while ammunition for propaganda and a further buoy to the FAD's prestige in Latin America, brought a series of logistical nightmares to the somewhat over-extended air force—and was accomplished against the advice of the small USAF Mission, which was busy overseeing the integration into the FAD of the first 14 of 25 Republic F-47D *Thunderbolt* fighter-bombers during the same months of 1952! It was the position of the USAF Mission (as it was to be echoed throughout Latin America, and as will be seen in subsequent discussions) that the F-47—as opposed to the *Mustang*—was far better suited to the needs and level of familiarity of Latin American air arms. Indeed, as will be seen, of all *Mustangs* acquired by Latin American air forces, only those received by Costa Rica, Uruguay (and some Guatemalan aircraft) and later, Bolivian *Cavalier* rebuilds—were MDAF or MAP supplied, while on the other hand, no fewer than 12 Latin American Republics acquired far larger numbers of the radial-engined *Thunderbolt*. In only four cases—Bolivia, Guatemala, Nicaragua and the Dominican Republic—did the two types serve side-by-side (but only in the latter two cases in any substantial numbers).

In an interesting footnote, it is clear from existing records that the FAD was not all too thrilled getting its F-47's. In fact, the price (they were purchased under RMS) seemed to be the primary factor. In an exchange of notes, in which the FAD queried the availability of additional *Thunderbolts* and the cost, it was stated that "if they are not [available], 40 F-51 *Mustangs* would be sought instead!"

The first 22 ex-Swedish *Mustangs*, joined within six months of delivery by a further 10—with the final increment of 10 following in 1953 for a total of 42—arrived in large wooden crates by ship, which were then laboriously transported one-by-one to San Isidro, layed out in two long lines, and slowly erected one at a time... in the open.

It is not clear to what extent the USAF Mission personnel aided in this process (it will be recalled that the first six *Mustangs* acquired by the Dominicans in 1948 had been flown in intact), but apparently some help was received from the selling Swedes who, officially, had simply disposed of the surplus aircraft through a broker (INTERARMCO).*

As is relatively well known, these ex-Swedish aircraft were a mix of interned former USAAF aircraft, some of which had seen action over Europe during World War II (see Appendix) plus a number which reportedly had never been uncrated from a batch of 50 acquired surplus from the U.S. Government during April, 1945, with a further 90 coming later. Other ex-Swedish *Mustangs* also were sold to Nicaragua (which see) and Israel under similar circumstances. The story of Sweden's *Flygvapnet* use of the type is well recorded elsewhere, and should be consulted for a complete understanding of the spartan service these aircraft were to render during the coming decades.

With the arrival of the new *Mustangs* and *Thunderbolts*, the FAD could at last relegate its surviving *Mosquitos* and *Beaufighters*, which had become spares and maintenance horror stories, to second-line status, although three of the *Beaufighters* remained on strength with the *Escuadron de Caza-Bombardero* until complete

*However, 12 Swedish aviation mechanics were hired by an unidentified AMD Colonel, who arrived in Stockholm in late 1953, arriving in the D.R. during late 1954. By 1956, they numbered 13—and they stayed until May, 1960, although during the interim the number employed varied and was sometimes lower.

transition to the new types was accomplished through June, 1954 (six others were systematically stripped to keep them airworthy). Likewise, the surviving *Mosquitos*, which had been supplemented by a further three T.Mk.29's from Canada during September, 1951, and which had suffered badly from decomposition and parts starvation, were dropped from the inventory entirely by June, 1954. Earlier, the best of the remaining P-38's and F-4 *Lightnings* had been sold to Nicaragua. The era of the *Mustang* in the Dominican Republic had begun.

Mustang Versus Thunderbolt

From 1952 through the end of the Trujillo dictatorship in 1961, the F-51 and the F-47 soldiered side-by-side in the FAD in the same unit, which by now had been re-designated the *Escuadron de Caza Ramfis*, with its own distinctive color schemes and unit insignia, while the *Vampire* equipped *Escuadron de Caza-Bombardero* operated separately with some newer *Vampire* F.B. Mk.50's (also ex-Swedish) and, later, Douglas B-26's.

Throughout this period, the two *Secciones* of the *Escuadron Ramfis*, which were further broken down into flights (as indicated by either a numeral or letter on the vertical tail surfaces of the respective aircraft, e.g., "1", "2", "3"... "A", "B", and "C") entered into a period of friendly rivalry, the liquid-cooled, entirely Dominican supported *Mustang Seccion* pitted against the MDAF, USAF Mission-supported *Thunderbolt Seccion*. Unfortunately for the *Thunderbolt*, politics spelled its deathknell in both this unofficial competition and FAD service, as Trujillo, following a severe cooling of Dominican-U.S. relations, asked the USAF Mission to leave in 1958.*

As alluded to earlier, the *Mustang/Thunderbolt* outfit had been renamed *Escuadron de Caza Ramfis* in honor of Trujillo's son, whose first name was Ramfis.

Ramfis had, since his youth, been fascinated with the aura and glamor of flying, but Trujillo expressly forbid the young international playboy to pilot any aircraft by himself, in fact limiting his right-hand-seat flying to the few early FAD helicopters, a Hiller UH-12C and Bell 47G. Despite the fact that Ramfis held high rank in the FAD and a Command Pilots wings on his chest, and in spite of popular rumors to the contrary, he was never a pilot in one of the hot pursuit planes of his own fighter squadron. Later, when other types were incorporated into the *Escuadron Ramfis* following dissolution of the F-47 *Seccion* (it appears the F-47's were sold to Nicaragua), it was renamed *Grupo de Caza Ramfis*.

By the last day of June, 1954, the FAD had reached the azimuth of its F-51 strength, when not fewer than 43 (plus a TF-51) were counted on strength, and funds and fuel were at an all-time high. It is from this date that the gradual and inevitable attrition that any air force must suffer in the operation of a single type can be marked.

Meanwhile, international events had continued unabated. In neighboring Cuba, the Batista air arm had acquired armed Lockheed T-33's from the U.S. and a visit by the F-84G equipped USAF *Thunderbirds* aerobatic demonstration team had brought home to Trujillo the fact that, despite the grand layouts and flyovers of lines of *Mustangs* and *Thunderbolts*, the day of the piston-engine fighter was nearing an end. With only 28 of the 42 *Mustangs* considered combat-ready by the USAF Mission at the end of 1954, and with attrition and parts becoming increasingly a burden, it thus occurred that

*Note: It was later reestablished following the Trujillo overthrow in March, 1962.



Gary Kuhn via Roger Beecher

P-51D, with crudely taped-on N-7723C civil registration on its fuselage side, at Trans-Florida Aviation's Bradenton-Sarasota facility shortly after being declared military surplus and shortly before being turned over to the Dominican Air Force. As a FAD aircraft, it became FAD 1919 (#2).

within five years of their acquisition, by June, 1957, Trujillo was attempting to sell all but four of his remaining Mustangs!*

Winds of revolution, coupled with the mounting Mustang problems, were forcing Trujillo to cast about for more modern jets. Following the ouster of Peron in Argentina, Odría in Peru, Perez Jimenez of Venezuela and Rojas Pinilla in Colombia, Trujillo perceived that he would have to dig-in against real or perceived enemies.

With the fall of Batista in Cuba during the last week of 1958—and Castro's proclamation "Trujillo next," the Dominican Republic committed the extraordinary sum of \$50,000,000 to a National Defense Fund—this in addition to a military budget for the same year of \$38,000,000! During March, 1958, the U.S. Department of States Office of Munitions Control ceased granting licenses for exports of arms to Trujillo, thus thwarting his efforts to purchase 25 surplus F-86F's from Japan and later, Canadair CL-13B Sabre Mk.6's from Canada. Turning elsewhere, France offered him Dassault Mystere IVA jet fighters, but at a price that even Trujillo could not afford.

Though U.S.-Dominican relations had been soured by a succession of incidents, it was one in particular that ironically, boded ill for an early Mustang retirement. During July, 1957, three FAD F-51's had intercepted a U.S. Navy R4D-1 transport flying up the Antilles chain and had forced it to land. . . this coming on the heels of the U.S. seizure of a C-46 at Miami, owned by Dominican exiles, bound for yet another invasion attempt against Trujillo.

Fidel Castro's seizure of power during January, 1959, did nothing to stabilize the region, and, during June of that year, yet another force of Dominican exiles, this time backed by the Cuban government under Castro, managed to land in the Dominican Republic, some surviving to form the nucleus of the "4th of June" movement. Once again, FAD Mustangs were in the thick of it, further reducing serviceability and airframe life as a result of the frantic deployments that Trujillo's son, Ramfis, directed somewhat inexpertly, but which did in fact result in repulsing the attackers. Several months earlier, a C-46 landed at Constanza, having been furnished by the government of Venezuela and given spurious FAD markings. Its 56 fighting men were also vanquished and two supporting yachts approaching the coast were destroyed by attacking Mustangs, Thunderbolts, and Vampires.

Another incident involving FAD F-51's and a U.S. Navy R4D-1 took place during March, 1959, this time involving an unsuccessful attempt to shoot the aircraft down, thwarted by the exertions of the incensed U.S. pilot.

With the assassination of Trujillo on May 30, 1961, the F-51 in the Dominican Republic was finishing its 13th year of service with the government. . . an unlucky number for

the man who had orchestrated their acquisition.

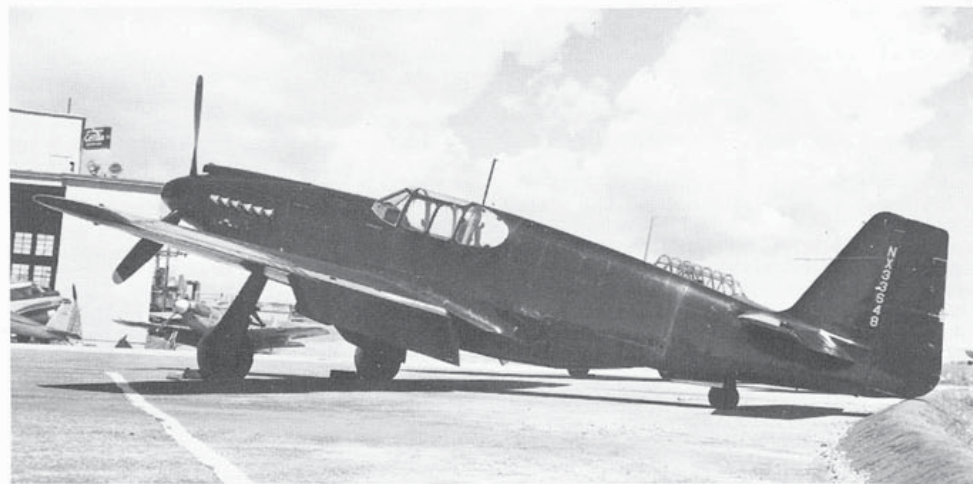
The final year of the Trujillo regime saw the Mustangs taking a definite second string to the aged but none-the-less jet-powered Vampires, and four armed T-33A's, operated by the FAD from August, 1956, until 1958, but never officially handed over from the USAF Mission (they were returned to the U.S. and redeployed to Brazil when the USAF Mission left). For many, the already tacky-looking Mustangs, their bright Ramfis Escaudron markings of 1952-1956 either scrubbed off or ragged, were merely reminders of the high-times, and were already suffering the neglect and fiscal deprivations that indicated low-utilization, minimal maintenance and pilot scorn.

Nevertheless, who would guess that these same aircraft would outlast the Vampires and T-33's, undergo two virtually complete rejuvenations, and still be going strong nearly 22 years after the fall of the dictator!

The First Redemption

Following the fall of the Trujillo regime, a provisional government eventually allowed elections (a novelty which the people of the country were ill equipped to handle at the time) and Juan Bosch became president, only to be ousted by a revolutionary coup during September, 1963, by which time FAD Mustang strength had dipped by a further 10 airframes to 31.

Attempts were made by the military government to secure a number of Hawker Hunter jet fighters from Britain, but negotiations were stalemated for several years until finally, Washington, in view of the worsening political situation in the Dominican Republic, asked Britain to withhold deliveries.



Another rare P-51A-1-NA, NX-33648, is seen during June, 1948, some two months before being delivered to the Dominican Air Force as FAD 1704. Another P-51, seen in the background, possibly a P-51A also, was assigned the civil registration NX-1204V. It, too, was delivered to the FAD.

Harold Martin

By this point, the condition of the FAD Mustangs had deteriorated to the point where even the magic men of the FAD's Grupo de Mantenimiento were hard-pressed to assure more than a hand-full of airworthy, combat-effective aircraft. The solution was found, after the reinstitution of the USAF Mission during March, 1962, when the mission chief suggested that the FAD gradually, in three groups, submit its surviving airworthy (and nearly airworthy) Mustangs to Trans-Florida Aviation (later Cavalier) at Bradenton-Sarasota airport, Florida, for overhaul, refurbishing and general IRAN treatment. Trans-Florida had happily (for the FAD) recognized a potential Mustang refurbishment market about 1959 (and, perhaps, created one. . . but that's another story!) and set to work during that year on the first few aircraft.

It must be noted that, after the 1961 revolution, the armed forces' role in the Dominican Republic declined dramatically from what it was accustomed to, both in influence and size—with consequent shrinking of budgets. Thus, part of the arrangement with Trans-Florida involved a barter clause, i.e., aircraft or parts which were uneconomically repairable would become the property of Trans-Florida as part-payment for services rendered. As it turned out, three aircraft of the total rebuilt by Cavalier—and which had been completely rebuilt—were still unclaimed by the FAD by July, 1969, and, lacking the funds to pay other debts, were dropped from the FAD inventory and taken up by Cavalier.

Due to cannibalization, cross-breeding and uneconomically repairable airframes, the exact number of FAD Mustangs rebuilt by Trans-Florida during this first rejuvenation is not—and may never be—completely known or ascertainable. It is certain that a total of 31 were counted on strength, regardless of location, by mid-1963 and, by the time the last of the Cavalier rebuilds were completed (when this author saw them in 1964 and 1965), the FAD counted 27. It was with these aircraft, plus the surviving airworthy Vampire F.B.50's and F.Mk.1's that the FAD faced its next challenge, the civil war of April-July, 1965. At this time, it can be fairly accurately stated that the Mustangs on strength were in better condition than when received new from Sweden in 1952, aside from unalterable airframe fatigue factors.

The Civil War

On April 24, 1965, followers of ousted president Juan Bosch, led by the *Constitutionalista* faction headed by Francisco Caamano Deno (Lt. Col.), rose up in arms against the central government, and brigadier General Elias Wessin y Wessin, FAD Commander at San Isidro, sent his virtually new Mustangs to strafe rebel formations and such key targets as the presidential palace, the Duarte bridge which spans the Ozama River and controls the approaches to the capitol, and other rebel concentrations. One Mustang was shot down during one of these rocket-and-machine gun sorties by .50 cal. machine guns. Air attacks by FAD Mustangs and Vampires continued at a very commendable pace until April 27, when loyal naval and army units joined in a combined attack against areas held by Caamano's forces.

At the request of the military junta (or the U.S. Embassy, depending on which version you read), U.S. forces were landed on April 29 and a new junta headed by

*Note: Many of the aircraft "not combat ready" had suffered accidents of a crippling nature which the USAF attributed to the inexperience of younger pilots on the type. As a result, the FAD agreed, on April 26, 1954, to buy a rather hybrid TF-51 from one Lawrence Tracman for some \$50,000! (See the detailed discussion of this in the Appendix notes for FAD 1900 #2.) This price reflected the need for the aircraft, as it will be noted that surplus stock USAF F-51's were going for about \$26,000, tops, at this same time.

Brigadier General Antonio Imbert Barrera took control. A cease fire was agreed to on May 7, but neither side observed it, and full-scale hostilities resumed on May 13, when junta aircraft (F-51's and *Vampires*) attacked rebel troop formations and knocked out a radio station with a rocket attack.

Working in pairs, F-51's zoomed low over the city on strafing runs, but rebel leaders employed clever tactics to counter the attacks. One suggestion was that the population of the city bring mirrors out into the streets and so place them that the rays of the sun would be reflected back into the eyes of the diving planes. Then, rebels rounded-up known family members of San Isidro loyalist pilots and used them as virtual hostages when putting them before TV and radio microphones on Radio Santo Domingo, appealing to their fathers, brothers or husbands to desist from the attacks and come over to the rebels.

One junta aircraft inadvertently strafed a unit of the U.S. Marines which was patrolling the actual perimeter of San Isidro itself, the Marines returning the fire. Other U.S. ground forces of the 82nd Airborne downed a junta F-51 after the aircraft had mistakenly strafed a rebel tank too close to the American Embassy with many rounds hitting the edifice.

Finally, appeals from church officials and the diplomatic corps resulted in an end to the air attacks about 1230 on May 13. That afternoon, USAF crash-crew trucks, which had been flown in from Pope Air Force Base, North Carolina, were parked across the primary at San Isidro, bringing the FAD role in this final action of the *Mustang* (so far) in the Dominican Republic to a close. FAD *Mustang* strength now stood at an even 25.

1965 to Present

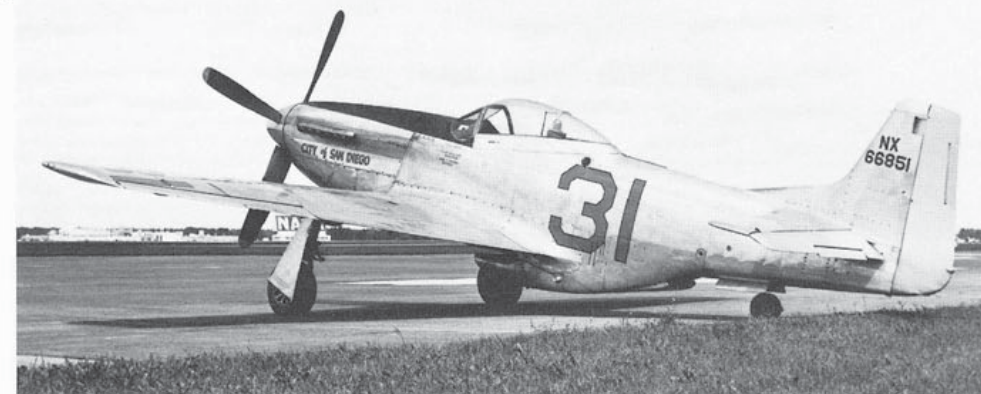
Following the civil war, the USAF Mission to the FAD settled down to the difficult job of restoring the efficiency of the country's air arm. Three primary obstacles to progress were cited, and the reader is cautioned to examine them against the backdrop of all that had gone before, and against the ethnocentric prejudices of the Mission personnel. They were:

- low education levels - officers averaged 8th grade level
- general lack of desire to work, lack of leadership, and lack of delegation of authority.
- excessive inventory of aircraft.

At this time, the FAD had approximately 108 aircraft of all types, including 25 *Mustangs* and 34 *Vampires* of both Marks, with virtually no spares available for either major type. Unit training in the FAD had become virtually non-existent, and in truth, had never been scheduled on a regular, recurring basis. Most flight-operational training was acquired on-the-job during officially sanctioned coastal patrol missions. Benefits from these were minimal, however, because they were not carried out on a scheduled basis and were only undertaken when aircraft in-commission status and fuel situations allowed.

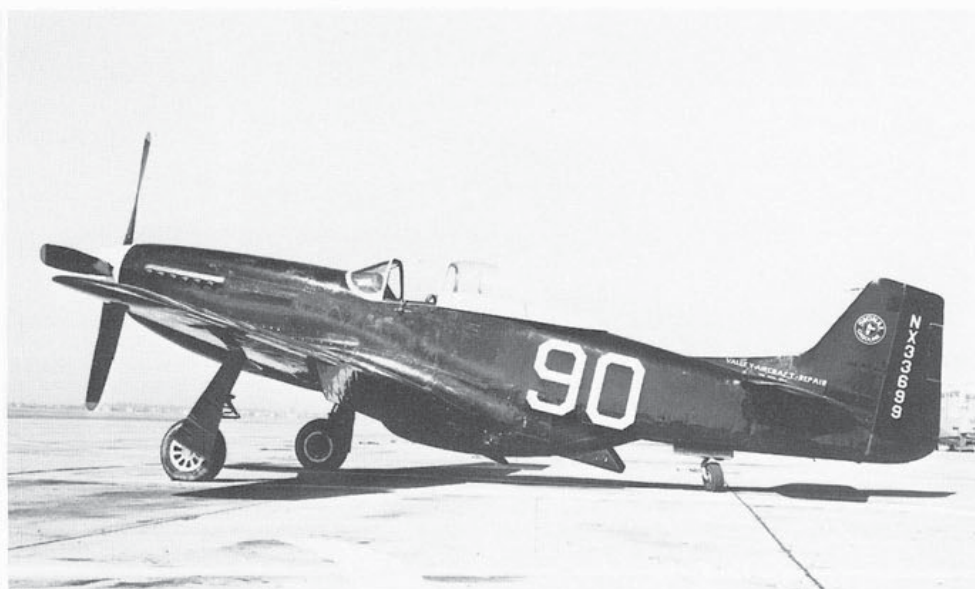
Considerable interest was shown in training programs provided by a detachment of the USAF 1st Air Commando Group, and, after the departure of the group, the FAD organized a counter-insurgency unit and continued the training. This unit, initially equipped with the surviving

Harold Martin



Unpainted except for its race number, P-51D, NX-66851, was modified to incorporate a wet wing for improved fuel capacity, and was nicknamed "City of San Diego". Following its entry in the Cleveland Air Races, it was delivered to the Dominican Air Force and there assigned the FAD serial number of 1701.

Harold Martin



P-51D, NX-33699, is seen in its Cleveland racing livery shortly before being sold and delivered to the Dominican Air Force. The tail markings include "Valley Aircraft Repair" and "Signal Gasoline" ads in unknown colors. This aircraft became FAD 1702.

Mustangs and 12 T-6 armed trainers (only the T-6's of which were at that time MAP-supported) had remained essentially unchanged up to the time of writing, except for the gradual elimination of the T-6's and replacement with other support types.

By December, 1967, total FAD *Mustang* strength still stood at 25, but included the first three *Mustangs* to be sent to Cavalier (ex-Trans-Florida) for conversion to basic "Cavalier F-51D" standard. This total was reduced further during this period when FAD 1929 crashed during night flying and was written-off, and with the almost total write-off of FAD 1926.

The Air-Order-of-Battle data for July, 1968, reveals, somewhat inaccurately, a total of 24 *Mustangs* on hand, but went on to detail that of this total, six were totally inactive, three were in Florida in the hands of Trans-Florida/Cavalier and three had major crash damage.

Plans were finalized, through the efforts of the USAF Mission during 1967-68, to once again submit the FAD *Mustang* fleet to a major program of Inspection and Repair As Necessary (IRAN) and, in certain cases, upgrading by Cavalier to "Cavalier F-51D" standard under Project *Peace Hawk*.

USAF Mission Personnel had, with knowledge of the current plan afoot to also upgrade similar aircraft for the Bolivian and Salvadoran Air Forces through the aegis of Cavalier, correctly assumed that the FAD would welcome an expenditure of its now somewhat limited MAP credit towards furthering the service life for a type that not only served Dominican needs admirably, but on which the service had a long and comparatively happy experience.

Under Project *Peace Hawk*, the 18 best remaining air-

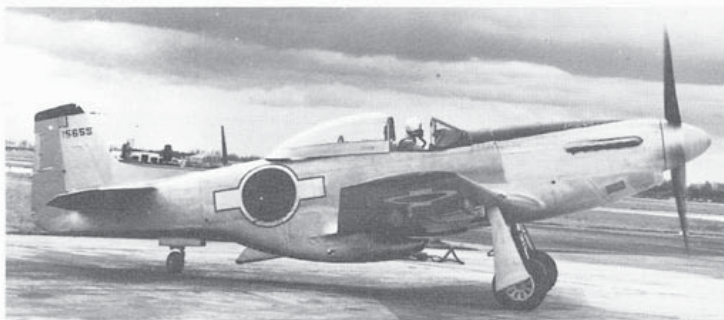
craft (including FAD 1936, which suffered landing damage on November 21, 1968, but was subsequently repaired), a total which included the three previously noted at Cavalier (they were subsequently dropped from the FAD inventory, probably in part fulfillment of the MAP credit terms... and were very likely used in whole or in part to prepare the Cavalier TF-51D and *Mustang II*'s for Salvador), leaving a gross total of 15 aircraft to be returned to the FAD upon completion of the program.

The Program included, as mentioned, IRAN, but also each aircraft underwent the fitting of a new canopy, a new engine, and a new camouflage paint scheme using USAF-style colors but a variety of schemes suited to the Dominican locale. Most of the aircraft were not brought up to formal Cavalier F-51D standard, as defined by such publications as *Janes* (and Cavalier itself), and most of the work was done "in-country"—but the aircraft in question remained, essentially, stock WWII aircraft—with some 1960's technology thrown in. This fact accounted for the variety of camouflage schemes spotted on FAD *Mustangs* from 1969 onwards. By February, 1969, three aircraft had completed the in-country program at San Isidro, using Dominican Air Force labor under the supervision of a Cavalier Air specialist, and 10 more remained to be completed. Thus, we may conclude that only four aircraft were brought up to CAV F-51D (or near CAV F-51D) standard, one of these being the "TF-51" FAD 1923 (second use of the serial) described in February, 1969, as a new aircraft. Three instructor pilots of the FAD were checked out in this hybrid aircraft by Cavalier personnel immediately, it being more sophisticated than the semi-authentic TF-51's previously operated. The dual set of controls in the new FAD 1923 allowed the instructor pilot to sit in either the front or rear seat.

The project, fortunately for the FAD, included the virtually complete rebuild of FAD 1921, which had been scheduled for the project anyway, but which suffered major damage March 31, 1969, just before going into the hangar for the program. It was subsequently completely refurbished along with FAD 1901, which had earlier (in a crash on March 7, 1969) been described as a write-off by July, 1969!

1970's to Present

By the first day of the new decade, the FAD found itself in the curious position of phasing its only 12 (of which two were inactive) surviving deHavilland *Vampire* F.B.50's (from a total number of Mk.1's and F.B.50's exceeding 45) out of the fighter-bomber squadron in favor of the aircraft they were originally intended to initially augment and later, supplant! The *Vampires* were becoming absolutely impossible to maintain, and with the high humidity and the resultant effects on the wood and metal airframes, were safety risks of a very high order. It is a tribute to the FAD maintenance personnel that these, unquestionably some of the oldest surviving *Vampires* in the world at the time, had been kept airworthy for over 20 years.



Haitian Air Force F-51D, 15655, apparently during a maintenance visit to the U.S. in the early 1950s. The Haitian insigne is prominently displayed on the fuselage and under the right wing. No other markings are discernible.



A rare view of Haitian Air Force F-51's at a Haitian air base. Other aircraft on the field at this time included several North American B-25's. These Haitian "Mustang's" appear to have been painted in a light gray scheme over-all.

During 1972, a curious event took place, which has not hitherto been revealed. As alluded to earlier, tensions between the governments of Haiti under Duvalier and the Dominican Republic under Trujillo had never been good, although a secret mutual assistance pact was signed between the two in 1958. However, events once again deteriorated after Trujillo's assassination and overthrow in 1961, until in 1972, when the junior Duvalier, after his father's death, eased the tensions and entered into a trade pact. At this time, the Haitian Air Corps, which was attempting to re-equip against great odds, was attempting to dispose of its remaining *Mustang* equipment, which it was no longer able to maintain or operate. Thus it developed that, sometime prior to 1974, the surviving Haitian *Mustangs* were sold to the Dominican Republic, where they were utilized mainly as a source of now invaluable spares. It appears that these aircraft were then, in whole or in part, transferred to Cavalier Aircraft Corporation to satisfy a barter clause and the MAP credit terms.

By mid-1984, the FAD service life of the faithful *Mustang* had come to an end, being replaced by Cessna A-37B light strike aircraft. The remaining 12 aircraft, all still airworthy, were sold to a U.S. firm for a reputed price tag of \$300,000 each—which, incredibly, totalled out almost exactly to the cost of the original 42 ex-Swedish aircraft acquired 31 years earlier!

No doubt many of these stalwart birds will fly on for years to come in the hands of private owners, the lot adding probably the last large infusion of the type into the warbird clan.

HAITI:

Around the tables of the Officers Club of the *Corps d'Aviation d'Haiti* (Haitian Air Corps) there are serving senior officers who to this day still look back nostalgically to the *Mustang* era as the golden days of Haitian service aviation.

This view is not without merit, from a pilot's point of view, since the *Mustang* is almost certainly destined to remain the *only* fighter aircraft to ever serve with the diminutive *Corps d'Aviation*... at least into the foreseeable future.

One of the *youngest* air forces in the hemisphere, the *Garde d'Haiti* organized its first aero elements as a result of the events of the first years of World War Two, its first aircraft consisting of no less than six venerable Douglas O-38E biplane observation aircraft. On these veteran semi-operational aircraft, the men who were to move a quantum jump from open-cockpit to state-of-the-art in-line engine P-51's, cut their teeth, the transition being eased somewhat by the further Lend-Lease delivery of a pair of AT-6C *Texan* advanced trainers, three Vultee BT-13A *Valiant* basic trainers, and, seemingly as an afterthought, four Taylorcraft L-2B liaison aircraft, which eventually attained the honor of replacing the O-38's (which were attrited, in both training and sporadic coastal patrol functions).

As noted in the chapter dealing with the Dominican Republic, and with the knowledge that Haiti occupies the western portion of the island of Hispaniola with the DR, the Haitians, due to their poverty, relative military weakness, and politics, suffered intermittent harassment from the forces of (mainly) Trujillo's Dominica—the black Republic suffering frequent unanswerable air-space intrusions by aircraft of the *Aviacion Militar Dominicana* and its successor, the FAD, shortly after the war, onwards.

Like the Dominican Republic, Haiti underwent what were viewed internally as a number of national indignities

at the hands of the United States Government, it generally being agreed amongst historians that U.S. occupying forces had shifted political responsibility within the country from the blacks to a much smaller minority of relatively enlightened mulatto leaders, who ruled until 1946. To make a long story short, however, the black masses—due to a well defined sense of nationalism and the antagonisms of its erstwhile neighbor to the east—worked for a return to black leadership. Backed by the *Garde d'Haiti*, which had been organized much in the same fashion by the U.S. as the *Policia Nacional* of Trujillo's youth, black leaders ousted a mulatto president and installed Dumarsais Estimé, who purged the government of mulatto officials and replaced them with blacks. However, when in 1950 he attempted to have the constitution amended to allow him to succeed himself, the Army removed him from office and sent him out of the country. His successor was Colonel Paul E. Magloire, a black leader and powerful figure in the Army. Magloire, in turn, was overthrown during December, 1956, and was followed by seven shaky governments in nine months until, during September, 1957, Francois Duvalier, a former follower of Estimé who had refused to accept Magloire in 1950, was elected president.

Oddly enough, it was the government of the black Dumarsais Estimé, which, benefitting from a small USAF Mission to his small air corps, and in response to the alarming growth in the late 1940's of the Dominican military machine, dispatched the Chief of the Air Corps, in company with the Chief of the U.S. Mission (LTC Robert N. Smith) to the U.S. in November, 1949, for the purpose of examining and acquiring 10 P-51 *Mustangs* for the *Corps d'Aviation*. This is an historically significant development, since it represented the first instance of official U.S. involvement in the procurement of *Mustangs* by a Caribbean or Latin American country, although Uruguay was also shopping at the time.

The direct U.S. involvement was largely at the suggestion of the very capable Lieutenant Colonel Smith, who, despite considerable preliminary footwork, returned to Haiti at the end of December with negative results. The aircraft surveyed were either in need of excessive work preparatory to flight or exorbitantly expensive.

In the meantime, the Dominican Republic had acquired its first six *Mustangs* (money and political savvy posing no problem for Trujillo) and had brought its fleet of *Mosquitos* and *Beaufighters* to near operational readiness—with *Thunderbolts* on the way. The Haitians redoubled their efforts to locate suitable counterpawns.

Finally, through the efforts of Colonel Smith, four acceptable aircraft were located and ordered through Dal-Air of Dallas, Texas. U.S. Mission personnel worked furiously through Christmas of 1949 and into February, 1950, preparing the Haitians for the long-awaited fighters. Training programs for aircrew and ground personnel were developed and presented, and, given the facilities and conditions under which he and his small detachment struggled, LTC Smith must be credited with pulling the Corps out of the *stone age* of aviation, so to speak, under most extraordinary circumstances.

The aircraft, all four essentially brand-new (still in their packing crates at Dal-Air) had originally been intended for delivery to, of all places, the Royal New Zealand Air Force under Lend-Lease.* Through the intercession of the U.S. Mission, the U.S. State Department and the New Zealand Embassy, the aircraft were sold back to the U.S., surplus to Dal-Air and re-sold to Haiti after inspection

*Note: The first two of these aircraft were apparently handled through yet another intermediary, Aircraft Sales, Ltd., and the astute reader will note that these four aircraft were from among the same batch of 20 also offered by Dal-Air to the FAD, which in turn had acquired them from Trotter Iron & Metal Co., a scrap dealer in San Antonio, Texas!

and minimal overhaul. Contrary to persistent reports, these were *not* serials 15650 through 15653 (and some sources even cite two additional serials... 15654 and 15655). Of these, only the final aircraft, frequently illustrated (EX-44-15655) bore any similarity to this oft repeated myth. As will be seen in the summary, the aircraft initially bore the last five digits of their previous USAAF serial number on the fin in Haitian service, and had very little in common, the Haitians at this time using U.S. serials or part of U.S. serials on their aircraft exclusively, a practice which continued for some years.

LTC Smith, to assist in preparing the Haitians for the transition, arranged to procure a single Packard *Merlin* 1650-7 engine to conduct familiarization training for both ground-crew and pilots. To the best knowledge of the authors, this is the first known instance of such foresight in any modern Latin American air force up to this time, and went far towards hastening the transition to the vastly more complicated *Merlin*-derivative engine from those previously used by the Corps.

The 1950 revolution and rise to power of Colonel Magloire, however, resulted in the suspension of the U.S. Export agreement for the four *Mustangs* and, as a result, the final delivery was not undertaken until May 1, 1951. The interim was time well spent by the U.S. Mission, while the politicians evaluated the new government, in furthering the training for the ultimate receipt of the new aircraft, although Smith's toughest job revolved around keeping morale alive among the long-suffering pilots.

Following the actual delivery, which met with great fanfare at Bowen Field, the USAF Mission was devoted almost entirely to tactical and logistic problems incident to placing the aircraft on an operational basis.

Needless to say, the quartet of *Mustangs* immediately acquired the status of Ultimate Weapons within the modest Haitian armed forces arsenal, a position they retained for the next 23 years, until the type was finally replaced in service.

Operations during their first 12 years of service were on an *as needed* basis, and included occasional reconnaissance patrols of the more remote coastal areas and of the border with the Dominican Republic. Passengers on luxury liners making the early-morning run in along the beautiful coastline past *Petit-Trou-de-Nippes* leading up to *Port-au-Prince* were occasionally buzzed by single *Mustangs* abroad enjoying the calm of the early morning air. The aircraft rarely flew other than singly, except at special functions such as Army Day (August 1), a practice which reflected a policy of not only economy but one of caution: the government frankly feared the potential ordnance which could be brought to bear by the aircraft should revolutionary elements manage to suborn the *Corps d'Aviation*.

CAH pilots who flew the *Mustangs* lived for the opportunity to intercept the occasional Dominican aircraft sent over by Trujillo to impress his power on his island neighborhood, but, failing any sort of even the most rudimentary early warning system, there is no record of even a single successful interception. It is perhaps just as well, since up through at least October, 1955, the *Least-kept secret* in the Republic of Haiti was that the *Corps d'Aviation Mustangs* were not even armed!

This extraordinary situation was prompted by at least two considerations: in the first instance, the USAF Mission had exerted considerable effort towards the CAH armors, who duly interpreted everything they were taught as absolutes, and the guns and armament systems of the *Mustangs* acquired the aura of virtual religious objects... and were kept in the arsenal in the basement of the Presidential Palace, together with every other important piece of Haitian military capitol, some 2 kilometers

distant from Bowen Field. This policy prompted the second consideration, which revolved around the ruling that the *Mustangs* would be armed only under direction of the President of the Republic, a sort-of Doomsday precaution proportionate to the situation.

After the initial introduction of the type into service, and with the elevation of the type to National Asset status, the aircraft—up through October, 1955—were usually only flown one to two hours per month... just enough time to barely keep aircrew current on the type, the remainder of the flying month for the hapless fighter jocks being restricted to the cockpit of either Beechcraft C-45, Beechcraft AT-11, Douglas C-47 or Boeing 307 transport operations, the CAH providing Haiti's only internal air service for many years.

During the last year of the Magloire regime, up through December, 1956, when he was overthrown, the leash on the CAH was eased somewhat and, probably in a bid to overawe the populace and real or imagined threats to the government (which was under fire from all quarters), the *Mustangs* from October 15, 1955, onwards were flown almost daily, and this 10-month period probably represents the peak utilization period of the type in Haitian service.

The *Mustangs*—and the majority of the CAH as a whole—were grounded during the chaotic period leading up to the assumption of power by Duvalier in September, 1956, and, while the period of inactivity probably insured the survival of the original four aircraft into the 1960's, crew members could not count on such undisturbed life-expectancy. Duvalier's first steps towards consolidation of his grip on the government and the country was a systematic purge of opposition political figures and officers of the armed forces who had enjoyed special privilege under previous governments. This action, while it resulted in stability for the government of Duvalier and the country, augured ill for the CAH and particularly the *Mustangs* and, while the aircraft survived—being rolled out and run-up faithfully by the dedicated ground crews, by January, 1963, not a single pilot remained on strength qualified in the type.

This extraordinary state of affairs was not entirely due to the early purges of the Duvalier reign, but was prompted additionally by the fact that his first six-year term was due to expire in that same year. Duvalier took no chances with the electorate, having noted that several previous heads of state had been overthrown when, as the end of their constitutionally mandated term approached, they had indicated that they did not intend to relinquish power. Not wishing to take any chances with the CAH, Duvalier, through a series of transfers, retirements and dismissals, arranged that all qualified *Mustang* pilots should be out of the cockpit well before it became clear that he intended to become President-for-Life.

Following the 1963 consolidation of power, the fortunes of both the CAH and the *Mustang* in its service took an upswing, although a modest one. Two of the four aircraft were, as a matter of policy, to be brought to operational readiness, and kept in that state insofar as possible, to provide a level of preparedness to cope with suspected invasion attempts against the Duvalier regime, as well as the ever-present menace of the Dominican Republic and the new threat presented by Cuba under Castro.

By the early sixties, the *Mustang* was a far more readily-available aircraft than it had been in the late-1940's and early-1950's, numbers of them having been supplanted by various Air Guard units in the U.S. as well as the regular USAF itself. Duvalier, driven by hard intelligence combined with the paranoia of a total dictatorship, had by 1963 pretty well exhausted his limited credit with the U.S. government, now finding obstacles to arms purchases at every turn. Consequently, his

agents turned to the private sector in their searches for additional equipment with which to bolster the well-worn equipment of the armed forces, and particularly the CAH. *Mustangs* were sought but, initially, were either denied legitimate export certificates or were snarled in financial red-tape. So, as a temporary measure, two North American T-28A's were covertly flown into Haiti during September, 1964, out of Florida at low level at a cost of \$10,000 each. The *Trojans* were, in actuality, a godsend for the CAH, since its small fleet of trainers—mainly various models of the T-6 *Texan*—was by now of limited usefulness and increasingly difficult to maintain. The T-28's provided not only limited tactical applications, but two-seat, advanced trainer capability as well, which at this stage was sorely needed by CAH pilot cadre.

It appears also that, from available evidence, Haiti contracted secretly with Cavalier to rehabilitate its *Mustang* fleet in-country during this period, as photos of CAH *Mustangs* of this period reveal modifications known to have been associated with the Florida firm. This seems to have occurred during the period between the first and second IRAN of neighboring FAD *Mustangs* by Cavalier.

The sentimentality and familiarity with the *Mustangs* soon gave way to the grim realities of supply and logistics, however, and through the assistance of the French, the CAH took delivery during October, 1973, of 10 North American (Sud Aviation) T-28E *Fennec* up-rated attack versions of the T-28A *Trojan*, and, to finance this transaction, decided to dispose of its entire *Mustang* inventory. The logical buyer, by this point, was obvious... and, in a sale previously unknown, all four were sold to none other than the neighboring FAD, which appears to have promptly transferred them to Cavalier (see previous discussion).

Thus ended the 23-year reign of the *Mustang* as the undisputed pride of the *Corps d'Aviation Haiti*.

This purge of locally-trained, native *Mustang* drivers, however, was not without its hazards for, in April, 1963, the tiny Haitian Navy mutinied and attempted a go at overthrowing the government, starting with a shelling of downtown Port-au-Prince. Duvalier must have had an ace up his sleeve, because at least two *Mustangs* were made airworthy, armed and manned by pilots who apparently flew into the Republic aboard a B-25, which was also added to the Corps inventory. These *Mustangs* then proceeded to give the people of Port-au-Prince a rare show by attacking the Navy in the bay leading up to Port-au-Prince and strafing them into submission. The identity of these pilots remains a mystery to this day, but witnesses stated at the time that they were flown with great skill and style and on that single occasion the *Corps d'Aviation d'Haiti Mustangs* probably performed their greatest service to their erstwhile government, a one day call to glory at the hands of nameless pilots.

URUGUAY:

The first of only two mainland South American nations to acquire *Mustangs* (the other of course being Bolivia), Uruguay may arguably lay claim to being the *only* Latin American user with a virtually unbroken tradition of what might be termed a "fighter/pursuit" philosophy, dating from the very early identification of the genre as a result of WWI.

Uruguay has always been portrayed, on the surface, as an exception to the more common generalities usually voiced in reference to Latin America as a whole. It has been called the Switzerland of South America, with its integrated society organized around a modern, benev-

olent welfare state. Its military has remained, for the most part, highly professional and comparatively apolitical. Additionally, it has managed over the years to maintain its armed forces, in keeping with its limited resources and political position, rather well abreast of professional developments. Such an awareness of technological progress led to the early creation of an air arm for the national Army, patterned largely upon French ideas.

The seed of Uruguayan fighter lineage and theory entered service during December, 1920, in the form of an initial shipment from France of eight SPAD S.XIII's and Nieuport 27C-1's, both postwar developments of the same basic types which had seen service during WWI. These served alongside modest numbers of other well-mixed bombardment, reconnaissance, utility and training types well into the early 1930's, being very well maintained by the industrious and relatively adept Uruguayan aircrews and service personnel.

A single Martinsyde F.4 *Buzzard* was acquired in 1924, to assess developments in the "state-of-the-art" and served on in an evaluation capacity for several years. It was felt that it did not represent an improvement of sufficient magnitude to justify replacement of the now-familiar SPAD's and Nieuports, however, which were continuing to render excellent service. A single Ansaldo/SVA A.1 *Ballila* (sometimes erroneously referred to as an A.300) was also acquired during 1924, also for evaluation—surviving through 1927.

By the early 1930's, the SPAD's and Nieuports were clearly on their last legs, and, while other general-purpose types were acquired new from various sources, no suitable, affordable fighter types were acquired, although several were demonstrated to the Uruguayan officials. It was generally felt that, in keeping with certain schools of thought then in vogue, that general-purpose aircraft fit the existing and hypothetical needs of the Aeronautical service. Indeed, it was this belief which led to the compromise purchase in 1935 of six Waco WHD-7 multi-purpose aircraft to equip the *Escuadrilla de Informacion*.

With world-wide developments in the mid-to-late 1930's taking a turn for the worst, Uruguay decided to augment its multi-purpose Waco's with somewhat more potent Italian-built Meridionali Romeo Ro-37bis biplanes, six of these joining the *Escuadrilla de Informacion* during October, 1937. It is interesting to note that, at least on paper, one of the designated functions of this unit was "interception of foreign and unidentified aircraft of all types into sovereign national airspace," a task for which the more nimble Waco's may have been especially tasked.

The coming of WWII, and Uruguay's status as an Allied nation and Lend-Lease recipient brought with it much welcomed, modern weaponry, which would have been otherwise unobtainable at the time. Among the first Lend-Lease deliveries were nine Curtiss-Wright SNC-1 *Falcon* monoplane advanced trainers during November, 1942... certainly the hottest aircraft the Uruguayans had ever handled up to that time and quickly becoming the pride of the service. These were followed by four equally efficacious North American AT-6B *Texans* during the following month (the *Texans* had arrived during February, but diplomatic misunderstandings and delays held formal turnover for nearly 10 months, much to the chagrin of the eager Uruguayan veteran and student pilots). These 13 aircraft, augmented by the remaining WHD-7's and Ro-37's, served as the principal first-line aircraft of the *Cuerpo Aerea*, as it was now called, for the duration of the war years, and served to re-instill the fighter spirit in the service—a spirit frequently cited and recollected by the senior members of the service and eagerly taken to heart by the younger members—a pattern repeated everywhere in those halcyon days.

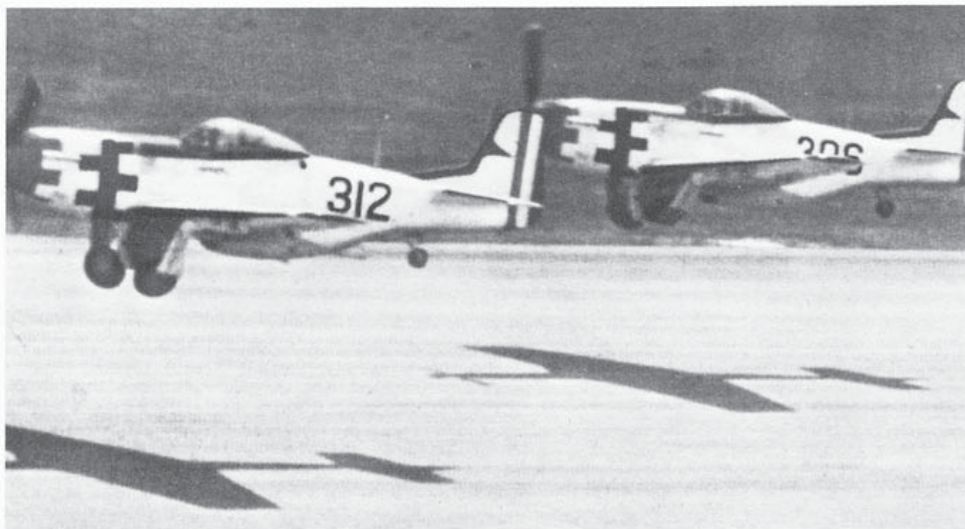
Nery Mendiburu via Gary Kuhn



F-51D, FAU 270, of the Uruguayan Air Force, is one of two survivors placed on display in Uruguay following the type's withdrawal from use during 1960. FAU 270 and the other surviving FAU F-51D have since been returned to the U.S.



Another Uruguayan Air Force F-51D, FAU 265, complete with its unit insignia, is seen, probably during 1960, while on display in downtown Buenos Aires, Argentina. Several indigenous Argentine types also were on display alongside.



FAG via Gary Kuhn

Rare photo of two F-51D's, FAG 312 and FAG 306, of the Guatemalan Air Force aerobatic team, during takeoff. USAF "Thunderbirds" marking influence was obvious and included a blue nose and red panels over an over-all white main color.

With the end of the war and the reorganization of the Uruguayan services along U.S. lines, the *Cuerpo Aerea* (later redesignated *Fuerza Aerea Nacional* and, during December, 1951, *Fuerza Aerea Uruguaya*), using the strong financial backing of a booming economy which was fueled by a hungry world's post-war need for its basic exports (beef, wool and hides), decided to organize, with appropriate equipment acquisitions, one fighter, one bomber and one transport group, with appropriate, dedicated ancillary types for communications, ambulance and training tasks. Indeed, guided by a U.S. Mission, a model air arm was mapped out and, by November 1, 1948, money had been appropriated for the purchase of 25 *Mustangs*, 11 B-25 *Mitchell* medium bombers, and two additional C-47 transports.

It is interesting to note that the Uruguayan decision to acquire *Mustangs* was a result of its own evaluation of available types (and its ability to pay), together with the recommendations of certain members of the U.S. Mission who had intimate experiences on the types available. It must be remembered that the U.S. had, as part of the American Republics Project (successor program to Lend-Lease and progenitor of MAP/MDAP) unilaterally and arbitrarily decided to standardize all mainland South American recipient nations on the Republic P-47D *Thunderbolt*, which was available in large numbers. *Mustangs*, on the other hand, were identified for continued service with regular USAAF/USAF and ANG/Reserve fighter-bomber units.

Indeed, Uruguay was duly scheduled to receive P-47D's (along with every other major South American country except Argentina, Paraguay and Bolivia) commencing January 11, 1946. Uruguay alone declined delivery of what were essentially "free" aircraft of this type, opting instead for additional trainer types and light transports as a bridge for continued expansion of the framework of the "new" post-war air force.

The *Mustang's* service in Uruguay was preceeded by very thorough planning and preparation on the part of the FAU, and was expedited by the *Comision Permanente Para Traer Material de Vuelo de EE.UU.* (the Permanent Commission for the Acquisition of Flight Equipment in the United States). Additionally, Decree No. 14.236 dated August 24, 1949, announced the names of the pilots who would train in the U.S. for flight-delivery and acceptance into service of the type, some 35 pilots and technicians, led by Lieutenant Colonel D. Carlos M. Sencion being named. This was a very sensational event in FAU history, and many of the pilots named in this document went on to greater things in future years.*

Initially, the organization formed to accept the *Mustangs* was titled as the *Grupo de Caza*, but was generally referred to as the "Grupo F-51" and was further organized and led by the following organizational chart, at least initially:

Jefe de Grupo de Caza . . . LTC D. Carlos M. Sencion

Jefe 1er Grupo MAJ Mario S. Arenas
Cdte. Escuadrilla CPT Alcides J. Rovira
Jefe 2o Grupo MAJ Mariano A. Navajas
Cdte. Escuadrilla CPT Danilo E. Sena
Jefe 3er Grupo CPT Fernando R. Blanco
Cdte. Escuadrilla 1LT Jose Perez

This basic organization, with of course changes in personnel, remained essentially unchanged through the slightly less than 10 year service life of the F-51 in FAU service, with the exception that the major organizational name was changed, on May 8, 1951, to *Grupo de Aviacion No. 2 (Caza)*.

As mentioned earlier, the FAU pilots destined to man the *Mustangs* were trained at USAF facilities in the U.S. and following the training and acceptance by the "Probador F-51," CPT Fernando R. Blanco, the aircraft were flown by group to Uruguay, the first ones arriving at Base Aerea No. 1 (Durazno) November 23, 1950, and the last on December 4.

It is worth noting that four USAF pilots involved with the training of the FAU contingent in the U.S. were very highly regarded by the enthusiastic Uruguayans, and, as a result of the urging of the Uruguayan pilots, were honored with the unique insignia and certificates of title "Pilotos Aviadores Honoris Causa" on January 18, 1951. They were:

CPT James Mitchell
CPT Donald Holt
CPT Douglas Murray Montgomery
1LT Gabriel Bartholomew

The aircraft were all painted in FAU service marks and serialized, FAU 250 through FAU 274 prior to delivery. However, between February 16 and June 16, 1950, prior to the actual delivery flight, this was altered—for reasons never fully explained—to read FAU 251 through FAU 275!

Upon redesignation of the receiving unit as *Grupo No. 2*, the serials of each aircraft for a period carried the prefix designator G2 (e.g., G2-251). It was also discovered that, when painted in the U.S. prior to the delivery flight, the blue "bar sinister" of the national rudder marking had been painted on backwards on the starboard rudder surface! This oddity remained on some aircraft for some time to come before it was finally corrected through normal IRAN processing.

For the first time, Uruguay was on a par, at least qualitatively, with its giant neighbors to the North (Brazil) and South (Argentina) whose air forces were employing Republic F-47D's and Fiat G.55's respectively at this juncture (although they both added more advanced *Gloster Meteors* within a year or two of the FAU *Mustangs* entry into service).

While Uruguay had footed the bill for the independent decision to purchase the F-51's it quickly became apparent that maintaining the aircraft would be a continuing problem. Indeed, the U.S. rationale behind promoting the use of the F-47 *Thunderbolt* in Latin America stresses the facts that it involved a type of engine with which most recipient air forces had at least some familiarity—and commonality would simplify the spare-parts availability and ordering system. Stated simply, the FAU soon found

that the system—while deciding to support the country-purchased F-51's under MDAP—was simply not geared up for it, USAF demands for *Mustang* spare parts in Korea causing very lengthy delays in receiving even the most elementary replacement parts through requisition.

This spares problem, which resulted in low availability for service (while also resulting in a very low accident rate due to low utilization*) also restricted the number of aircraft which could be declared combat-ready. For instance, by June 30, 1954, three and one-half years after entry into service, all 25 aircraft were still basically intact and on strength . . . but only six were rated as combat ready.

Over the next two years, as spares became even more difficult to obtain, cannibalization for parts commenced, although it was very well administered and no "junkyard" scavenging was resorted to. By December, 1956, *Grupo No. 2* could only muster 13 whole *Mustangs*, and a year and a half later this was reduced further to 11.

Fortunately, the FAU had received its first jet equipment (four Lockheed T-33A's) in October, 1956, these also being assigned as tactical aircraft and transition trainers to *Grupo 2*, serving alongside the *Mustangs* until they were finally stood down with the arrival of the first of 14 Lockheed F-80C's during April, 1958. The remaining *Mustangs* soldiered on during the transition period into the new jets, but were finally struck off charge entirely on June 9, 1960, five months short of 10 years after entering service.

During September, 1960, with the blessing of the U.S., the FAU "sold" 8 of the best remaining *Mustangs* to the *Fuerza Aerea Boliviana*, together with a vast array of spare parts which had been carefully inventoried and stocked, mainly from cannibalized aircraft. The spares were flight-delivered to Bolivia aboard a USAF C-124, while the 8 whole aircraft were flown to Bolivia by Bolivian pilots.* Cost to Bolivia: \$8.00!

During the decade that the *Mustang* saw service in the Rio Platte estuary nation, it was against a backdrop of Uruguayan foreign policy of strict non-intervention, because of the country's vulnerability to pressures from its two giant neighbors, Brazil and Argentina. As a result, the FAU *Mustangs* are unique in Latin America in that they were the only ones (in FAU service) not to see action of some kind.

Until 1984, two *Mustangs* survived in Uruguay—FAU 265 at the Museo de Aeronautica near Montevideo and another serving as a gate guardian at an FAU base (FAU 270). These now have both "returned home" to the U.S. to warbird enthusiasts where they will reportedly be rebuilt to flying condition.

Finally, to close the chapter on the FAU *Mustangs* service, it is of interest to note that one aircraft, upon deactivation in 1960, was presented to the *Escuela Tecnica Aeronautica* for use in training student mechanics and airframe personnel. It was reportedly later disposed of to an unidentified civilian, who attempted (unsuccessfully) to mount a Continental engine of unknown horsepower to the airframe! The fate of this aircraft is unknown.

GUATEMALA:

The Guatemalan Air Force (*Fuerza Aerea Guatemalteca* or FAG) holds the distinction of becoming the first Central American operator of the *Mustang*—an honor doubly significant in that the initially supplied aircraft were acquired through formal, government-to-government negotiations under the aegis of the Reimbursable Aid Program (RAP).

Guatemalan acquisition of the type did not occur without difficulty, however. Indeed, final approval had to await a change of government—a change which continues to influence Guatemalan-U.S. relations to this day.

Revolutions in May-July and October, 1944, set the stage for what eventually resulted in a government which, by 1952, found itself in the unenviable position of having to rely on internal Communist Party support for survival. Under President Arbenz—a product of the professional

*Note: Only four serious accidents were suffered by FAU *Mustangs* during the course of its life with the service. One crashed in a flight over Carrasco International Airport near Montevideo, another over Montevideo itself, another over the lake formed by the Rio Negro and another in the Rocha department of Uruguay, north-east of the capitol. It is also worth noting here that two other FAU *Mustangs* suffered accidents—but not in Uruguay. One, piloted by 2LT Beethoven P. Montagne crashed at Palmdale, California, while the FAU pilots were still being trained on the type before the delivery flight (it was repaired, however) while another, FAU 264, piloted by Alferes Dewar Vina, suffered an accident, although it too also was repaired and shipped separately to Uruguay.

*Note: A body of evidence suggests that the total of aircraft sold to the FAB was only six instead of eight aircraft, the difference perhaps being represented by built-up-from-spare aircraft. The authors believe this unlikely, however.

*Note: The aircraft were acquired, for the record, on Contract No. AF 33 (38) S-328, dated June 1, 1950. It should also be mentioned that the official history of the FAU reports only 24 *Mustangs* delivered. The reason for this discrepancy is unclear.

Escuela Politecnica of the Guatemalan Army and one of the leaders of the last revolution of 1944—the nation by 1951 had begun truly effective social and land reform programs, but largely under the banner of ultranationalism and anti-Americanism—and with the aforementioned crucial Guatemalan Communist Party support.

Guatemala had historically maintained and developed a relatively well-equipped and well-trained air arm since its inception in the 1920's. The air arm was usually a balanced force and solvent, at least in comparison with other neighboring states, and boasted a small combat capability from the beginning. Guatemalan airmen of the 1940's and early 1950's trained effectively on a succession of armed, single-seat Ryan STM-2 "trainers" and Waco Model UMF biplanes outfitted with forward-firing guns and a closed, single-seat cockpit—followed during WWII by Lend-Lease Boeing P-26A fighters (the only such pursuit-type aircraft supplied to any Central American country). This trio of what can be described as "fighter-trainer" type aircraft was augmented by the usual handful of North American AT-6C armed trainers, which rounded out the combat-capable training element.

During the presidency of Dr. Arévalo (1945-1951), who, while a master of political expediency and survivor of dozens of plots and attempted coups, found few political factions willing to ally themselves staunchly behind his mystical brand of "spiritual socialism," with an eye to the re-equipment taking place in neighboring countries—as well as a bone tossed to the armed forces—commissioned the controversial Colonel Julian ("The Black Eagle"), during September, 1950, to seek new arms for Guatemala in the U.S. and elsewhere. Among the items that COL Julian contracted for were three *Mustangs* available through the famous Babb Company. In the final analysis, however, this first of numerous Guatemalan attempts to obtain *Mustangs* was unsuccessful when the U.S. State Department disapproved the export licenses, citing the probable need for the type in Korea by U.S. forces.

Not to be deterred, and sensing an evasion, the FAG Commander, COL Jairon, arrived in Washington in person during mid-November, 1950, with a formal request for 12 *Mustangs*—to be paid for either through unused Lend-Lease account funding, grant aid, or cash (if necessary). He was once again rebuffed, with, again, the viable excuse that all available aircraft of the type were urgently needed in Korea.

As the FAG's Ryan/Waco/P-26/AT-6 quartet of light combat types continued to attrite and age, the urgency to re-equip the force, both for practical and political reasons, persisted. With the change of government in 1951, renewed efforts were made—and by August 11, 1952, Inter-Continental Airways, Inc. of New York was ready to supply the FAG with 15 F-51's.

By now, it had become clear that the U.S. was anxious to prevent an arms race in the region—not to mention becoming party to willingly supply what it considered a pro-Communist and anti-U.S. government with relatively modern, long-range aircraft. The next month, in fact, this policy was made clear in the contents of a State Department memorandum when it was stated, unequivocally, that "upon each previous occasion we were able successfully to block their efforts [to obtain *Mustangs*] on technical grounds, without having to do so on grounds of political consideration."

By August, 1953, the FAG's desire to obtain *Mustangs* had become a virtual obsession and another potential supplier, Commerce International Co. of 19 Rector Street, New York, represented by one Oswald Rehquate, was prepared to sell the FAG not fewer than 22 F-51D's, fully armed (but used), with overhauled, inspected engines, ready to be flown on delivery from "an airport in the Eastern U.S." at a bargain \$4,400 each—an offer which may have been of somewhat speculative nature (the aircraft are believed to have been surplus French Air Force *Mustangs*)—but which were also tendered to Honduras in its only flirtation with the type. Needless to say, the State Department disapproved the application for export license.

Frustrated by this and at least two other attempts to acquire *Mustangs* through U.S. brokers, the Guatemalans, during March, 1954, approached the Royal Swedish Air Force with reference to a lot of 17 F-51's available for approximately \$700,000, plus spares. The U.S. Government advised the Swedes that they would take a "very dim view" of such a transaction!

As the U.S. viewed, with growing alarm, the Communist influence in the Arbenz government—coming at a time when the U.S. was at the height of its Cold War panic about Communist infiltration into the region—the

CIA initiated somewhat less than covert assistance to the organization and arming of exiled Guatemalan opposition elements under the leadership of COL Carlos Castillo Armas.

Thus it developed that the first "Guatemalan" *Mustangs* weren't operated by the regularly constituted national air arm—but rather by the Castillo rebels, who received two via the agency of the Nicaraguan government, via Honduras (as well as three Republic F-47N's and at least one C-47). This odd arrangement came about as a result of the agreement of the anti-Communist Somoza government of Nicaragua and neighboring sanctuaries (in fact, the aircraft, sans markings, operated blatantly from the Managua Las Mercedes airfield!). When two of the F-47N's were lost in accidents, Nicaragua, urgently approached by CIA managers of the whole affair, agreed to supply Castillo with two P-51's—virtually out of their packing crates from Sweden—if the U.S. would agree to replace them (which it did, later—see Nicaragua chapter).

Castillo's "Army of Liberation" crossed the frontier into Guatemala from Honduras June 18, 1954, and was promptly halted after advancing a scant 20 miles by Guatemalan regular forces. While the turn of events would eventually be credited mainly to the decision by the Army in Guatemala City to overthrow the Arbenz government, it was significant that the FAG was grounded during the entire crisis due to "unreliability," although it is problematical as to what effect its use, considering its aged equipment, would have been against the handful of Castillo aircraft. In point of fact, CIA analysts after the fact credited "control of the air" by the exile forces as "the" decisive factor in their victory, going so far as to postulate that the decision to supply the two *Mustangs* to Castillo alone increased the exiles' chances of success by not less than 20%! Without the aircraft, their chances were estimated at zero.

Suddenly the frustrations and obstacles faced by the FAG during the preceeding four and a half years were gone, and within a month, three refurbished F-51D's had been flight-delivered to their first base at San Jose—it being considered prudent to base them there initially until things were sorted out in the capital.

A month later, realizing the complexity of the *Mustangs* compared to the aircraft it had previously operated, the FAG urgently requested the services of two qualified USAF mechanics and a 120 day supply of spares; the quantum jump from P-26A's to F-51D's was acutely felt!

While Castillo consolidated his power base following the rather peculiar chain of events following his "victory," the FAG recognized that the time was ripe to avail itself of additional U.S. aid, and it consequently caused the government to "urgently" request three more *Mustangs*, without spares, since the initial "special" agreement which led to delivery of the initial batch did not specify a total to be allotted. The additional aircraft were flight-delivered on December 20, 1954. Each of the initial batches of three aircraft cost the FAG exactly \$5,400 each, a bargain by any standard, considering the excellent condition of the aircraft.

The next *Mustang* to reach the FAG came via a rather circuitous route, in December, 1955. FAG officers, by now aware of the air assets of the Castillo exiles (the surviving F-47N had been flown to La Aurora and incorporated into the FAG) reasoned that the two *Mustangs*, which had been forgotten in Managua, were, by process of deduction, FAG property. The new Guatemalan minister to Nicaragua, upon approaching the Somoza government with its claim, was met with a typically "ladino" deal in response: Nicaragua would surrender one of the two *Mustangs* in exchange for the FAG F-47N, a type then in service in some numbers with the FAN (the U.S., as yet, had not replaced the two F-51's nominally ceded to Castillo as agreed, and the FAN and Somoza reasoned that retaining one of the two and trading off the other favorably was an equitable arrangement). In the final analysis, that is what came to pass—and it appears likely that the "other" *Mustang* was eventually "returned" to the FAG in 1956; strength figures support this, although the details are not clear.

Meanwhile, the Castillo government had been making progress along the lines found satisfactory by the U.S. and, with this and a view towards retaining a balance of armaments in the triangle Guatemala-Honduras-Nicaragua, the U.S. responded favorably to an FAG request for an additional seven aircraft, which were flown down from Kelly Air Force Base, San Antonio, Texas, during March, 1956, bringing the complement on hand to 14 aircraft.

Aside from a single, sorely needed TF-51 acquired in October, 1957, FAG *Mustang* strength remained static through the crises spawned by the Ydigoras decision to permit Cuban exiles backed by the CIA to train at Retalhuleu, Guatemala, in 1960, when, almost to a man, the Guatemalan Army Officer Corps, balking at this affront to national honor, revolted on November 13. The FAG remained loyal, however, since it stood to gain rather handsomely from the Cuban presence—the CIA having arranged to include a number of Douglas B-26 light bombers earmarked for the FAG as a cloak for the similar aircraft supplied to the Cubans. In fact, due mainly to joint action by Cuban-crewed B-26's and FAG *Mustang* attacks on revolutionary positions at the Zacapa military base and the airfield at Puerto Barrios, the rebels surrendered to the government on November 18.

During the first six years of use, the FAG attained an accident-free experience on the type, which was not marred until the last quarter of 1961 when a fatal accident occurred.

By the decade of the '60's, the *Mustang* had been thoroughly integrated into the FAG and the well-maintained machines were the pride of the service. All spares and equipment had been duly inspected, tagged and identified in a stock control program previously unknown to the service, and an organizational training scheme, of somewhat fluid regularity, had been instituted.

On paper, all "tactical" aircraft on strength with the FAG, including the *Mustangs*, B-26's, T-6's and support types, were assigned to three and—for a brief period—four "squadrons," whose compliment shifted frequent-

FAG



A quartet of Guatemalan Air Force F-51D's in formation flight. Still visible under the wings are the outlines of the USAF insignia. Extended tailwheel was the end result of a long-standing F-51 maintenance anomaly that was more easily rectified by leaving the gear down than by solving the problem.

ly. These units rotated, usually on a weekly basis, from their home base at La Aurora (Guatemala City) to San Jose Air Base on the Pacific coast, on temporary duty, for gunnery and tactical training of a sort.

This training was rather unusual in its content. Usually a B-26 would fly a sortie over the ocean, dropping brightly painted 50 gallon steel barrels at "targets" on simulated bomb runs. The *Mustangs* would then make strafing runs on the same floating barrels, depending on availability of training ammunition and the fund situation, which were constant problems and frustrations for the progressive-thinking FAG planners.

Basically, the established "composite squadrons" mentioned were distinguished by colored prop spinners on the F-51's as shown:

Escuadron Cuervo—red spinners (s/n 602-609*)
Escuadron Costa Pacifico—blue spinners (s/n 502-509*)
Escuadron Costa Atlantico—black spinners (s/n 802-809*)
3° Escuadron—green spinners (s/n 902-909*)

Following the 1957 purchase of the TF-51, the FAG gradually expanded its *Mustang* contingent by purchasing blocks of ex-Royal Canadian Air Force and other surplus aircraft as they became available, eventually acquiring 14 aircraft via this process, bringing total FAG acquisitions of the type to 30 machines. Some of these aircraft, which the authors have arbitrarily labeled "scrap-metal *Mustangs*," have histories which seem to suggest—sometimes peripherally and other times overtly—a connection with Israel. Consider the following, on both the Guatemalan machines cited and the first six Dominican *Mustangs* mentioned earlier:

It has become clear to the authors that a number of "front" companies supplied *Mustangs*, at one time or another, to Latin American countries during the period 1948–1960. For instance, one such, Ultramar International Corporation (whose office location was a convenient half-block from the Israeli Supply Mission in New York!) is known to have corralled *Mustangs* for the Israeli Air Force during the 1950's—and of course we also have

*Note: At one time, it was planned to further assign new service numbers to the *Mustangs* on strength with each squadron, as shown, but this was apparently never acted upon and the scheme shown in the rundown at the end of the chapter remained in effect during the entire service lives of the *Mustangs*.

mentioned the connection of Inter-Continental Airways (ICA).

Evidence suggests that the first six FAG *Mustangs* helped finance Israel's War of Independence. Note that the first FAG *Mustangs* flew from Miami on June 6, 1948, while the first Boeing B-17's for Israel were ready to depart from Miami on June 12, 1948. Coincidence?

Considering the FAG "scrap-metal *Mustangs*," it should be pointed out that numerous strange happenings were going on in the U.S.—especially with regard to ex-RCAF F-51's—which could be found in strange places in New York and California between 1959–1962. Both states had active "bases" for ICA (and the diminutive Hardwick) including Whiteman Airpark, Rosemead Airport, Canastota Airport, Syracuse Municipal and Millville, New Jersey, to name a few. A lot of ex-RCAF *Mustangs* were floating around the U.S. at this point—few of which received "N" numbers (U.S. civil registrations), although a few did. For example: what were three non-registered ex-RCAF aircraft doing at Syracuse, New York in 1960? They have since disappeared; they did not go to Israel. Of course they may have gone to Trans-Florida for parts, and perhaps via TFA to the FAG. However, our research has shown that this is a bit too early for TFA, and, in any case, not their style. Other examples: ex-RCAF 9238 and 9245 were crated at Whiteman in January, 1959, and marked "machinery"—while there are examples of two different *Mustangs* carrying the same "N" registration at the same time, one of which is eventually reported as having crashed at Canastota, NY in 1960. Another two have the same "N" number, one of which was "destroyed" in Texas 1959/1960 and another which was w/o in a "hangar fire" in Texas in 1961. Others are repossessed and scrapped; some restored then scrapped, while still others change their previous military serial numbers 10 years after they were involved in something strange that occurred in 1959–1960!

Bottom line: the FAG needed some additional intact airframes and the Israelis were happy to oblige. Israel started to phase out its own *Mustangs* after the Sinai campaign of 1956 and they still had the means to acquire aircraft in the states... but yet were able to pay cash, more or less, for their first large order of *Ouragan* jet

fighters from France!

The Israelis aren't talking.

With the arrival of the first of a number of armed Lockheed T-33A's in the mid-1960's, utilization of the *Mustangs* dropped rapidly, as the "fighter jocks" in the service were anxious to convert to the more modern jet aircraft, and the leadership of the FAG found some difficulty in motivating qualified *Mustang* drivers to maintain their currency on the type.

This situation was alleviated somewhat when, during the mid-1960's, the FAG organized an aerobatics team consisting of sections mounted on four T-6G's, five F-51's and six T-33A's. This organization had the twin benefit of projecting a favorable FAG image throughout the nation and region at various airshows and ceremonies, and the creation of an elite cadre, with all of the incumbent spinoffs and morale factors usually associated with such organizations.

Very colorfully marked, the *Mustang* cadre of this team included, among others, such FAG veterans as CPT Oscar Larrañaga, CPT "La Negra" Perez, Pacha Solis and two others, and presented electrifying shows from 1966–1972, although the flashy red-white-blue scheme on the aircraft gradually gave way to operational camouflage near the end, a concession to the guerrilla operations that the FAG was engaged in by that time. The end of this team, unique in Central America, came shortly after the mid-air collision of three of the *Mustangs* at a performance at San Jose, Costa Rica, on January 12, 1972, when two of the three pilots involved died. A demonstration team continued on with the T-33's, however.

By 1967, cannibalization had commenced, and between 10-12 aircraft were kept fully operational—although nearly 20 graced the FAG ramp at La Aurora in a more or less "complete" state. This, a rather common practice in Central America, was a result of a long-standing practice which resulted in keeping the largest number of aircraft possible visible for all to see, "high visibility" being considered a psychologically vital means of projecting an image of FAG power.

With the San Jose crash of January, 1972, the vintage nature of the *Mustangs* became an issue, and the decision was taken to sell the remaining six airworthy machines as soon as possible. Don Hull of Sugarland, Texas, took all six, and had them flown north during 1973, bringing 19 years of unbroken FAG *Mustang* service to a close.

FAG *Mustangs* saw service which, in the main, reflected the internal security orientation of the Guatemalan armed forces, and most "action" involved limited use during periods of internal unrest, as previously related, and in other less auspicious endeavors, such as the attempted revolt by factions of the FAG during November, 1962. The intensive Army operations against the internal guerrilla threats represented by the *Fuerzas Armadas Rebeldes* from 1962 were supported in some measure by the FAG, and the *Mustangs* conducted some strike missions, but without proper FAC (Forward Air Controller) coordination, had mixed success. This effort was reflected in the designation of the last FAG "unit" to operate the type, the *Escuadron de Ataque y Reconocimiento*, a Special Air Warfare (SAW) MAP-supported unit which, at its peak in September, 1968, mounted nine F-51's in full camouflage warpaint complete with sharks-mouths.

The only known FAG *Mustang* operations against any "foreign" forces occurred during the last year of operation, 1972, when F-51's, in joint operations with T-33's and other types, were employed to strafe and bomb rebels advancing on the capital of neighboring El Salvador, a rare instance of overt military assistance to a neighboring government in Central America.

Finally, contrary to many published accounts, the FAG did not receive any Cavalier-rebuilt aircraft such as those acquired by the Dominican Republic, Bolivia and El Salvador, although several aircraft refurbished by the Cavalier precursor, Trans-Florida Aviation, were bought during early 1962.

NICARAGUA:

Perhaps the single most intriguing and perplexing of all Latin American nations to employ the *Mustang*, Nicaragua, after a study of the aircraft's service there, seems somewhat less than deserving of such a thoroughbred.

The *Fuerza Aerea de la Guardia Nacional de Nicaragua* (commonly referred to as the *Fuerza Aerea de*



A Guatemalan Air Force F-51 line-up circa 1966. Visible are FAG 381, FAG 354, and FAG 357, with corkscREW propeller spinners. Also visible is TF-51D, FAG 345, and at least three other stock, though unidentified F-51D's. At least two Douglas A-26's and a single C-47 are visible in the background.



Guatemalan Air Force F-51D, FAG 315, during an air force day display at La Aurora during the early 1960s. The aircraft's highly polished aluminum finish is noteworthy, as is its collection of 2.75 inch rockets, 250 lb. bombs, and .50 cal. ammunition. In the background is USAF Lockheed C-121A, 48-609.

Bob MacArthur

Nick Waters, III collection

Nicaragua or FAN), not a totally independent arm of service under Somoza, was essentially a semi-autonomous corps of the infamous *Guardia Nacional*—the Praetorian Guard of the Somoza family from start to finish. The significance of this relationship cannot be overstated: for all intents and purposes, the FAN was the Somoza Air Force, a club of unique intent.

A young service by any standard, the FAN wasn't formally constituted until 1938, although the *Guardia* operated aircraft much earlier in a desultory manner—as early as the late-1920's. Its size was, even by Central American measures, diminutive until the mid-WWII years when the staunch pro-Allied stand of the Somoza government led the U.S. to allow Lend-Lease shipment of 18 aircraft against the generous Nicaraguan account, more than tripling the size of the pre-war establishment!

Even at that, the early FAN of 1943 was flush with aircraft, as it could only muster a total of 16 qualified pilots, if one included the Commandant and First Assistant to the Chief!

However, although the majority of its Lend-Lease aircraft were basic and primary trainers, deliveries had also included four armed North American AT-6C's which, together with a quartet of Waco WHD and WHD-A light combat biplanes, a single Canadian Car & Foundry (CCF-built under license from Grumman) G-23 *Goblin* biplane fighter and an armed Ryan ST-A, gave the FAN at least a taste of high performance aircraft during its formative years.

With pilot experience ranging from a high of around 3,000 hours to a low of 85 hours, the FAN was relatively well-trained, many of its personnel having been instructed in the U.S. and others as co-pilots on TACA fleet liners. The elder Somoza, creator of the FAN and its sole benefactor, elected to maintain a small, fairly well-balanced force during the final years of his unchallenged 20-year rule, and it wasn't until the end of WWII that any further expansion of the air arm was undertaken.

Nicaragua had little reason to need a larger air arm until then. Several minor border squabbles with Costa Rica and Honduras had blown over and, with complete control of the *Guardia*, internal unrest was virtually unknown.

But the post-war turmoil in the Caribbean region, coupled with the relatively large number of inexpensive, war-surplus aircraft available on world markets, gave impetus to what may be viewed as rather extravagant arms purchases for the FAN, which included substantial numbers of AT-6's, P-38's, P-47's as well as small quantities of Douglas A-20's and Convair B-24's! Finally, the icing on the cake came in the form of *Mustangs*, in significant numbers.

As noted in the chapter on Guatemala, the FAN "acquired" its first two *Mustangs* at the behest of the CIA for the intended use of the Castillo forces. In fact, these two aircraft had been through a rather complex screen before eventually reaching Nicaragua and—eventually—Guatemala. Full identities and details of these two may never be fully known, but this much is: the authority to dispatch the two aircraft came from President Eisenhower direct, and the aircraft were initially flown to Honduras, the first "cover"—and thence to Nicaragua, where Somoza attached considerably more proprietary interest to them than the CIA had bargained for!

The aircraft were especially significant in the region because, not only were they the first of the type in Central America, they at the time were possessed of an aura, of legendary proportions, born partly from the wartime prowess attained and partly due to the yearning for the type which had been jealously evolving in the Caribbean basin since Trujillo of the Dominican Republic had commenced flexing his muscle in 1950.

When it became clear to Somoza that he would eventually have to part with control over the coveted pair, and when his overtures to obtain quantities for the FAN were shrugged off by U.S. sources, he learned from the Guatemalan experience and turned to Sweden.

While the U.S. would not approve or condone exports of the type from domestic sources, it didn't stand in the way of Nicaragua's cash transaction with Sweden of late-1954, reasoning that such action would not only be a strengthening of U.S. influence in the region, but a stiffening of the Central American ability to resist the perceived Communist threat so recently witnessed in neighboring Guatemala.

On January 17, 1955, 26 ex-Royal Swedish Air Force *Mustangs* arrived in crates by ship at Corinto on the Pacific coast of Nicaragua, where they were transhipped by rail to Managua for assembly, some 80 miles distant.

Apparently the long journey was not without incident,

USAF



An operational Nicaraguan Air Force F-51D, displaying the unusual exhaust marking noted on other FAN F-51s. An obvious publicity photo, pilot Teniente Diego Quintanilla was seen chatting with USAF Mission member T/Sgt Brooks Garner. Noteworthy is protective cover over gunsight inside cockpit.

since three had arrived with damage which was sufficiently severe to prolong repairs until November, although 22 others were assembled within 60 days of arrival by the accompanying team of Swedes and some willing but as yet inept Nicaraguans. Of course one other aircraft was traded to Guatemala for the FAG's sole F-47N (which very possibly had prior Mexican connections), a type much preferred by the FAN, with which it had been in service for some time and with which air and ground crews were familiar.

Apparently, the *Mustangs* acquired during this period included at least two TF-51's because, by December, 1956, two of these exotic hybrids were included in the total of 23 *Mustangs* still on strength, two having been lost in accidents during the preceding 23 months. These accidents did not warm FAN personnel to the *Mustangs*, a decided preference being shown for older, more familiar types, and a general lack of interest in flying the F-51's was displayed—a disdain which persisted during the entire nine-year period during which the *Mustang* saw service with the FAN in significant numbers.

FAN leaders, however, acknowledging the fact that, at least numerically, the F-51's were the most important aircraft in the inventory, stressed training on the type and, with the help of the USAF Mission, expanded the syllabus on the type and cooperated in negotiations for acquisition of two additional USAF-surplus TF-51's during the second half of 1957, an interval during which two more aircraft had been lost in accidents.*

Attrition, attributed to low training time and poor maintenance and facilities, continued to take its toll, and, despite the advice of the USAF Mission chief, seven additional stock ex-USAF *Mustangs* (most ex-ANG aircraft)

*Note: It is highly probable that these losses were sustained as a result of the first "operational" use of the FAN's new *Mustang* force, which came about during the border dispute during February, 1957, with Honduras, over 7,000 square miles along the Coco River. Nicaraguan troops were concentrated at the village of Mocorón, deep in the disputed territory (ostensibly Honduran territory), and the Hondurans responded by sending in 500 troops of their own on Nicaraguan Inauguration Day. Somoza ordered his *Mustangs* to attack at dawn the next day and these strikes against the poor village of Mocorón, combined with the heavy ground action, virtually destroyed the place.

were bought at Sacramento—and evidence suggests that additional surplus ANG F-51's were also acquired later.

By July, 1959, when an unrepairable TF-51 was disposed of on a trade basis for serviceable F-51 parts with Trans-Florida (a deal that included \$10,000 worth of parts, including 60 rocket rails) the FAN inventory of *Mustangs* looked like this:

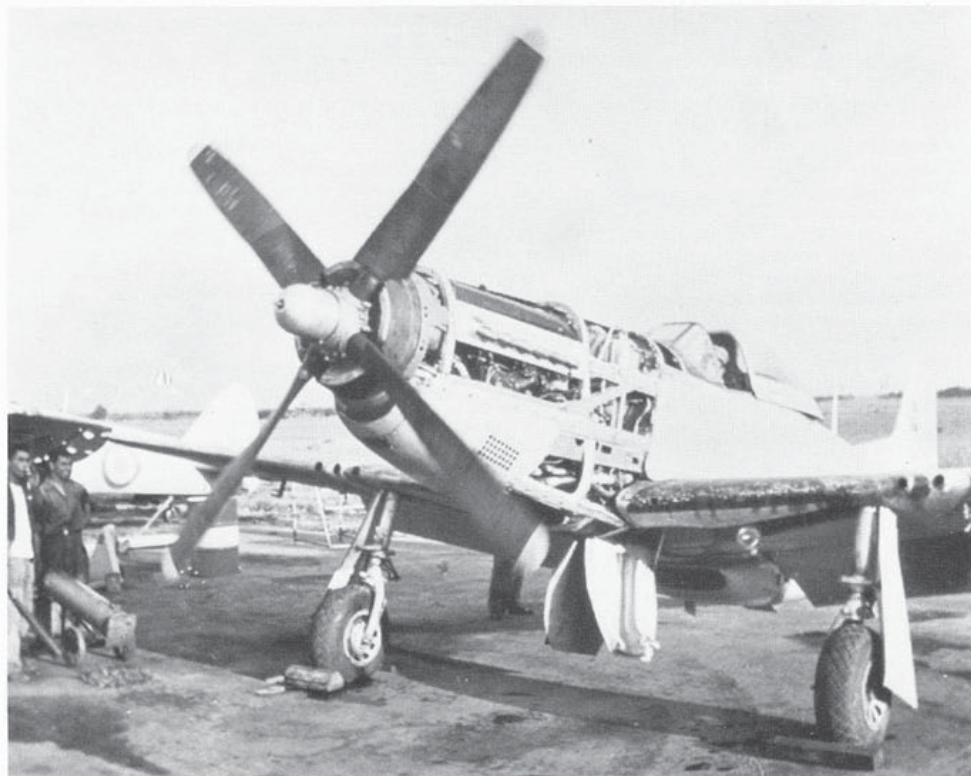
- 14—ex-RSAF, of the 26 acquired in 1955, all in fair to good condition
- 1—TF-51, of the two acquired in 1957, in good condition
- 7—ex-USAF F-51's acquired in 1958, all in good condition

During the same six-month period, the FAN had deleted one other TF-51 and six F-51's for various reasons, one of them being lost to action during the "emergency" of 1959.

Ambitious projects to upgrade FAN utilization of its *Mustangs* had been prepared by the hard-working USAF Mission, and approved by the host government, but of 75 hours of diversified training programmed per pilot during the period July, 1956, through December, 1959, only about 55% was actually accomplished, mainly due to "lack of progress of flying personnel," not to mention loss of pilots through accidents, purge and resignation.

The magnitude of the problem may be measured by the fact that, of 20 pilots actually assigned to F-51 duty during 1958, nine were lost to the FAN through discharge/resignation and six more due to graduation during September of that year from flying school (they did not actually do so until the following February). Of a total of 32 active FAN pilots at this time, not fewer than 10 also were full-time pilots with the national airline, LANICA, while others had private enterprises in aviation, such as crop-dusting, which was an authorized activity. In actual point of fact, the FAN *Mustang* force was manned by "weekend warriors" on a God-knows-when-basis.

Very little combat training had ever been accomplished



Nicaraguan F-51D, GN 84, beside a Nicaraguan F-47N, at Las Mercedes, just prior to the "Mustang's" return to the U.S. Just visible in the original photograph are diagonal stripes running aft from the .50 cal. gun ports, in yellow, green, and red paint, respectively.

on the type by the FAN, and the USAF Mission chief could not rate a single FAN pilot as "combat qualified" by USAF standards, although they performed quite well—to the surprise of the Mission staff—during the two rebellions in May–August, 1959, when actual strafing attacks, using guns, rockets and napalm were made. The air-to-ground coordination, including air-to-air and air-to-ground communications were "surprisingly successful." These of course were the two punitive "invasions" by exiles from Costa Rican sanctuaries, a little-known prophecy of things to come! The FAN operations, in the words of one observer, "proved to be very demoralizing to the invaders."

By 1961, with spares and cannibalization becoming everyday problems in maintaining the *Mustangs*, only 12 flyable examples remained. Its days in FAN service were numbered by the decision to dispose of all remaining examples in favor of re-equipping with T-28's, T-33's and B-26's, although in the actual event, only the flyable majority were sold, with a number (six) of low-time, well-maintained examples being maintained in "flyable storage" and the reclamation of others for parts support. The last six were to be kept until the T-33's achieved combat readiness.

The FAN did, in fact, dispose of most of its remaining F-51's (although not all of those sold were in an airworthy condition) between July and September, 1963, to the Maco Sales Financial Corp. of Illinois. A total of 21 airframes were included in the deal, of which only 15 appear to have been intact (i.e., not necessarily flyable!).

One further incident during the service life of the Nicaraguan *Mustangs* is worthy of note. This occurred during the heartbreaking final days of the abortive invasion of CIA-backed Cuban exiles at the Bay of Pigs.

As is fairly well known, the aviation support to the invasion force was provided by Douglas B-26, C-54 and Curtiss C-46 aircraft being flown out of the airfield at "Happy Valley" (Puerto Cabezas, on the northeast coast of Nicaragua). By April 18, 1961, with seemingly everything going wrong for the members of the exile forces—including heavy losses to the B-26's from Castro's FAR aircraft—the Somoza government, at the request of CIA managers of the operation, agreed to "loan" the Liberation Air Force three *Mustangs* to,

hopefully, alleviate the desperate need for some form of escort for the B-26's and transport aircraft, which were being decimated by Castro's handful of T-33's and *Sea Furies*.

What is even less well known is the fact that it had been planned, at one point, to equip the Liberation Air Force with—besides the B-26 bombers—either F-51 or F4U Corsair fighter-bombers, a plan which, depending upon the availability of suitable bases within range of Cuban targets, may have made a world of difference to the outcome of the invasion attempt.

At any rate, for reasons which may never be known, neither type was provided, and the Liberation pilots at "Happy Valley" were delighted to welcome the three FAN F-51's late in the afternoon of April 18—the FAN markings being immediately overpainted. That night, four Liberation Air Force pilots feverishly studied the F-51 manuals provided, even though none of the pilots on hand had any experience in the type. Nonetheless, the next morning, one of the *Mustangs* was in the air.

Unfortunately, the *Mustangs* simply did not have the range to reach the Giron beachhead in Cuba, engage in action, and have a reasonable chance of making it back to Puerto Cabezas. In spite of this, it is reported that one pilot, CPT Antonio Bascaró, volunteered to fly what would have been, in effect, a suicide mission to escort the hapless B-26's. The mission was, however, never flown, and the *Mustangs* were eventually returned to the FAN at Las Mercedes.

At least two *Mustangs* survived intact in Nicaragua as late as the fall of the Somoza regime to the Sandanista forces in 1979–80, although they were "gate guardians" only. But the final lines of this chapter must be framed around the astonishing report that, during August, 1980, a *camouflaged Mustang*, in the early marks of the Sandanista Air Force, was noted intact and apparently serviceable at Managua...!

COSTA RICA:

During late-1954, following six years of relative calm following the 1948 revolution which resulted in the celebrated abolishment of its army, disgruntled exiles from earlier political upheavals, backed by the Somoza regime of neighboring Nicaragua, set events in motion which resulted in Costa Rica—a nation ostensibly without armed forces—becoming the recipient of a small number of *Mustang* fighter-bombers.

Contrary to popular belief, Costa Rica has had occasional flirtations with military aviation—although admittedly on a limited scale—and a rather convincing case can be made naming aviation as the deciding factor in the *Figueres* forces victory in 1948, which resulted in the disbandment of the regular Costa Rican Army and the following 1949 constitutional amendment which specifically forbade the establishment of a national army in the future.

The events of 1954–1955 may have given the Costa Rican people cause to ponder the wisdom of disbanding a standing army. The *Guardia Civil*, established along military lines—complete with military titles and terminology, with equipment designed primarily for tactical military, rather than civil police functions, could cause the astute observer to consider the possibility that Costa Rica's much-lauded claim to have abolished its armed forces is little more than—as one commentator phrased it—"an amiable deception."

The small incursions from Nicaraguan territory of 1949 and early-1955 were both handled quite handsily by the *Guardia Civil*, although in both cases, Costa Rican authorities moved to seek aircraft to augment the G.C.'s capabilities.

During the 1955 episode, unlike 1949, the exile forces were rather obviously supported by modern aircraft, sans markings, seconded to the invaders from the FAN, including a pair of C-47 transports, a brace of T-6's, and at least one (and possibly as many as three) P-47N's.

It was the very blatant and highly visible interdiction missions flown by this handful of aircraft, although of limited genuine effectiveness, which resulted in the extremely urgent request by the Costa Rican government to the U.S.—as a member of the Organization of American States (OAS) and under the terms of the Rio Pact—for modern aircraft with which to respond.

In a move unprecedented in Latin American–U.S. relations, and without equal to date, the U.S.—under the convenient umbrella of the Reimbursable Aid Program—"sold" four F-51D's, for the nominal fee of \$1.00 each, direct from the 182nd Fighter Squadron, Texas Air National Guard at Brooks Air Force Base, Texas (and not the Florida ANG as has been so widely reported). The transaction borders on the incredible, since Costa Rica had no standing military aviation establishment of any kind at the time, and certainly had no pilots capable of stepping into the *Mustang* cockpits. Further, the speed with which the aircraft were transferred is without parallel in MAP, RAP, MDAP or Lend-Lease annals, although in retrospect, with all its unique aspects, the transaction is satisfying in that it demonstrated what could be done through the OAS system in an emergency.

In any case, the quartet duly arrived at San Jose, where their USAF-style markings were hastily modified into a convenient semblance of the Costa Rican national colors, on January 16, 1955, and, to quote "Flight" of January 21, "Costa Rican pilots were shown over the controls and went straight into action—whereupon all three [sic] aircraft of the rebel air force lost heart and landed at Rivas airport, Nicaragua, and were formally "interned." [emphasis authors]

The truth of this passage is highly debatable, but the fact of the matter is, as unlikely as it seems, no evidence to the contrary has so far surfaced. True, Costa Rica could boast a civil pilot population of very diverse experience, including some who had participated in the country's first attempt at organizing an air arm in 1948–1949. But whatever the truth of the matter, the aircraft, as in the similar instance in Guatemala the preceding year, proved to have the desired psychological—if not tactical effect, and the rebel forces foundered.

Some credence may be found in the assertion that Costa Rican pilots manned the aircraft in that one of them, number 2, was lost (supposedly "in action") three days following delivery, although the real cause of the crash may more likely have been pilot inexperience in the type.

Following the end of the emergency, Costa Rica found itself in possession of an "air force" in being for which it had no budget, infrastructure nor spares support. The aircraft were hanged at the San Jose International Airport and maintained by personnel of the regionally well-known COOPESA maintenance and overhaul facility, who faithfully looked after the aircraft and kept them more-or-less airworthy, rolling them out and running up the engines on a regular basis. Sporadic interest in the aircraft, viewed as something of a novelty among the locals, resulted in the occasional flight by a government-authorized pilot, one such ending in the crash of number

*Note: On May 30, 1959, a chartered C-46 with 35 rebels from Costa Rica (all of whom were Nicaraguans, however) touched down on a boggy field near the town of Tierra Azul, 35 miles South-East of Matagalpa. Because the aircraft's under-carriage was damaged on landing, it was quickly emptied of usable items—but before the rebels could leave the area, an FAN F-51 swooped from the sky and blasted the smoldering aircraft, which had been set on fire by the rebels, with rockets. This is the only known "kill" by an FAN *Mustang*.

3 near the site of today's El Coco International Airport on January 22, 1956.

Finally, when the expense of maintaining the aging aircraft could no longer be justified, the surviving pair were sold to the Maco Corp. (the same outfit which bought the Nicaraguan aircraft) during March, 1964, at which time the government was seeking financing for the purchase of liaison and communications aircraft to support the *Guardia Civil* that were a bit more practical than old *Mustangs*! Thus ended the strange Costa Rican romance with the *Mustang*—probably the only instance during which this distinguished breed served a nation with no air force!

But wait a minute... that's not the end of this story. During the intensive research preparation of this book, the authors discovered a very late photo of aircraft number 1 taken just before its sale to Maco in 1964 at the COOPESA hangar in San Jose. Blazing clearly on the fuselage side just under the cockpit were the Costa Rican coat-of-arms with the words "Fuerza Aerea Costarricense" surrounding it!

BOLIVIA:

Bolivia—the very name of this sparsely populated, land-locked South American republic seems to evoke images of endless political intrigue, overnight changes of government and a medal-bedecked military oligarchy.

And all of this is not without some historical justification in this land of extremes, which has been, coincident to our story, the backdrop for perhaps more myths and half-truths involving *Mustangs* than any other Latin American republic. Anyone with a fair aviation library can quickly check the references dealing with *Mustangs* and Bolivia and find wildly divergent accounts in each.

It is surprising, in fact, that the *Mustang* saw service in this country at all. For aviators, it is perhaps sufficient to relate that Bolivia's prodigious surface contains proportionately more land above 10,000 feet than any other country. Twice as large as France (this surprises most folks), it borders no fewer than five other nations.

Like most of the other Latin air arms to eventually employ F-51's, Bolivia acquired its earliest examples through the slippery and shadowed post-war surplus market, and not as a result of its status as a signatory to the Rio Pact agreements as so often quoted.

In fact, the decision to acquire *Mustangs* was a very close call, involving no less than the President of the Republic and a young air force officer who would himself later rise to the office.

Bolivia's air arm has a very colorful history, and, by Latin standards, a wealth of operational experience—this consisting of the famous Chaco War with Paraguay of the 1930's, the anti-guerrilla effort of the 1960's and innumerable internal armed uprisings involving an armed citizenry and/or the armed forces.

While the last "pure" fighter type acquired by Bolivia prior to the arrival of the first *Mustangs* had been the 1933-vintage Curtiss Hawk II biplane fighter, the *Fuerza Aerea Nacional de Bolivia* (later simply *Fuerza Aerea Boliviana* or FAB) had also acquired significant quantities of Curtiss-Wright CW19R and CW-22/SNC-1 light combat monoplane during and just prior to the war years, not to mention numerous AT-6B and AT-6D "Texans" all of which were actively assigned "caza" or fighter-type duties with the FAB. This experience, despite several political purges which decimated the flying cadre in the post-war years, helped prepare the air arm for acquisition of late model WWII vintage U.S. fighter types following the war.

In fact, Bolivia, together with the Dominican Republic, Cuba, Nicaragua and Guatemala, constituted that exclusive club of relatively tiny Latin air arms which still managed at one time or another to count P-38's, P-47's and P-51's among their inventories!

But as noted, the decision to acquire *Mustangs* for the FAB was not a completely unanimous decision, as evidenced by the thrust of the following letter, dated October 10, 1954, from (then) Major Rene Barrientos (of whom more later) to President Victor Paz Estenssoro of Bolivia. Due to the unique historical value of this letter, it is quoted as translated from the original Spanish, in its entirety:

"Dear Mr. President,

I write you in a confidential form with the great desire of calling your attention to our problems, giving you all the information and facts necessary for this.

The most important problem is the one of the air force. It is enough to say that the Air Academy at Santa Cruz is decaying with a speed

Cavalier via John Kerr



Excellent air-to-air of a single F-51D (67-22581) and a single TF-51D (67-22582), following modification by Cavalier Aircraft of Florida. Painted gray over-all and given standard USAF markings and serial numbers, these were two of several F-51's eventually delivered to Bolivia.

that suffocates the lads we have chosen, and their enthusiasm has turned not into a fraud. It is useless that a man such as I lie to you, or call your attention to dire loomings...

Part and parcel of this is that we save the air forces morale, and at the same time that of the air academy. They do not have aircraft for flying; there are no parts and there is no activity or rhetoric to arouse their faith, which is dying.

Now I want to be myself—the pilot, as my comrades say—and which makes me so proud—that you like best, the one to transmit to you, with sincerity, a great solution proposed honestly and loyally by the USAF Mission men. I see in them, once again, their great interest in participating in solving our old and great problems.

I take this opportunity to suggest to you that, if it is still possible, to recommend that we acquire preferably the P-47 Thunderbolt aircraft instead of the P-51 Mustangs that General Seleme is planning to buy. The General probably does not know the tremendous waste of money that this purchase means. The P-51 maintenance is very expensive, for they require equipment that our technical personnel are not familiar with, and the tools themselves—even the most indispensable including those for the normal inspections called Line Ia and IIa—are simply not available, let alone the IIIa and IV, which would be utopian.

The aircraft would have to fly without the maintenance that insures engine life and ongoing airworthiness. The P-47, on the other hand, as I have told you before, with their radial engines, would be easy for our maintenance personnel to familiarize with. Additionally, they fit more closely our aptitudes and experience and have less delicacy than the P-51.

With this opportunity, I renew to you my great respect.

Sincerely,

MAJOR RENE BARRIENTOS, FAB"

In spite of this unusual epistle between a junior officer and a head of state, General Seleme, Chief of the FAB, prevailed, and the course of Bolivian fighter-bomber aviation was set for the next 24 years.

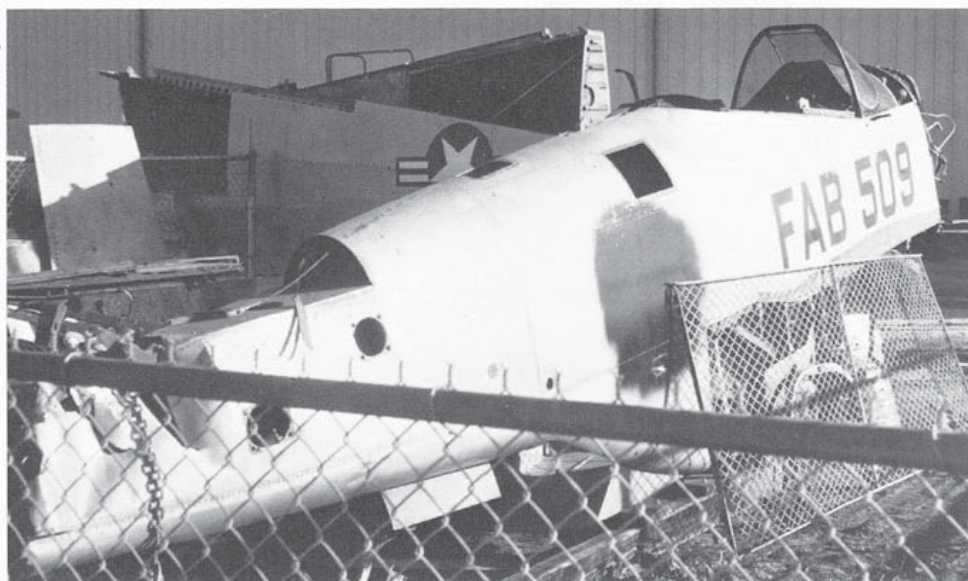
This decision had far reaching effects on not only the air force itself, but also on the course of Bolivian internal politics in the years to come. The U.S., in its policy to equip the majority of Rio Pact participants with P-47's,

had been prepared to offer a substantial quantity (12) of these standard types to the Bolivians under the generous terms of the MDAP program. In the final analysis, however, the revolution of April, 1952, together with the unrest and turmoil prior to and following it, rendered Bolivia as an unstable and high-risk client for such potentially pivotal aid, and the MDAP P-47's were not in fact delivered.

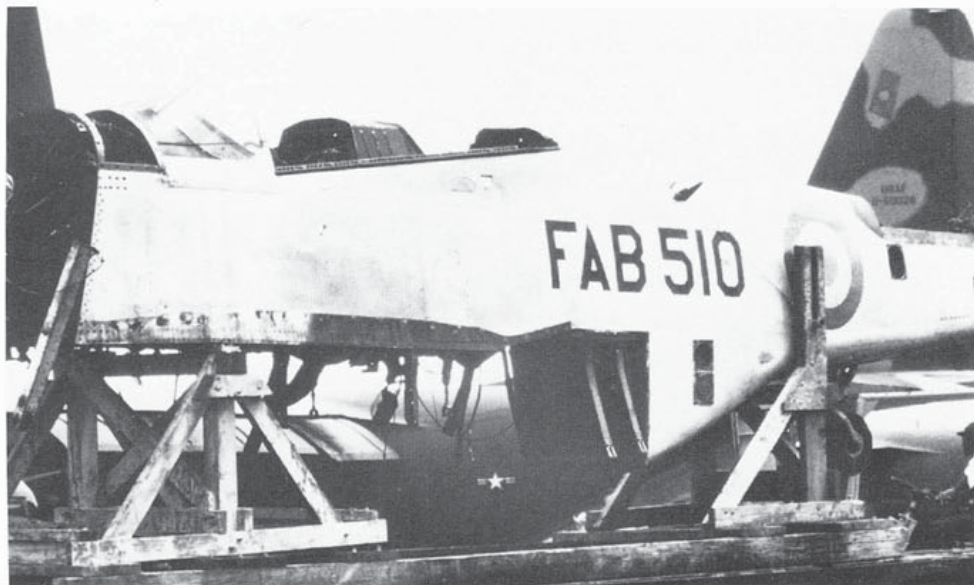
The passage of events which followed the April, 1952, revolution is probably unmatched in the modern history of any nation; the armed forces, particularly the army and to a lesser extent the air force, were not technically disbanded; they simply were ignored (as alluded to in MAJ Barrientos's letter), and in the place of the army, three militias consisting of the miners, factory workers and peasants, was formed. Nearly 25% of the officer corps was purged, and, while the FAB did what they could to maintain the remaining airworthy equipment, the Bolivian Air Force by the end of 1952 was that in name only. It did not begin to fully recover from this debacle until as late as 1960.

It was during this chaotic period that the *Mustang* entered Bolivian skies for the first time. During July, 1954, at the urging of General Seleme, FAB C-in-C, three F-51's (two stock D's and a TF-51D) were purchased from American Aeronautics Corp. (through the person of one Gordon D. Strube), a dealer operating near the old San Bernardino, California AMA. As an interesting sidelight, the aircraft acquired from this broker were (eventually) four of 35 former Royal Australian Air Force *Mustangs* the firm had acquired in 1953. FAB CPT Larrea was dispatched to take delivery of these aircraft, it having been

Dan Hagedorn



The remains of Bolivian Air Force F-51D, FAB 509 at the Cavalier facility in Florida on January 11, 1968. Visible in the background is a wing panel still bearing its USAF insignia. The Bolivian Air Force insignia has been painted out on the fuselage side and serious damage to the empennage is readily visible.



Another bent FAB "Mustang" on a lo-boy trailer at Howard AFB, Canal Zone, during late 1967, on its way to the Florida-based Cavalier facility. This particular aircraft was FAB 510, which was one of the rare TF-51D modifications. On several occasions, such "Mustangs" were transported by Lockheed C-130's.

arranged that the balance of the initial trio would be flown down by hired U.S. pilots.*

CPT Larrea got as far as the remote coastal area of Ecuador, north of Guayaquil, after flying from a refueling stop at Albrook Air Force Base, Panama Canal Zone, when he crashed on October 19, 1954. Thus, the first Bolivian F-51 (as with its first P-38 *Lightning*) never actually reached the homeland.

The surviving F-51 and TF-51 of the order were duly flown in without incident, however, on February 1, 1955, joining the sole razor-back F-47D *Thunderbolt* and a solitary P-38 to constitute the entire Bolivian fighter force, somewhat hopefully named the *Escuadron Tactico* (and, by 1961, the *Escuadron de Caza*) together with between six and eight AT-6B's and AT-6D's surviving from wartime Lend-Lease deliveries. A fourth *Mustang* was ordered from American Aeronautics during November, 1954, to replace the one lost with CPT Larrea in transit.

Initially, the aircraft were seldom flown, as only three pilots were even marginally competent in the type, and of course any flight demanded approval of ever higher authority in the chain-of-command, due to the political weight attached to the planes.

Thus it was revealed that, quite to the contrary of many previously published accounts, the FAB of the 1950's was a weak and ineffectual organization, fielding between three and four fighters of contemporary vintage, and no where near the "squadron-sized" units of both F-51's and F-47's so often attributed.

The first aircraft received did not receive FAB serials

*Note: During August, 1954, four FAB pilots trained with the 182nd FS, Texas ANG, then equipped with *Mustangs*, and the influence of this exposure was not lost on the Bolivians. They were CPT Francisco B. Larrea, military Aide to the Bolivian President, CPT Mzrio Eguia, Chief Operations Office at the FAB La Paz base, CPT Louis M. Barbary and LT Leon Kelle.

for nearly six months following entry into the inventory—the officials of the time having rather more pressing decisions facing them—but eventually received two-digit numerals preceded by the service acronym "FAB" (e.g., FAB-29, sometimes given erroneously as F-29), which was merely a continuation of a strict numeric sequence dating from before WWII for single-engine, combatant-type aircraft (aircraft employed strictly in training, reconnaissance, transport and light bombing roles were similarly numbered in their own series). In this manner, the F-51's, F-47 and P-38's followed on, initially, in a series which had commenced with the Chaco War era Curtiss *Sea Hawk II's*, followed by Curtiss-Wright CW19R's and CW-22/ISNC-1 *Falcons*.

Later, at the suggestion of the USAF Mission, the serialing system was rationalized, and, coincident with the receipt of its next batch of *Mustangs* during September, 1960, the new and surviving aircraft were re-serialled into a new system of three digits in the 500's. It is believed that this system was made retroactive to include all *Mustangs* operated, including CPT Larrea's crashed aircraft, which was apparently posthumously assigned the first number, FAB-501. The individual aircraft history chart at the end of this chapter illustrates the known relationships among these long-lived aircraft.

By the end of the 1950's, the MNR (*Movimiento Nacional Revolucionario*), against all bets, had managed to consolidate power within Bolivia and had restored sufficient confidence in its institutions to encourage the U.S., through the agency of its military missions, to actively support the resurrection and modernization of its arms of service, including the FAB.

Through a happy series of coincidences, the formerly MAP-supported Uruguayan Air Force *Mustangs* were due

at about this juncture to be supplanted in FAU service by T-33A and F-80C aircraft and, after careful consideration and interplay between the three nations and their representatives (the U.S., Bolivia and Uruguay), the best 8 surviving FAU-F-51's were sold to Bolivia on March 19, 1960, for the nominal sum of \$1.00 each. In effect, this was in actuality a MAP redeployment of equipment, but because of the political niceties involved, the mechanics of the transfer had to be rather laboriously concluded.

Previously unknown, however, is the fact that no less than 60,000 lbs. of FAU F-51 spares were also re-deployed to Bolivia between July and December, 1961, on Caribbean Air Command (USAF) C-130's and C-124's on TDY to that command. These spares constituted a sufficient stockpile to maintain the new influx of strength for the FAB for the next five years (and then some), and came at a very fortuitous moment as, by the previous December, the *Escuadron Tactico* was restricted to a flying hour program of only 24 hours per month for a combination of its F-51's and T-6/SNJ-5's—most of this time being expended on the new SNJ-5B's acquired during 1958 in order to spare the F-51's—but with the result that only four pilots could be kept current in the new *Mustangs*. This very limited training program, at that, was still vastly superior to that experienced in preceding years, but was limited in its effectiveness due to a complete lack of training ammunition for the aircraft.

The USAF Mission to Bolivia was, by now, taking a position on continued use of the *Mustang* by the FAB that was 180° opposite to that held in 1954. In short, the F-51 was now viewed as virtually the ideal aircraft mount for the limited Bolivian tactical needs, and the Mission actively supported the FAB in the increasingly difficult task of not only maintaining the type, but also in expanding the numbers on hand.

As a result of this support, which involved some very astute diplomacy not learned at the Air War College, succeeding USAF Mission Chiefs, in concert with some rising lights within the FAB (most of whom were products of both the MNR and the USAF School for Latin America at Albrook Air Force Base, CZ) were able to orchestrate the acquisition of an additional six F-51's (including two, by now, very rare TF-51's) from, principally, Sanford Aviation of Gardena, California. The purchase from Sanford involved four aircraft at a cost of \$105,000, during June, 1966—a real bargain by today's standards!

Thus, after attrition, the now re-designated *Grupo Aereo de Caza* "Gral. Jorge Jordán M.", still at the time stationed at El Alto, La Paz (the nation's capitol), counted eight airworthy *Mustangs* on its strength, augmented by the first two North American T-28D-5 *Trojans* of a number of aircraft of this type (as well as numbers of the older T-28A version) to be acquired through MAP during the 1960's, and a varying number of faithful T-6/SNJ's.

Although *Mustangs* had, in previous internal struggles, been shuffled about like coveted chess pieces, occasionally being called upon to "state the position of the Air Forces" in buzzing recalcitrant garrisons in Cochabamba and Santa Cruz departments—and in overawing organized violence in the always volatile tin mining areas—their only "operational" deployment during their FAB service lives ended successfully during 1967 (about the time of the arrival of the first of the Cavalier-remanufactured examples).

This was the celebrated campaign waged, with considerable covert aid from the U.S., against the Ché Guevara band on the headwaters of the Rio Grande, where he endeavored unsuccessfully, from 1966 on, to foment "peoples war" among an uncomprehending peasantry. It was during this effort that the *Grupo Aereo de Caza* (GAC) and coincidentally its *Mustang* element, came of age, gaining valuable experience in the associated operations and intensive training support rendered by the USAF. The campaign against Guevara commenced as an operation of containment, with virtually the entire Southeast of the nation declared a military area—the *Zona Rojo* (Red Zone).

FAB *Mustangs*, T-6's and T-28's first went into action against Guevara's band during March, 1967, when they bombed (using napalm as well as rockets) and strafed suspected positions in the Guerrilla zone, but without noticeable result. Although a small house used briefly as a base of operations was hit repeatedly, Guevara relates in his diary that his people had long since abandoned it.

Operacion Cynthia, involving six army units and the GAC's entire complement of aircraft, was launched during July, 1967, shortly after it was announced that it had



Cavalier-modified TF-51D, 67-22582, as it appeared during a stopover at Howard AFB, Canal Zone, enroute to Bolivia on May 7, 1968. This aircraft later became Bolivian Air Force FAB 518. Like many of the Cavalier-modified F-51's, 67-22582, was painted light gray over-all and given temporary USAF markings.

*Note: Not to mention occasional low, high speed passes down the length of "El Prado," the main boulevard in downtown La Paz, this being a particularly favored bit of "macho" on the part of GAC pilots.

been definitely established that the guerrillas were led by Guevara and consisted largely of foreigners. The T-6's, oddly, due to their long time-on-station and lower speed, carried out most of the more successful strikes, notably the one on April 20, 1967.

During this campaign the FAB *Mustangs* were finally all adorned with their own style of tiger's maw (previously, only one or two had carried this distinctive many-toothed grin), although camouflage did not come until later. Contrary to popular belief, the ferocious eyes and gaping mouth on the lower, forward cowlings did not represent a shark (a creature essentially unknown to most land-locked Bolivians—there are no aquariums in the country), but rather a tiger.*

The operations which led to the suppression of the Ché Guevara insurgency—for which the Bolivian armed forces seem never to have been properly credited—contributed considerably to a development that eventually benefitted not only the FAB, but other third-world air arms as well.

Advocates of the COIN (Counter Insurgency) school of thought had watched the Bolivian success against insurgency with keen interest and, for those concerned with aviation applications of the COIN formulae, noted with enthusiasm that the aged F-51 had not only contributed to the final triumph, but had, within the limits of indigenous resources and capabilities, provided an almost tailor-made piece of hardware for the task at hand—something that had been learned in Europe during WWII and Korea, but forgotten.

Although in retrospect, the U.S. observer's assessments were perhaps more enthusiastic than the actual performance may have warranted (the T-6's probably deserved as great an accolade but, on the Bolivian's part, there was a natural reluctance to extol the virtues of a type which they feared would merely insure deliveries of more of the same basic aged designs!), it came at an opportune juncture for David Lindsay and Cavalier Aircraft Corporation.

It is a bit more than coincidence that, during February, 1967, Trans-Florida (which became Cavalier later in the same year) won a USAF contract to deliver remanufactured and reconditioned F-51's that would be supplied through MAP to (primarily) the Dominican Republic, Bolivia and other countries.

These MAP programs, as previously described in the chapter dealing with the Dominican *Mustangs*, received project names that apparently covered the entire cycle, in the case of several Bolivian machines, from country attrited original aircraft through shipment to Cavalier, inspection for suitability for rebuild, and eventual reissue as essentially new aircraft. The Bolivian program was appropriately labeled Project "Peace Condor". These projects have not, as yet, been declassified.

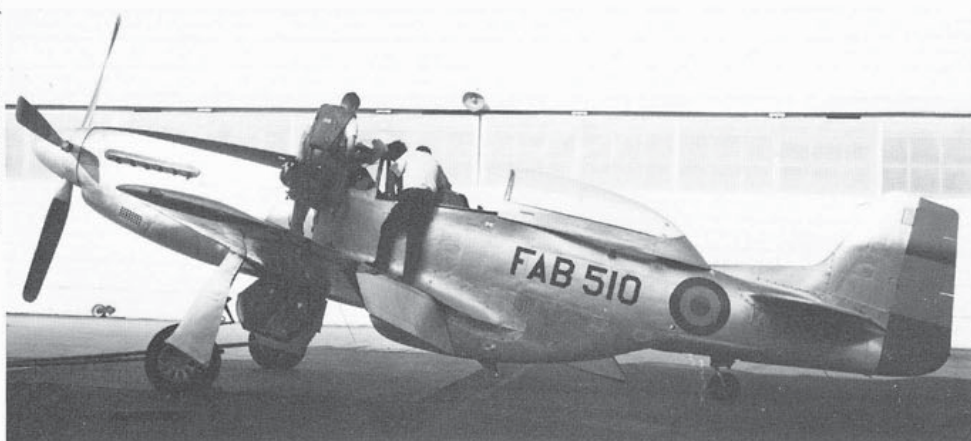
During the 1967–1969 time-frame, co-author Hagedorn noted with curiosity at least three damaged FAB *Mustangs* (as well as a number of T-28's) being shipped, crated or palletted, through Howard Air Force Base, CZ, back north to the U.S. aboard USAF C-130's and USAFR C-124's. At first, it was assumed that these were heading for museums or collectors, but then, during 1967, while vacationing through Bradenton-Sarasota, Florida, the remains and discarded parts of several of these aircraft were seen lying about the grounds of Trans-Florida (Cavalier). Then the final piece fell into place when, on July 19, 1967, Hagedorn, then stationed at Fort Kobbe, just adjacent to Howard AFB, came running from his office to the sound of (at least) two high-powered, propeller driven aircraft. He was then gifted with a beat-up of the field the likes of which he had never expected to witness. Two Cavalier-modified *Mustangs*, in light gray finish, complete with USAF markings, were giving the small garrison at Kobbe and Howard an impromptu beat-up of the field which equalled that of any rehearsed airshow. Upon landing, it was learned at the transient aircraft ramp that the aircraft were destined for Bolivia.

There followed one more group of two aircraft and two groups of three, the last during May, 1968, for a total of nine re-manufactured *Mustangs* including three Cavalier TF-51's, these being considered essential to any successful on-going use of the type.

By now, the FAB had been involved intimately with the *Mustang* for nearly 14 years, and expected to get at least six more years' service from the type. In fact they got 10.

From the time of the arrival of the first of the *new blood*, the *Mustang* force figured more prominently than ever

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A rare, stateside view of a Bolivian Air Force TF-51D, FAB 510, probably taken at Aero Sport's operation, Chino, California, shortly before the aircraft was delivered to Bolivia during June, 1966. The extended canopy, designed to accommodate an instructor or rear passenger, was particularly distinctive.

as the muscle of the FAB which, after the political ascendancy of one of its number to the presidency during the mid-1960's (General Rene Barrientos, of whom we have spoken twice previously).

But following the death of Barrientos in a helicopter crash during 1969, they were involved, in one degree or another, in no less than five changes of government by August, 1971, when General Banzer achieved power. He somehow managed to hold it through the end of the *Mustang's* FAB service life seven years later in 1978.

Although Bolivia eventually acquired a total of 25 *Mustangs* (if one includes the Cavalier rebuilds), at no time during its tenure did the total number of complete and (even potentially) airworthy aircraft on hand exceed 12. More often, through attrition and a combination of training and operational accidents, the total number of deployable machines on hand hovered between six and nine, and on more than one occasion dipped as low as two or three.

The Bolivians suffered slightly more from accidents than other Latin American operators of the type, losing no fewer than five (20%) in total or nearly complete write-offs, not to mention numerous less serious accidents. Still, considering the span over which the type was operated, and the particularly grueling conditions at the El Alto base where most served (and the fact that one of the five lost was on delivery before achieving operational status), five aircraft over a 24 year period actually surpasses the safety record of many larger air arms with far greater resources.

Any account of the Bolivian *Mustangs* cannot end without special mention of two very special aircraft, FAB-506 and FAB-509, both original stock aircraft which, since built in 1944–1945, have shared the distinction of serving, more or less continuously, as first-line aircraft in three air forces (USAF, FAU and FAB). They turned in 17 years, three months with the FAB, and are the only survivors of the 15 pre-"Peace Condor" stock *Mustangs*

acquired between 1954–1966.

Appendix A: The Commanders of the Grupo Aéreo de Caza (GAC) "General Jorge Jordán M." An Element of the Grupo Aéreo de Combate de El Alto*

1. Mayor Oscar Vargas Gandarillas	1957
2. Mayor Mario Eguía Achaval	1958
3. Teniente Coronel Leon Kolle Cueto	1960
4. Coronel Heriberto Olmos R.	1964
5. General Waldo Bernal Periera	1966
6. General Juan Pereda Asbún	1967
Coronel Heriberto Olmos Rimbaud	1969
7. Teniente Coronel Jaime Zegada Hurtado	1971
8. Coronel Norberto Salomón Soria	1972
9. Coronel Guillermo Escobar Urby	1974
10. Coronel Norberto Salomón Soria	1975
11. Coronel Jorge Rodríguez Bravo	1976
12. Teniente Coronel Arturo Justiniano Koehler	1977

*Note: This unit evolved out of a curious lineage, quite unlike most military organizations and air arms. The primary "tactical" unit or organization in the FAB following the Chaco War was Base Aérea No. 1 at El Alto, where all operational aircraft were grouped. During 1939, it was officially designated Base Aérea No. 1 Tcnl. Luis Ernst R. after a hero of the Chaco War, but was re-designated Base Aérea No. 1 Tte. Carlos Lazo de la Vega later. Following this, it was similarly redesignated not fewer than three times as follows:
Base Aérea No. 1 Cnl. Carlos Pena y Lillo — 1942
Base Aérea No. 1 Tcnl. Rene Pinedo Zapata — 1953
Base Aérea No. 1 My. Oscar Vargas Gandarillas — 1958
These rather confusing sobriquets were in recognition of fallen FAB airmen of various distinctions.

The official FAB lineage does not generally recognize the *Escuadrón Táctico* we mentioned in the text, which in fact was the direct predecessor of the *Grupo Aéreo de Caza*. It can be dated from about 1953 until 1957, when the GAC was formally constituted.

Appendix B: Interception of the *Avion Fantasma*, A Bolivian Interlude

One of the most interesting anecdotes to emerge from the quarter-century of Bolivian *Mustang* service occurred during July, 1961, when two Bolivian F-51's carried out what was very probably the only airborne interception by the type in Bolivian service, as well as very likely the only capture of an aircraft by the type anywhere in Latin America!

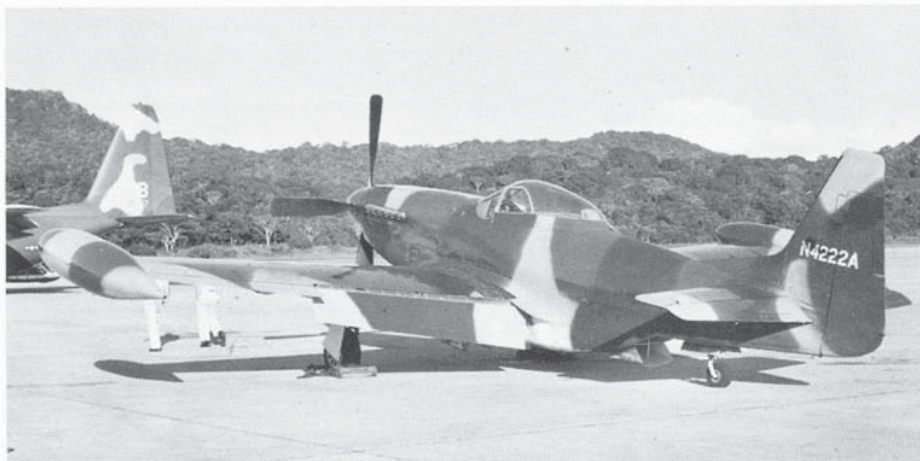
On at least 15 occasions during May and June, 1961, an unidentified aircraft had landed, refueled and discharged cargo under very questionable cir-

USAF via Barry Miller and Bob Pickett



A very early image of Bolivian Air Force F-51D, FAB 504 showing full unit and distinctive shark-mouth markings, probably at Cochabamba. The aircraft was unpainted with the exception of the mouth, associated eyes, anti-glare panel, wingtips, rudder, and standard national insignia.

*Note: General Barrientos himself, already a man of 48 years when Guevara launched his guerrilla war, did not hesitate to fly *Mustangs* and other aircraft into the Red Zone himself to urge his troops on. A jaunty man of medium height and stocky build and a crewcut, he had originally lobbied against FAB acquisition of the *Mustang* during 1954. He later became one of the premier FAB pilots on the type.



A completely over-hauled and distinctively painted Cavalier "Mustang II", seen shortly after "beating-up" Howard AFB, Canal zone, on December 5, 1968. It was, according to its pilot, headed for El Salvador. Particularly distinctive are the tip tanks and the U.S. civil registration, N-4222A.

circumstances at the Santa Cruz de la Sierra airport (named *El Trompillo*) in Southeastern Bolivia. As the airport was nominally closed at night, lacking proper night-operating equipment, officials of the airport and the government constabulary only became aware of these clandestine flights after some time had elapsed.

The Bolivian press promptly picked up on the story and labeled the aircraft *El Avion Fantasma* (the fantasy aircraft). In fact, the government was without doubt that this was merely another contraband runner, although in this case the aircraft seemed to be operating with embarrassing regularity into one of Bolivia's largest cities.

At the order of the Ministry of Communication and Public Safety, the FAB's *Grupo Aereo de Combate* dispatched two Mustangs (believed to have been FAB-504 and 508), piloted by Captain Alberto Peredo (Commander) and Tte. Alfredo Ameller, together with two AT-6's and a TAM C-47 with support personnel, to Santa Cruz to effect an interception of the aircraft, which by now had positively been identified as a Lockheed Constellation operating out of Argentina.

On July 30, the Constellation was reported once again inbound, and the two Mustangs promptly scrambled to intercept, which was accomplished successfully. Captain Peredo at once ordering the aircraft through hand signals and attempted radio contacts to land.

At this point, according to Lieutenant Ameller, the Constellation executed a very violent maneuver and attempted to head off in the general direction of Cochabamba flat out. In attempting to avoid collision with the violently maneuvering Connie, CPT Peredo lost control of his aircraft and suffered a fatal crash.

Lieutenant Ameller then overtook the Connie and made it clear that he would shoot it down if it did not land at once. The crew of the illegal aircraft, finally deciding that discretion was the better part of valor, landed at Santa Cruz, where they were identified as William Roy Robinson (pilot), a North American, and two Brazilians, as well as two others.

The Connie was subsequently established to have been the property of Lloyd Airlines, and investigation revealed that it had been operating into Santa Cruz with the connivance of the Commander of the Santa Cruz department and the Chief of the local MNR Militia, the two powers in Santa Cruz. The aircraft had been smuggling in an average of 10 tons of televisions, nylon, cigarettes, arms and other sundry high-value items per flight.

In honor of the personal sacrifice of Captain Peredo, the *Grupo Aereo de Cobertura Cap. Alberto Peredo* was constituted at Ribera in 1962.

The Connie ended up on strength with the FAB (contrary to other reports) and was finally placed in the *Boris Bancer Prada* children's park in the TAO barrio of La Paz for the recreation of the barrio children from 1972.

*Note: This Constellation has been positively identified as c/n 2520.

CUBA AND VENEZUELA:

It is not generally known that aircraft were used, in modest numbers, by the confederation of anti-government (i.e., anti-Batista) forces which fomented revolutionary activity in Cuba during the late 1950's under the *nome de guerre* of the 26th of July Movement, among others.

Oddly, although at least single examples of the Douglas B-26, North American B-25, two C-47's, a Beech C-45, a captured Vought-Sikorsky OS2U-3 *Kingfisher* (on wheels) and as many as five F-51 Mustangs were nominally acquired by the various factions—including that led by Fidel Castro—the *Kingfisher* seems to have been the only one to see action during the course of the insurrection—but that's another story!

Primary source for most the aircraft, including the B-26, B-25, the C-47's and two of the Mustangs, was Venezuela—although the precise conduit through which these aircraft were funneled is not yet clear. The B-26, B-25 and the transports have been tentatively identified, but the two F-51's have escaped detection, and evidence indicates that they were procured but not actually passed into the hands of the rebels, although the other types mentioned did in fact carry out nocturnal arms-carrying flights into Cuba during 1958. Fate of the Mustangs is unknown, and at this writing they remain true *mystery* aircraft.

Three other Mustangs, however, have been positively identified, but their acquisition, brief use and ultimate fates are rather anticlimactic.

It must be recalled that there was considerable covert support for both Castro and the 26th of July Movement in the U.S. prior to his shocking change of color, especially among exile Cubans on the run from the Batista regime. It was through financing provided primarily by these exile elements that barely-cloaked illegal aircraft purchases were being made for use during the *final push* to topple the Batista government, which was expected to be much more difficult than it proved to be in fact.

Two of the three Mustangs acquired in the U.S. (N68DR and N5422V) on November 18 and 20, 1958, have, after considerable research, been connected to one Allen McDonald of Miami Springs, Florida, who, on the afternoon of November 18, after securing an FAA Form ACA-1362 for a local test and proving flight, flew N5422V to a remote airfield in Cuba on delivery to the *Frente Frank Pais* Movement where it became FAR-201.

The chain of events in this transaction had actually commenced much earlier, during April, 1958, when the aircraft became the subject of attention by agents sympathetic to the revolutionary movements. At the time the aircraft was owned by Leeward Aeronautical Sales, of Miami—who had purchased the aircraft surplus the previous year for \$1,067.00!

The second of the three Mustangs acquired on the U.S. civil market had a considerably longer trek behind it. Originally surplus from the Royal Canadian Air Force in 1956 to Stinson Field Aircraft of San Antonio, Texas, and eventually becoming N68DR, the aircraft passed through owners in Tennessee and Kansas before ending up in Miami as N3990A (although frequently erroneously cited in error in official records as N3390B and N3990B) where it, too, was sold to the ubiquitous Allen McDonald who apparently flew the aircraft into Cuba around November 20 in similar manner to that experienced with N5422V—to become FAR-301. This aircraft is believed to have suffered irreparable damage upon arrival in Cuba, as it did not show up later as the other two did.

Finally a third Mustang, N89E, also a former RCAF aircraft, made its way to Cuba via the same outlaw means and joined the FAR as number 401 and it, together with FAR-201, survived to be integrated into the regular post-Batista *Fuerza Aerea Rebelde* (becoming *Fuerza Aerea Revolucionaria* later) at Campo Columbia near Havana during the first weeks of January, 1959.

The two aircraft quickly became unserviceable in FAR service due to a complete lack of spares and maintenance experience on the type, although one remained intact and nominally on-strength at Havana at the time of the Bay of Pigs invasion almost three years later, and another (almost certainly FAR-201), unserviceable, lingered in a hangar at the Santiago FAR base at the same time.

Following the Castro victory at the Bay of Pigs, the two aircraft were hauled out and cleaned up, the markings embellished, and put on permanent display at various points in Cuba (they were good for little more than propaganda at this point)—FAR-401 remaining to this day on display in Havana near a Hawker Sea Fury in a memorial park dedicated to the *martyrs* of the revolution

and the abortive invasion.

In summary, it must be stated that the Mustang's service in Cuba amounted to virtually nil, despite the considerable sums expended in their legally hazardous acquisition, Yankee traders having clearly escaped as the prime beneficiaries of the entire episode.

It should also be noted at this juncture that reports of the pre-Castro Cuban Army Air Force (FAEC) use of Mustangs are completely without foundation.

Venezuela, however, which had flowered into a staunchly anti-totalitarian influence in the Caribbean basin had, as mentioned, served as a *flag of convenience* for arms acquisitions by the Castro and allied rebel causes, believing that they were aiding forces for liberty and democracy in the process. One of the questions remaining unanswered by the authors of this work, as noted earlier, involves the source, identities and ultimate fate of the two Mustangs acquired via Venezuelan sources for the Castro allies. Several *mystery Mustangs* are candidates, and hopefully the answer will be found, out there, by our readers or other seekers of truth.

In an odd corollary, Venezuela *did* obtain a single F-51D—and it *still* carries full Venezuelan Air Force (FAV) markings. The aircraft, however, never flew with the FAV, although it may arguably be claimed to have been FAV property, as it is in full national marks at the FAV Museum at Maracay near Caracas.

In fact, this is an ex-FAB machine (and probably ex-FAU!), part of the *deal* involving the sale, circa 1968, of surplus FAV F-86F's and B-25J's to the FAB. Thus, this solitary aircraft may hold a record of sorts, depending on final determination of its identity, for it is entirely possible that the aircraft has, in order, served in the colors of no fewer than four—and perhaps five—air forces!

EL SALVADOR:

Through the preceding chapters, we have witnessed a multitude of uses, not to mention diverse means of procurement, for the air arms which employed the Mustang in Latin America.

But it was in El Salvador, late in the history of the Mustang in Latin skies, that the swan song of the type—anywhere—in its operational form, was played out.

The smallest of the traditional Central American states, this Pacific-coast country had, until very recent years, always maintained an institutional orientation within its armed forces towards defense against external threats, rather than internal security which predominates through the history of the other nation-states which we've examined here. This stance has obviously been prompted by a distinct awareness of the diminutive size of the Republic—200 miles long by 62 miles at its greatest width—and by the fact that no point in the country is more than 100 miles from neighboring Honduras.

The small Salvadoran armed forces have a reputation of sound organization, and, unlike neighboring states, close military training ties with much larger states other than the U.S., such as Chile. The air arm, although very much subordinated to the army historically, has been no exception to the foregoing, and has, since its inception during the early 1920's, been comparatively well-equipped and trained, and may arguably be rated among the best in Central America overall through the years since.

Combat aviation has always been represented with the *Fuerza Aerea Salvadoreña* and its present complement of early-generation Dassault *Ouragon* fighter-bombers and Cessna OA-37B jets may be traced back in an erratic but unbroken chain to Ansaldo SVA-type fighters and Breguet XIV's of 1921.

More recently, Salvador took a decided lead on neighboring states, by acquiring four Italian Bergamaschi AP.1 attack planes during 1938—at that time the most efficacious military aircraft in Central America, other than USAAC and USN machine stationed in the Canal Zone. Lend-Lease deliveries of the inevitable handful of AT-6C armed *Texans* bridged the gap to the 1957 purchase, through MSP, of Goodyear-built FG-1D *Corsair* fighter-bombers.

During the 1950's and early-1960's, Salvador, ever anxious about its exposed position relative to its neighbors, entertained various entrepreneurs and arms merchants interested in capitalizing on the paranoia—real and imagined—of its leaders. As early as April, 1953, at the urging of the small U.S. Mission, the FAS had evinced interest in acquiring Mustangs, when the government tendered a bid of \$25,000 each for four surplus aircraft. Oddly enough, the same request included a tender for

six Beechcraft T-34's at \$36,000 each and, in the final analysis, the U.S. approved only a fraction of the request (that for three T-34's). Salvador had to wait another 15 years for *Mustangs*, spanning the 1950's virtually devoid of any primary tactical aircraft other than the *Texans*.

As the attrition and phenomenal cannibalization rate amongst the FAS *Corsair* fleet accelerated following the honeymoon of their first four years of use into the early 1960's, it became apparent that some sort of replacement type would have to be procured—one which could meet not only the constraints of personnel abilities and the unique problems inherent in a nation with such a small national airspace, but cost as well.

The answer was found in the form of Cavalier-remanufactured aircraft of various *Mustang* types which, contrary to reports circulated ever since, were not MAP or MDAP supplied. They were, rather, purchased under special provisions of the Military Sales Program (MSP) and involved six aircraft—a Cavalier TF-51D and *Mustang II*'s, the latter, with the distinctive tip-tanks, being very special hybrid *Mustangs* indeed.

As tensions over the immigration question with Honduras intensified, and in view of the imbalance which existed at the time between the relative strengths of the FAS and FAH in favor of the latter, a frantic search for additional *Mustangs* ensued following the 1967-1968 delivery of the Cavalier aircraft. These efforts, characterized in one publication in near-fictional, comic-opera terms, were in reality carried out in a surprisingly efficient manner—although expediency ruled, and a number of aircraft involved appear to have gone to Salvador under what can only be described as questionable circumstances.

The Soccer War of July-August, 1969, has been widely misunderstood and, while it is not the purpose of this work to attempt to correct that record, it must be stated that, like all wars, the Salvadoran-Honduran struggle of 1969 came about as a result of human factors considerably more complex than a hotly contested soccer match!

But more importantly, for our story, the conflict is of historical significance because it was unquestionably the final curtain-call for the piston-engine, propeller-driven fighter aircraft—specifically the *Mustang* and *Corsair*. But before reviewing that incredible episode, our readers deserve a few more words of background to place our subject aircraft on the scene.

Stated simply, because of the scarcity of room in El Salvador, and the relative abundance of land in the sparsely populated areas of western Honduras, nearly 300,000 Salvadorans (a number equaling nearly one-eighth of the entire Honduran population!) had crossed over, causing very hot tempers in Honduran urban as well as rural areas. When the Honduran government specifically excluded the Salvadoran immigrants from the benefits of a land-reform program, the intense nationalism on both sides was fueled further by alleged Salvadoran territorial ambitions—maps having been circulated in Salvador for some time showing the country nearly twice its present size—of course at the expense of Honduras.

Rioting in Honduras during 1969, directed against Salvadoran immigrants, ignited by actual mistreatment of a Honduran soccer team in San Salvador, provided the excuse for war which had in fact been brewing for some time.

The Salvadoran Army, supported by FAS *Mustangs*, a few *Corsairs* and other aircraft, was successful from the outset, striking unchecked into Honduran territory at three key locations. Raids on the main FAH base at Toncontin field, Tegucigalpa, proved more damaging psychologically than materially, and were usually carried out by pairs or trios of *Mustangs* escorting one or two bomb-laden *Corsairs*, although high-altitude runs were also made by FAS C-47's, with the bombs being rolled out of the fuselage doors!

Meanwhile, one of the first five Cavalier *Mustangs* had crashed (FAS-402) prior to the war on October 8, 1968, in a take-off accident at Illopango, and a replacement aircraft—the last of a total of six *Mustangs* from Cavaliers—arrived on delivery December 1, 1968.

With the heightening of war fever, however, during the first half of 1969, the FAS—as previously noted—began casting about for additional aircraft with which to face the numerically larger FAH. One such aircraft was already in the Republic, and unheralded, became the subject of one of the most ironic twists ever to befall any *Mustang*.

The aircraft in question, the former N6176C, had been acquired in the U.S. and exported to Salvador during 1965, eventually acquiring Salvadoran civil registry as YS-210P. The aircraft was owned by a highly successful and respected member of one of the nation's oldest three

leading families, Senor Archie A. Baldocchi. It had been completely civilianized, and maintained in absolutely pristine condition in Sr. Baldocchi's hangar at Illopango. An engineer of no small reputation, the veteran pilot had also owned and flown a number of other very interesting aircraft in El Salvador, including the exotic Seversky/Republic AT-12 *Guardian*, a P-38, numerous *Texans*—and a solitary ex-New York Harbor Police Savoia-Marchetti S.M.56 amphibian!

Stated simply, Sr. Baldocchi was approached by FAS officials, who were very much aware of his *Mustang* due to memorable exhibitions performed over the field since its arrival in the country, and advised that he could either sell the aircraft to the FAS or have it seized due to the emergency situation in the nation. In the final event, Sr. Baldocchi was presented a check in payment for the aircraft (at considerably less than its value at the time of its entry into FAS service), but for all intents and purposes, this *Mustang* was impressed into service—the only such instance in the history of any privately-owned former fighter aircraft known to the authors!

This sale, oddly, was approved by the U.S. State Department, although since Sr. Baldocchi held dual citizenship it was merely a legal formality, and YS-210P became the second FAS-402, replacing the crashed Cavalier aircraft in the lineup and entering combat with hastily painted FAS national insignia and markings over its elegant civilian paint scheme, although it was later camouflaged.

This was, perhaps, the least of the sacrifices and contributions made to the FAS effort by Sr. Baldocchi, who was offered the post of *Special Assistant to the Chief* of the FAS due to his unique abilities, of which more later.

By the time hostilities had advanced further, FAS *Mustang* strength, due to the efforts of special purchasing teams, had reached 13 aircraft, all but five of which (the Cavalier aircraft plus the Baldocchi aircraft) had been acquired between January and July in the U.S. The additional aircraft, for the most part more-or-less stock F-51D *Mustangs* which had been on the U.S. civil registry, had been hastily camouflaged in a variety of schemes and paints and were rushed into action alongside the four surviving FG-1D's and earlier *Mustangs* as they arrived in-country.

Initially, the FAS operated its *Mustangs* on a maximum effort basis, launching all airworthy aircraft on informally coordinated strike and support missions. As a result of experiences gained during the first few days, it was obvious that some fundamental changes in the aircraft were in order. First and foremost among these was the removal of the wingtip tanks from the Cavalier *Mustang II*'s—these being viewed as hazards by the pilots and, as one stated "caused the aircraft to handle like dogs" compared to the cleaner stock configurations—of which the former Baldocchi machine was unquestionably the fastest and most nimble, due to its excellent maintenance history and weight-saving modifications. Sr. Baldocchi designed fillets to fit to the wingtips of these *Mustang II*'s and also undertook prop repairs of a highly unconventional nature, sawing off bent tips and welding on new ones. . . "they worked fine!" Field-expediency was the order of the day.

Due to FAH interdiction attacks (during one early attack, FAH *Corsairs* had approached Illopango with their wheels and flaps down, hoping to convince the defenders that they were arriving FAS FG-1D's!), FAS fuel stocks were critical. As a result, and combined with pilot

preferences in their anxiety to keep their aircraft as lightly loaded as possible, the FAS *Mustang* force usually launched missions with minimum on-board fuel loads. This practice was further justified on the grounds that the distances to be flown were small, comparatively, aside from the occasional mission to Tegucigalpa.

It is fairly well established that the FAS had help in manning the aircraft (at least five hired mercenaries are known to have flown *Mustangs*, the highest paid receiving some \$1,500 monthly) and they were a very colorful group indeed and, in the words of one observer, "were always trying to outdo the other." The names of some are legendary: Red Gray, the former RAF seven-foot giant of a man who later lost his life flying a civil STOL aircraft in Panama, Jerry DeLarm and several others considerably younger and less experienced.

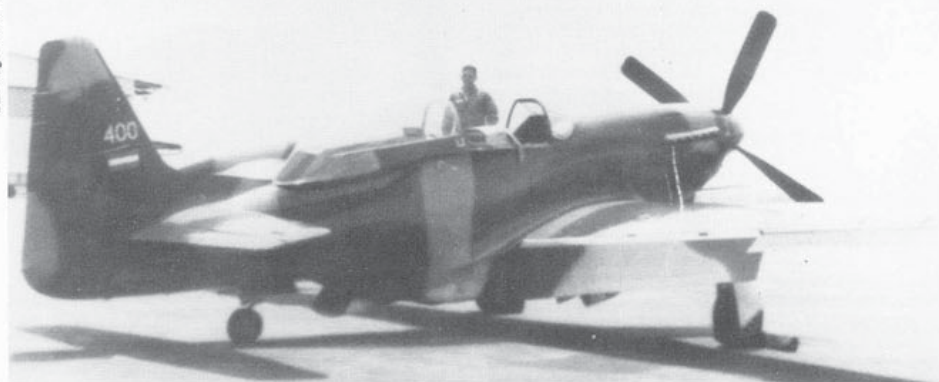
But the number of volunteers was not large, and most of the F-51's were piloted by regular and reserve FAS pilots. Many of these benefitted greatly from the experience of their volunteer compatriots. On one occasion, while on a high-speed, ground-hugging training flight, Jerry DeLarm, with a young FAS Lieutenant flying his wing, narrowly avoided hitting a high-tension line strung between 50 ft. towers. The FAS pilot was not so lucky, although he staggered back to base minus his canopy and part of the stabilizer—and trailing 75 ft. of high-tension cable.

On another occasion, upon returning from a sortie and while attempting to turn off the Illopango primary roll-out, Red Gray inadvertently hit his gun button, which would not release, resulting in a memorable (but fortunately victimless) "traffing by friendly aircraft" of a nearby village!

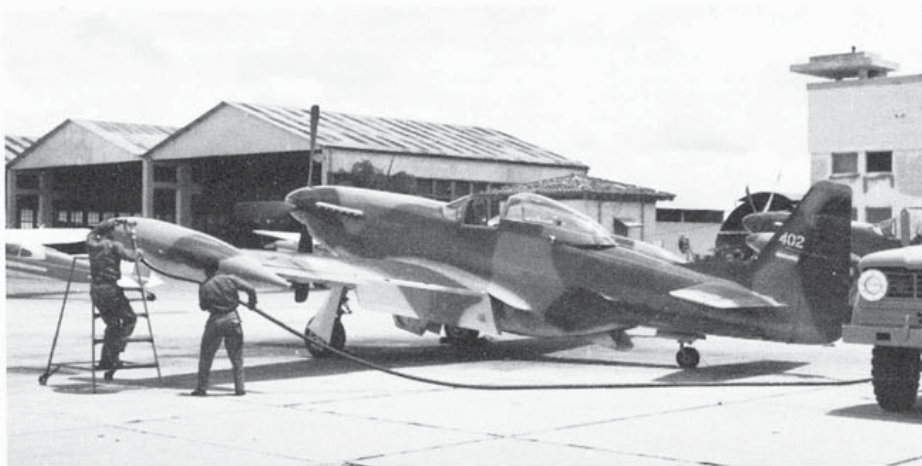
At least three FAS pilots also distinguished themselves in *Mustang*'s (and FG-1D's) during the war, also, however, and it is sometimes easy to permit the devil-may-care activities of the volunteers to overshadow the contributions of these professional veterans. Capitano (now Colonel and Jefe of the FAS) Juan R. Bustillo, who had been commander of the FAS Communications Squadron was rated as "very good," as were CPT J. E. Aguilar, previously of the *Corsair*-equipped Patrula No. 2 of the *Escuadron de Caza-Bombardero* and Major Trabertino, who had the misfortune to be one of the last piston-engine fighter jocks ever to be shot down (and survive) an air-to-air dogfight. Even stranger is the fact that he was flying an FG-1D at the time, and fell to the guns of an F4U-5 flown by the FAH's Major Soto! According to one observer, "MAJ Trabertino was an excellent aerobatic pilot, but made the mistake of attempting to use this ability in countering Major Soto's attack," a story repeated often in the pages of aerial combat. He survived, however, to become commander of the FAS fighter/ground attack element, and has since flown Dassault *Ouragans* and Cessna OA-37B's.

As mentioned earlier, the early practice of taking-off with minimum fuel load was universally practiced throughout the FAS during the first days of the war. This led, however, to the internment of one of the FAS aircraft in neighboring Guatemala, when the aircraft, FAS-400, following completion of its strike mission, was critically short of fuel. The aircraft spent the remainder of the war in friendly Guatemala (alongside an interned FAH *Corsair*!) but the moral was obvious: some means to increase fuel capacity, of a disposable nature so that combat efficiency would not suffer, would have to be found. Enter Archie Baldocchi.

Dan Hagedorn collection



A very rare photo to the first Salvadoran Cavalier F-51D, FAS 409, taken shortly after its in-country arrival during 1969. Barely visible on the right wing upper surface is the white 'FAS' logo. This aircraft was equipped with the extended vertical tail and distinctive tip tanks peculiar to "Mustang II's".



The "other" FAS 402 (#1), a Cavalier "Mustang II", shortly after its arrival at Illopango Airport. It was accompanied during the delivery flight to Salvador by Cavalier "Mustang II", FAS 401, seen in the right background. Ground crew are seen refueling FAS 402's left tip tank.

When a number of the former FAS Mustangs returned to the U.S., it was found that they carried *mini-drop tanks* of a design not previously observed. These, designed and fabricated by Sr. Baldocchi in-country, were the FAS solution to the disposable fuel problem, and worked admirably throughout the remainder of FAS service. But this was not the last of these ingenious field improvisations, as we shall see.

Although most military observers gave Salvador the advantage in picking a *winner* of the war, the truth is that both countries were suffering badly—Salvador being burdened with the renewed problem of 100,000 of its own displaced citizens back from Honduran territory, for example. The air war, in strictly tactical terms, seems to have been a draw, although FAS pilots committed themselves well to operations of primarily ground-attack character. From the point of view of aircraft losses, the FAS lost far more than the FAH—but it also flew more of the highly dangerous attack missions than did the FAH, which greatly aided the Salvadoran Army successes on the ground.

Exact loss figures are difficult to ascertain with accuracy, but it appears that at least five Mustangs and two Corsairs were lost during the war, but not all as a result of action, as noted earlier. Two Mustangs were written-off in operational and training mid-air collisions and accidents (e.g., the high-tension wire incident) and another was so badly damaged by ground fire (virtually all Mustangs sustained both friendly and enemy small-arms hits) that it had to be derelicted and cannibalized; one ran out of fuel and crashed, and of course one, the last Mustang to ever be lost to hostile air-to-air action, piloted by CPT Humberto Varela, shot down on July 17, 1969 by the Corsair of the FAH's Major Soto.

FAS missions had included a number of relatively ineffectual attacks on the main FAH base at Tegucigalpa, the Honduran capitol, but communications and industrial targets also were attacked—with modest success.

The problems faced by the FAS in bringing its hastily assembled fleet of hodge-podge Mustangs to anything resembling operational condition can only be imagined. Some had been stripped completely of all armament-carrying and delivery capacity—indeed some of the Mustangs never *did* get guns during their FAS service, being employed to carry bombs or napalm instead, whichever could be jury-rigged to racks stripped from derelict Corsairs and SNJ-5 Texans and FAS stores. Others carried, from time-to-time, only two to four functional guns.

One of the most urgent problems (aside from the locally fabricated fiberglass *mini-drop tanks* mentioned earlier) faced in preparing the Mustangs for service involved the multitude of radio types the aircraft carried (a number of which were nonoperational), while several had none at all. This dilemma was solved by the expedient of purchasing, from the Panamanian Guardia Nacional, 21 VHF radios, at \$1,000 each, which had previously been mounted in Guardia jeeps and other vehicles! The maintenance and installation nightmares contingent with this solution can be left to the reader's imagination. Photos of FAS Mustangs reveal varying antennae arrangements on almost every aircraft.

Another problem, potentially more serious than the lack

of air-to-air or ground-to-air communications, was the complete lack of any reflector sights on the stock Mustangs acquired through *non-traditional* means. This dilemma, like so many others, was solved through the agency of the invaluable Sr. Baldocchi, who designed, built, and installed a serviceable reflector sight for each of the aircraft!

Training on the type also was a pressing requirement, since the only trainer-configured aircraft had been FAS-400... the aircraft interned in Guatemala early in the war! Undaunted, the FAS, under the advice of Sr. Baldocchi, built a TF-51 from a stock aircraft, using parts from the various attrited machines which soon became available. Contrary to reports, this aircraft *did* fly, but was lost when it crashed and burned following engine trouble crewed by CPT Bustillo and a student during an aborted take-off. The remains of this bastard aircraft, which strictly speaking did not have an identity, later returned to the U.S., and has contributed to the confusion running rampant in attempting to identify the aircraft for, among other things, U.S. registration purposes!

In spite of its losses and incredible operational problems, however, the FAS emerged from the conflict with a heightened prestige, having been credited as a major factor in the Salvadoran victory, as it was characterized in the nation's media.

By October, 1969, three months after the final withdrawal of the last Salvadoran troops on August 5, the FAS could count 13 Mustangs still intact (of which 10 were capable of service) of the arbitrary total of 18 airframes which had been taken up initially.

Each week for a period following cessation of hostilities, as a result of lessons learned during the war, anywhere from two to six of the Mustangs were relocated

to one of the three primary operating fields (Illopango, Santa Ana or San Miguel)... although the primary base for the aircraft during the war, the *secret* island base at beautiful palm-tree lined, grass stripped Madre Sal was not included in this shuffle due to the difficulties in supplying the base. Oddly, even well into post-war years, the two surviving airworthy FG-1D Corsairs remained the favored mounts, being flown almost daily.

FAS post-war plans revolved around bringing the total number of Mustangs on strength back up to 17 (although 20 was considered ideal), so that 16 could be—*theoretically*—combat ready at any time, although, in the final analysis, the additional aircraft were never acquired. This was not due to lack of attempts on the part of the FAS: it should be noted that aircraft and other war implements which had been purchased by Salvador from U.S. firms or individuals had been subject to an arms embargo which was announced in the U.S. immediately after the initiation of hostilities. At least three U.S. citizens were arrested by U.S. Customs and charged with unlawfully conspiring to export aircraft, engines and parts to the FAS, including a construction and truck firm owner in Oklahoma, a pilot from Houston, Texas, and a flying school operator in Brownwood, Texas.

As a result of the war, the Salvadoran-Honduran border was *permanently* closed, and Honduras, shocked by the efficiency of the Salvadoran forces, took steps to triple the size of their armed forces with, of course, resulting concern in Salvadoran military circles. The FAH finally took steps to replace its much-loved but outdated Corsair fleet, purchasing numbers of North American F-86F and F-86K jets and Dassault Super Mystere B2's, and becoming the most important air force in Central America.

The Honduran re-armament caused the FAS Mustang days, which might otherwise have been protracted, to become numbered, and Salvadoran efforts to obtain a suitable—preferably jet—replacement to counter Honduran expansion were pushed ahead. Finally, an affordable, nearly ideal replacement type was found in the surplus Israeli Dassault Ouragan which, although decidedly inferior in most respects to the Super Mysteres ultimately acquired (also from Israel) by Honduras, afforded the FAS characteristics which met their minimum needs. These aircraft, of course, were partially financed by the sale of the last of the FAS Mustangs, Corsairs and spares to U.S. collectors, most such negotiations being settled by the third quarter of 1974.

FAS Mustang service effectively ended during 1973, with the arrival and conversion into service of replacement types. Although the period of service in unit-size strength had been comparatively brief, the FAS Mustang service was, to say the least, spectacular compared to other nation-users of the region. The Soccer War, of special interest to war-bird buffs because of its unique place in aviation history, was special also in that it was the only recorded instance in which Latin American Mustangs were used in action against a regularly established enemy air force in a national, conventional warfare role. Finally, the draft of YS-210P, its efficacious employment, and its durability in this, its final swan song, seems to be an especially appropriate final chapter in the history of the Mustang aircraft.



The second FAS 402 (#2), in odd camouflage somewhere in Salvador. This aircraft was originally owned and flown by Archie Baldocchi and was civil registered YS-210P. The camouflage appears to be a light green and gray. The propeller spinner is white and black. The canopy frame retains its original paint.

INDIVIDUAL AIRCRAFT TABLES

Following is a by-country analysis of all known *Mustangs* which have gone to Latin American users. Much of the information and many of the correlations is published here for the first time. Some identity match-ups may never be positively established because of the nature of acquisition, and where there is doubt, the previous identities have been tagged with an asterisk (*). However, while the exact country-serial/previous identity match-up may not be conclusive, all serial numbers contained in each table have been conclusively proven to have gone to the service indicated, and may be considered firm. For statistical purposes, it may be of interest to our readers to examine exactly how many *Mustangs* have been involved in Latin American skies. It must be noted, however, that caution must be exercised in counting Latin American *Mustangs*, as some aircraft have served with more than one service!

From U.S. Military Surplus	Ex-Swedish Air Force Purchased	MDAP/MAP/Surplus ANG	"Scrap-metal"/Illicit	Cavalier Re-deployed
24	68	57	15	21

Arbitrary Total: 185 Aircraft

FUERZA AEREA DOMINICANA (Dominican Air Force)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAD	1700	P-51C-5-NT	42-103663, NX4821N, NL4821N	June 6, 1948	This aircraft crashed on its delivery flight on June 6, 1948, and thus probably never actually took up its FAD serial number of 1700.
FAD	1701	P-51D-20-NA	44-63539, NX66851	Sept. 29, 1948	This aircraft was lost on Oct. 11, 1950, when it crashed at sea while piloted by 2LT Ramon Duran Guzman, who bailed out 8-10 miles from Sur del Matadero Industrial and was rescued by an FAD PBV. Strictly speaking, this aircraft was the earliest <i>Mustang</i> to see service with the FAD (or any other Latin American air force) because of FAD 1700's crash while on delivery.
FAD	1702	P-51D-10-NA	44-14377, NX33699	Sept. 29, 1948	This aircraft was written-off (w/o) Feb. 4, 1950, at Santiago, piloted at the time by 1LT Juan Ramon Martinez Velazquez.
FAD	1703	P-51C-5-NT	42-103730, NX4831N	Sept. 29, 1948	This aircraft suffered damage on Sept. 16, 1952, while piloted by 1LT Dario N. Melendez Jimenez and was subsequently repaired. It had suffered damage on an earlier occasion (June 8, 1951) during gun practice while piloted by 2LT Miguel Luna Perez but was repaired. The aircraft was eventually withdrawn from use (wfu) due to wear-and-tear and spares starvation.
FAD	1704	P-51A-1-NA	43-6007, NX33648	Sept. 29, 1948	This aircraft suffered damage Aug. 28, 1950, during a training flight piloted by 2LT Dario Melendez Jimenez (same pilot as that of FAD 1703 above) but was only slightly damaged and returned to service. It also was eventually wfu due to fatigue and spares starvation.
FAD	1705	P-51-NA	41-37426, FD524, BuA57987, NX1204V	Sept. 29, 1948	A truly historic aircraft, thought to have been scrapped in the U.S. years previously. It appears this aircraft was probably w/o in FAD service in December, 1948; there is a remote possibility that it was not taken up, due to a last minute switch of aircraft on the export license, but most indications are that it ended its eventful life in the FAD.
FAD	1900 (1)	P-51D-5-NA	*44-13917, RSswAF 26004/C	Dec. 1952	Fate unknown following acquisition. See Note 2.
FAD	1900 (2)	F-6K-15-NT/TF-51	44-12852, NX66111 (1), "ICA-5131", N90613	April 26, 1954	See research findings on this aircraft in Note 1 below.
FAD	1901	P-51D-20-NA/J-26	*44-63511, RSswAF 26149	Dec. 1952	W/O March 7, 1969 but apparently rebuilt under <i>Peace Hawk</i> by July, 1969!
FAD	1902	P-51D-20-NA/J-26	*44-63688, RSswAF 26161	Dec. 1952	This aircraft collided while taxiing on June 25, 1953, with T-6 FAD 1016, piloted at the time of 1LT Ramon Eduardo Cruzado Pina. It appears to have then been used for spares. Seccion 2 a/c.
FAD	1903	P-51D-20-NA/J-26	44-72449, RSswAF 26124	Dec. 1952	This aircraft had USAF WWII wartime service with the 8th AF, 339th FG, 505th FS named <i>Imogene</i> and coded 6N + E and had 12 confirmed kills. It was written-off in FAD service in March, 1968.
FAD	1904	P-51D-20-NA/J-26	44-63701, RSswAF 26015	Dec. 1952	This aircraft survived 32 years' continuous service to be sold in May, 1984, to Johnson Aviation in the U.S.I
FAD	1905	P-51D-20-NA/J-26	*44-72406, RSswAF 26094	Dec. 1952	Was at Trans-Florida for IRAN by 1964. Last report. Possibly used as parts for rebuild of another FAD aircraft or reduced by TFA. This was also a WWII veteran of the 8th AF where it was coded CV + G with the 359th FG, 368th FS.
FAD	1906	P-51D-20-NA/J-26	*44-63739, RSswAF 26070	Dec. 1952	Fate unknown.
FAD	1907	P-51D-20-NA/J-26	*44-63759, RSswAF 26067	Dec. 1952	Last known in-service circa 1956-1957. Probably w/o.
FAD	1908	P-51D-20-NA/J-26	*44-63762, RSswAF 26129	Dec. 1952	Last known in-service October, 1961. Probably to TFA for spares. Assigned to Seccion 1 at one point.
FAD	1909	P-51D-20-NA/J-26	*44-63819, RSswAF 26150	Dec. 1952	Another WWII 9th AF veteran, at one time coded E6 + N <i>Hotshot Charlie</i> of the 370th FG, 402d FS with one confirmed kill. FAD fate unknown.
FAD	1910	P-51D-20-NA/J-26	*44-63830, RSswAF 26125	Dec. 1952	FAD history and fate unknown.
FAD	1911	P-51D-20-NA/J-26	*44-64152, RSswAF 26110	Dec. 1952	Survived the first TFA IRAN in 1964-1965, but subsequent fate unknown.
FAD	1912	P-51D-20-NA/J-26	44-72051, RSswAF 26026/H	Dec. 1952	Another of the aircraft to survive 32 years' service; sold to Johnson Aviation, USA, in May, 1984.
FAD	1913	P-51D-20-NA/J-26	*44-72033, RSswAF 26099	Dec. 1952	Current last report in October, 1961; fate unknown. Assigned to Seccion 3 at one point.
FAD	1914	P-51D-20-NA/J-26	*44-72123, RSswAF 26092	Dec. 1952	Coded "2" on fin while in service with 2° Seccion, Escuadron de Caza Ramfis; survived 32 years' service and now displayed at San Isidro on a plinth outside the FAD base there. A very distinguished aircraft, it is also an 8th AF WWII veteran, formerly coded CY + G <i>The Millie G</i> with the 55th FG, 343d FS with nine confirmed kills.
FAD	1915	P-51D-20-NA/J-26	*44-72126, RSswAF 26012	Dec. 1952	Fate unknown; possibly to TFA.
FAD	1916	P-51D-20-NA/J-26	44-72364, RSswAF 26061	Dec. 1952	Another WWII Veteran, formerly coded SX + L with the 8th AF's 353d FG, 352d FS named <i>Upupa Epops</i> with 10 confirmed kills. It survived FAD service and was one of those sold to Johnson in May, 1984.

Continued next page...

Dominican Air Force continued...

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAD 1917	P-51D-20-NA/J-26	44-72202, RSwAF 26112	Dec. 1952	Coded "3" on fin indicating 3° Seccion while in initial Escuadron de Caza Ramfis service. Also survived to be sold to Johnson May, 1984.	
FAD 1918	P-51D-20-NA/J-26	44-72339, RSwAF 26115, N51EH	Dec. 1952	Another 32-year survivor; sold to Johnson Avn. May, 1984. First to be registered in U.S.	
FAD 1919 (1)	P-51D-20-NA/J-26	*44-72164, RSwAF 26143	Dec. 1952	Coded "1" for 1° Seccion—or Headquarters Section—during initial Escuadron de Caza Ramfis service. It suffered severe damage and was almost certainly a w/o January 21, 1953, piloted by 1LT Francisco Aristides Ramirez Gomez of this unit. It was also a WWII vet of the 357th FG, 364th FS, 8th AF where it was coded C5 + R <i>The Shillelagh</i> and had 12 confirmed kills.	
FAD 1919 (2)	F-51D-30-NA/TFA/ Cavalier F-51D	44-74469, N7723C	1958-59	Exact date of acquisition uncertain. Last reported in December, 1982, it suffered a serious accident after this date and was probably a w/o (see photo). #2 Cavalier two-seat aircraft. No dual controls.	
FAD 1920	P-51D-20-NA/J-26	44-72438, RSwAF 26131	Dec. 1952	Survived FAD service to be sold in May, 1984, to Johnson Avn., USA.	
FAD 1921	P-51D-20-NA/J-26	*44-72177, RSwAF 26014/L	Dec. 1952	Suffered severe damage March 31, 1969, but was scheduled for Project Peace Hawk rebuild. It is not known if this was accomplished or not as there is no known report of the aircraft after the crash date.	
FAD 1922	P-51D-20-NA/J-26	*44-72353, RSwAF 26140	1953	No report following delivery.	
FAD 1923 (1)	P-51D-20-NA/ J-26	*44-72356, RSwAF 26098	1953	Known at Trans-Florida 1964-1965, it was seen in service by February, it was seen in service as such by February, 1969. Ultimate fate unknown.	
(2)	Cavalier TF-51D	69-6599?			
FAD 1924 (1)	P-51D-20-NA/J-26	*44-72151, RSwAF 26028	1953	This aircraft was written-off February 22, 1953, piloted by 1LT Manuel Ramon Duran Guzman, but major components of this aircraft were used by TFA in conjunction with FAD 1934 to construct another FAD 1924 (2). The original aircraft (44-72151) was another WWII vet of the 8th AF where it served with the 4th FG, 336th FS, with whom it was reported forced down in Belgium, March, 21, 1945!	
FAD 1925	P-51D-20-NA/J-26	*44-72372, RSwAF 26059	1953	Nothing known subsequent to delivery.	
FAD 1926	P-51D-20-NA/J-26	44-63791, RSwAF 26086	1953	Suffered damage in 1967 and a repair was attempted; not known if successful, as no report subsequent to this date. A Seccion 3 a/c.	
FAD 1927	P-51D-20-NA/J-26	*44-72388, RSwAF 26106	1953	Last known at TFA in 1965 when only the fuselage was extant. It had been declared a w/o as early as January 15, 1954, after an accident while piloted by 2LT Bernardo A. Rey Hernandez.	
FAD 1928	P-51D-20-NA/J-26	*44-72390, RSwAF 26081	1953	Coded "4" on its fin, for 4° Seccion while with the Escuadron de Caza Ramfis early in its service. It was w/o Dec. 19, 1955, while practicing bombing at Placer de Los Estudios piloted by CPT Rafael Augusto Davila Quezada.	
FAD 1929	P-51D-20-NA/J-26	44-72107, RSwAF 26071/N	1953	W/O during the period July-Dec. 1967 during night-flying training.	
FAD 1930	P-51D-20-NA/J-26	*44-72395, RSwAF 26090	1953	This identity is also given (in FAD record) as that for FAD 1919 but this has been proven to be an error. It has also been given an ex-44-72064, which was w/o in Swedish service. Photo evidence as FAD a/c.	
FAD 1931	P-51D-20-NA/J-26	*44-63743, RSwAF 26016	1953	Nothing known following delivery.	
FAD 1932	P-51D-20-NA/J-26	*44-72321, RSwAF 26078/E	June 1953	Nothing known following delivery.	
FAD 1933	P-51D-20-NA/J-26	*44-72074, RSwAF 26008	June 1953	Nothing known following delivery.	
FAD 1934	P-51D-20-NA/J-26	*44-72299, RSwAF 26100	June 1953	Yet another WWII 8th AF veteran of the 353d FG, 351st FS where it was coded YJ + O and named <i>Little Bouncer</i> . In FAD service, it was last seen at Trans-Florida in February, 1965, where it was apparently used as a primary source airframe for the resurrection of FAD 1924 (2).	
FAD 1935	P-51D-20-NA/J-26	*44-72290, RSwAF 26074	June 1953	Last seen at Trans-Florida in February, 1965. Almost certainly used for major parts components in the first FAD mass IRAN or possibly by TFA for later rebuilds.	
FAD 1936	P-51D-20-NA/J-26	44-72086, RSwAF 26009	June 1953	Suffered extensive damage November 21, 1968, but was returned to service after a very protracted rebuild in-country. Survived to be sold to Johnson Aviation in May, 1984.	
FAD 1937	P-51D-20-NA/J-26	*44-72188, RSwAF 26103	June 1953	This aircraft was a complete w/o on January 28, 1955, while piloted by 2LT Hilario de Jesus Rodriguez Mendes.	
FAD 1938	P-51D-20-NA/J-26	*44-64091, RSwAF 26111	June 1953	Nothing known following delivery.	
FAD 1939	P-51D-20-NA/J-26	*44-72305, RSwAF 26117	June 1953	Nothing known following delivery.	
FAD 1940	P-51D-20-NA/J-26	*44-72075, RSwAF 26126	June 1953	Nothing known following delivery.	
FAD 1941	P-51D-20-NA/J-26	*44-72254, RSwAF 26065	June 1953	Nothing known following delivery.	
FAD 1942	P-51D-20-NA/J-26	*44-63818, RSwAF 26147/K	June 1953	Nothing known following delivery.	

Note: At least one other aircraft, 44-74994, N5429V was noted being worked at Trans-Florida in May, 1964, along with the FAD *Mustangs* and may have served as an airframe source for the FAD contract or another TFA project; the aircraft remains untraced.

Note: The research story behind identifying FAD 1900 (2), which started life as a P-51K, is perhaps the best example of the painstaking efforts which your authors and other dedicated researchers (chief among them Mal Gougon) have taken to bring this data to life for the first time, and is typical of many such patterns involving *Mustangs* which went South. FAD 1900 (2#) was originally F-6K-15-NT 44-12852, ex-NX66111 (#1), "ICA-5131" and N90613. NX66111 (#1) was heavily damaged during time trials for the 1946 Thompson Trophy Race at Cleveland, Ohio. In 1954, Jack Hardwick rebuilt 44-12852 into a "home-made" TF-51 configuration for Inercontinental Airways. This company was a known supplier of aircraft for the Israeli Government. At this point, 44-12852 takes on a new civil identity. It is now Intercontinental Airways serial number 5131 and registered N90613. ICA's documented association with the U.S. civil registration N90613 began on December 3, 1952. It is the authors' belief that a number of P-51s destined for Israel used this registration sometime during their export out of the U.S. If these aircraft were flown out of the country, the frequently used ferry registration "N22B" was applied to these aircraft. 44-12852 is, perhaps, the last *Mustang* to use both sets of numbers. On March 15, 1954, ICA sold N90613 (44-12852) to Aviation Corporation of America, B. L. Tractman, President. On April 26, 1954, the Fuerza Aerea Dominicana agreed to purchase a TF-51 from B. L. (Lawrence) Tractman of the U.S. for \$50,000. Note that, in July 1955, N90613 is described in FAA correspondence as "P-51 dual type trainer aircraft, s/n ICA-5131 N22B!"

CORPS D'AVIATION D'HAITI (Haitian Air Corps)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
	14916 (later 916)	P-51D-15-NA	44-14916, N1736B	May 18, 1951	Survived to pass to FAD circa 1973-74 but apparently not actually taken up in FAD markings; more likely passed to Cavaliers in barter, against debts.
	74600 (later 600)	P-51D-30-NA	44-74600, N1739B	May 18, 1951	Same fate as 14916.
	14826 (later 826)	P-51D-10-NA	44-14826, N1740B	July 10, 1951	Same fate as 14916. See *
	15655 (later 655)	P-51D-15-NA	44-15655, N1738B	July 10, 1951	Same fate as 14916.

Note: Most sources cite Haiti as having acquired a total of six (or more) *Mustangs*. This is completely without foundation, and the reported subsequent acquisition of two additional aircraft circa 1969-1970 appears to have been nothing more than a convenient cover for aircraft which were actually enroute to El Salvador. To what extent Haitian authorities may have been involved in this subterfuge is not clear, if at all.

*14826—Cavalier Aircraft Corporation, recipient of (via FAD) surviving Haitian *Mustangs*. Gordon Plaskett, friend and agent of David Lindsay, ex-President of Cavalier, sold a fuselage identified as 44-14826 to a San Antonian in 1978. The aircraft was to be registered as N551D (#3) but in fact this was never used. The fuselage was, instead, used as a source of parts.

Note: Four of 26 fuselages sold to Trottnier Iron and Metal Company of San Antonio, Texas in 1949. In 1951, they were registered to Dal-Air of Dallas, Texas.

FUERZA AEREA URUGUAYA (Uruguayan Air Force)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAU	251	F-51D-20-NA	*44-63392	Nov. 23, 1950	Crashed at Base Aerea No. 1 (Carrasco) on October 5, 1955, piloted by TtE. 1° Daniel P. Yates.
FAU	252	F-51D-20-NA	*44-63476	Nov. 23, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	253	F-51D-20-NA	*44-63478	Nov. 23, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	254	F-51D-20-NA	*44-63485	Nov. 23, 1950	Sold to Bolivia March 19, 1960, as FAB-507.
FAU	255	F-51D-20-NA	*44-63492	Nov. 23, 1950	Sold to Bolivia March 19, 1960, as FAB-509.
FAU	256	F-51D-20-NA	*44-63508	Nov. 23, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	257	F-51D-20-NA	*44-63517	Nov. 23, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	258	F-51D-20-NA	*44-63518	Nov. 23, 1950	Crashed in the Rio Negro on August 8, 1955, while participating in an aerial gunnery exercise, piloted by TtE. 2° Jorge E. Thomasset.
FAU	259	F-51D-20-NA	*44-63530	Nov. 23, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	260	F-51D-20-NA	*44-63535	Nov. 23, 1950	Reported to Fuerza Aerea Boliviano in September, 1960, but no corroboration; possibly as major spares components.
FAU	261	F-51D-20-NA	*44-63549	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	262	F-51D-20-NA	44-63559	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped. Also marked G2-262.
FAU	263	F-51D-20-NA	44-63574	Dec. 4, 1950	Sold to Bolivia March 19, 1960, as FAB-505.
FAU	264	F-51D-20-NA	*44-63575	Dec. 4, 1950	This aircraft suffered an accident at Sanford, California, on September 1, 1950, prior to departure for Uruguay at the hands of FAU pilot TtE. Dewar Vina. It was subsequently repaired, however, and was shipped to Uruguay by SCA, the only FAU <i>Mustang</i> delivered.
FAU	265	F-51D-20-NA	*44-63577	Dec. 4, 1950	Now preserved at the FAU Museum in fair condition. Sold into U.S. 1984.
FAU	266	F-51D-20-NA	*44-63557	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	267	F-51D-20-NA	*44-63593	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	268	F-51D-20-NA	*44-63594	Dec. 4, 1950	Crashed October 4, 1956 while engaged in formation training while piloted by TtE. 2° Ismael Tello.
FAU	269	F-51D-20-NA	*44-63611	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	270	F-51D-20-NA	*44-63613	Dec. 4, 1950	Last reported as gate guardian at Montevideo-Carrasco airport in poor condition; sold to U.S. 1984.
FAU	271	F-51D-20-NA	*44-63615	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	272	F-51D-20-NA	44-63807	Dec. 4, 1950	Sold to Bolivia March 19, 1960, as FAB-506.
FAU	273	F-51D-20-NA	*44-63618	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	274	F-51D-20-NA	*44-63750	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.
FAU	275	F-51D-20-NA	unknown	Dec. 4, 1950	Struck-off-charge June 9, 1960; scrapped.

*Serials with an asterisk are likely tie-ups but are not 100% confirmed.

Note: A fifth FAU *Mustang*, and almost certainly its last loss, crashed in the environs of Montevideo on June 2, 1959 piloted by Alf. Hebert Itte.

FUERZA AEREA GUATEMALTECA (Guatemalan Air Force)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAG	300	F-51D-		Jul. 27, 1954	Bought under Reimbursable Aid Program (RAP) for \$5,400.
FAG	303	F-51D-		Jul. 27, 1954	Bought under RAP for \$5,400.
FAG	306	F-51D-		Jul. 27, 1954	Bought under RAP for \$5,400. Served on aerobatics team. Possibly one of three lost in Costa Rica.
FAG	309	F-51D-		Dec. 16, 1954	Bought under RAP for \$5,400.

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Guatemalan Air Force continued . . .

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAG 312		F-51D-		Dec. 16, 1954	Bought under RAP for \$5,400. Last reported 1956. Served on aerobatic team and possibly one of three lost in Costa Rica.
FAG 315		F-51D-25-NA	44-74902 (sic)	Dec. 16, 1954	Previous identity more likely 44-73902. This is the older FAG-51 to survive, being sold to N38227 in 1974.
FAG 318		P-51D-20-NA/J-26?		Dec. 1955	Almost certainly one of the former FAN/Castillo <i>Mustangs</i> but previous history uncertain. Gained in trade with FAN for an FAG F-47N captured from the Castillo/CIA force.
FAG 321		F-51D-		Mar. 1956	Last reported 1956. Probably bought under Military Assistance Sales (MAS) USAF surplus.
FAG 324		F-51D-		Mar. 1956	MAS purchase.
FAG 327		F-51D-		Mar. 1956	MAS purchase. Fate unknown.
FAG 330		F-51D-		Mar. 1956	MAS purchase. Fate unknown.
FAG 333		F-51D-		Mar. 1956	MAS purchase. Fate unknown.
FAG 336		F-51D-		Mar. 1956	MAS purchase. Preserved originally on display in downtown Guatemala City. Now displayed in good condition in front of FAG headquarters at La Aurora Military Air Base.
FAG 339		F-51D-		Mar. 1956	MAS purchase. Fate unknown.
FAG 342		F-51D-30-NA	44-77902 (sic)	1956	Previously identity more likely 44-74902 (see FAG 315). Sold to U.S. August, 1972, but known U.S. registration issued.
FAG 345		TF-51D-25-NT	44-84660	Oct. 20, 1957	Ex-Minnesota ANG. Sold to U.S. August, 1972, as N38228.
FAG 348		F-51D-			Last reported December, 1962. Probably a <i>scrap metal Mustang</i> .
FAG 351		F-51D-30-NA	44-74391		Last reported August 1, 1972, after which it assumed U.S. identity N38229. At one point sported a sharkmouth paint scheme.
FAG 354		F-51D-20-NA	44-63663	Apr. 8, 1958	Ex-Minnesota and Montana ANG. Sold to U.S. August, 1972, as N41749.
FAG 357		F-51D-25-NA	44-72907		Ex-Illinois and North Dakota ANG. Sold to U.S. August, 1972 as N41748.
FAG 360		F-51D-			Previous identity suspect. Reported preserved a La Aurora circa 1971 but this is thought to be a spotting error for FAG 336 (See). Probably a <i>scrap-metal Mustang</i> .
FAG 363		F-51D-			Nothing known although probably a <i>scrap-metal Mustang</i> .
FAG 366		F-51D-30-NA	44-74452, RCAF 9225	Mar, 1962?	<i>Scrap-metal Mustang</i> . Last known at Canastota, NY, in 1959. Sold to U.S. August, 1972, as N74190.
FAG 369		F-51D-30-NA	*44-74459, RCAF 9600, N9151R	Feb. 20, 1962?	Bought from TFA.
FAG 372		F-51D-30-NA	*44-74831, RCAF 9268, N9152R	Feb. 20, 1962?	Bought from TFA.
FAG 375		F-51D-30-NA	*44-74854, RCAF 9272, N9147R	Feb. 20, 1962?	Bought from TFA.
FAG 378		F-51D-			Nothing known but probably a <i>scrap-metal Mustang</i> .
FAG 381		F-51D-			Last reported May, 1967; another <i>scrap-metal Mustang</i> .
FAG 384		F-51D-			Nothing known but probably a <i>scrap-metal Mustang</i> .
FAG 387		F-51D-			Probably also a <i>scrap-metal Mustang</i> was w/o July 30, 1968.

*Note that tie-ups on previous identities are not 100% confirmed, but are very likely correct.

**There is evidence to suggest that the FAG, around 1960, acquired a number of ex-RCAF F-51Ds through a plurality of "mysterious" sources. The authors have chosen to refer to these aircraft as "scrap metal" *Mustangs*. Some "scrap metal" *Mustangs* may never be positively identified because of the methods of procurement.

For the record, here is a summary of the best candidate *scrap-metal Mustangs* that may have gone to the FAG.

44-74325,	RCAF 9254 last reported Syracuse, NY 1960, intact.
44-74860,	RCAF 9264 last reported Syracuse, NY 1960, intact.
44-74360,	RCAF 9585 last reported Syracuse, NY 1960, intact.
44-74481,	RCAF 9238 last seen Whiteman Air Park, CA, Jan., 1959, crated.
44-74499,	RCAF 9239 reported destroyed in a "hangar fire" in Texas June, 1961, but never actually seen.
44-74445,	RCAF 9594 and 44-74404, RCAF 9276 both carried the same registration (N4132A) in 1959-1960. 44-74404 is said to be "in pieces in Texas" while -74445 is flying.?
44-74009,	RCAF 9275 and 44-74472, RCAF 9277 carried same registration (N6323T) in 1960. -74472 last registered May 1, 1960, to Aero Enterprises, Elkhart, Indiana, and then disappeared. -74009 is still flying as N988C.
44-74423,	RCAF 9595, N6517D, N182XF, N182X, N64CL. Since 1967 this aircraft has been identified in FAA files as s/n "10216" but 44-10216 was one of the ex-FAN aircraft bought by MACO in 1963. This might suggest that two aircraft have carried registration papers first started for N6517D at Canastota, NY, November 11, 1959. N64CL is flying today.
44-74781,	RCAF 9263, N6305T. Last seen 1959 at Canastota, NY. From December 16, 1960 to May 7, 1961, Aero Enterprises unsuccessfully tried to sell this aircraft twice to U.S. buyers. Each time the FAA questioned the documents submitted. On January 11, 1962, Aero Enterprises advised that the aircraft would be completely retired from service "due to too many malfunctions." Fate unknown.
44-72924,	RCAF 9565 last seen at Canastota, NY, in 1959. No trace has been found since.

FUERZA AEREA DE LA GUARDIA NACIONAL DE NICARAGUA (Nicaraguan Air Force)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
GN 76		P-51D-20-NA/J-26	44-72446, RSswAF 26139	Jan. 17, 1955	Survived to be sold to Maco Corp. (U.S.) as NL12700 Sept. 2, 1963, at which time the aircraft had 926:25 hours on it. Given in error in sales documents as USAAF 44-26139. Engine number at time of sale was V-334524 (132:30 hrs. TT). Held in Mexico 1963-1971**
GN 77		P-51D-20-NA/J-26	*44-72066, RSswAF 26007	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 78		P-51D-20-NA/J-26	*44-72090, RSswAF 26038	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 79		P-51D-20-NA/J-26	*44-72105, RSswAF 26043	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.

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Nicaraguan Air Force continued...

Country	Serial No.	Type	Previous Identity	Acquired	Notes
GN 80		P-51D-20-NA/J-26	44-64122, RSswAF 26130	Jan. 17, 1955	Survived to be sold to Maco Sept. 23, 1963, as N6151U (later became N150U). At time of sale, had 636:20 TT on airframe and 111:05 on engine No. V-332040.
GN 81		P-51D-20-NA/J-26	*44-63552, RSswAF 26049	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 82		P-51D-20-NA/J-26	*44-72219, RSswAF 26054	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 83		P-51D-20-NA/J-26	*44-72291, RSswAF 26055	Jan. 17, 1955	Sold (date unknown) to N6140U and later to Bolivia, probably as FAB-512.
GN 84		P-51D-20-NA/J-26	44-63655, RSswAF 26152	Jan. 17, 1955	Sold to Maco as N6153U Sept. 2, 1963, reported w/o on ferry back to the U.S. May, 1965!
GN 85		P-51D-20-NA/J-26	44-72483, RSswAF 26087	Jan. 17, 1955	To N6160U (Maco) Sept. 23, 1963, later becoming N13410 and N151DM. At time of sale, airframe had 421:45 hrs. TT while engine V-333724 had only 95:10 hrs. TT. Serial given in FAA documents as 44-63769.
GN 86		P-51D-20-NA/J-26	*44-72272, RSswAF 26056	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 87		P-51D-20-NA/J-26	*44-72320, RSswAF 26066	Jan. 17, 1955	Although the previous chain of identities for GN 87 are not firm, when sold to MACO in Sept., 1963 (possibly only as a wreck), the airframe had a TT of 866:20 while the engine, No. V-339315 had a low 70:40.
GN 88		P-51D-20-NA/J-26	*44-63691, RSswAF 26068	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 89		P-51D-20-NA/J-26	*44-64071, RSswAF 26082	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 90		P-51D-20-NA/J-26	44-63865, RSswAF 26018	Jan. 17, 1955	To MACO Sept. 23, 1963, as N6163U, later N51JK. Another WWII veteran, this aircraft had been with 9th AF's 354th FG, 353d FS coded FT + M and had three confirmed kills. FAA erroneously gives as 44-63885.
GN 91		P-51D-20-NA/J-26	44-72093, RSswAF 26010	Jan. 17, 1955	This aircraft was still extant at Las Mercedes as late as December, 1966, in a very poor condition and may possibly be the aircraft reported later displayed in downtown Managua. See ***
GN 92		P-51D-20-NA/J-26	*44-72389, RSswAF 26083	Jan. 17, 1955	S.o.c. reasons unknown in FAN service.
GN 93		P-51D-20-NA/J-26	*44-72331, RSswAF 26085	Jan. 17, 1955	Sold, probably only as parts, to the U.S. Sept., 1963, with airframe TT of 330:30 hrs. and engine No. V-339739 TT 129:00 although tie-up of serials is not confirmed.
GN 94		P-51D-20-NA/J-26	44-63766, RSswAF	Jan. 17, 1955	GN 94 was in fact sold to the U.S. with this USAAF Serial as N6166U on Sept. 23, 1963, airframe TT being 402:10 and engine V-329941 with 98:05 hrs. TT.
GN 95		P-51D-20-NA/J-26	*44-72416, RSswAF 26101	Jan. 17, 1955	This aircraft is a WWII veteran of the 8th AF's 4th FG, 355th FS where it was coded WD + P and named <i>Rita Marie</i> and <i>Man-I-Ack</i> . It apparently ended its days in FAN service, reasons unknown.
GN 96		P-51D-25-NT	44-84634		Also given as 44-85634, this aircraft was sold by the FAN to MACO Sept. 2, 1963, as N6165U. This aircraft <i>should</i> be an ex-RSswAF aircraft judged solely by its GN number, and in fact may be a re-issue for an attrited aircraft. A candidate for first use of this s/n is ex-44-63705, RSswAF 26148, a P-51D-20-NA-26.
GN 97		P-51D-20-NA/J-26	*44-63880, RSswAF 26156	Jan 17, 1955	S.o.c. reasons unknown in FAN service.
GN 98	TEMCO	TF-51D-25-NT	44-84655, N74045	Feb. 20, 1958	To N6362T, date uncertain, but probably Sept. 23, 1963, and later to Bolivia as FAB-510, where it was destroyed in service. At the time of sale to the U.S., the aircraft reportedly had an incredible 1,701:15 hrs. on the airframe and 309:45 on engine V-332347. It had at one time served with the 167th FS, West Virginia ANG.
GN 99	TEMCO	TF-51D-25-NT	44-84658	Feb. 20, 1958	Formerly with 169th FS, Illinois ANG it became N851D(1). The aircraft traded to TFA for parts and other considerations.
GN 100		P-51D-20-NA	"44-63775"		Sold to MACO Sept. 2, 1963, as N6167U. However, this is far more likely a rebuilt ex-Swedish aircraft as 44-63775 was lost with the 7th AF in Hawaii on Nov. 27, 1945.
GN 116		F-51D-25-NA	44-73693	May 23, 1958	Formerly of 182d TS, Texas ANG. The aircraft has also been quoted as ex-GN 117. In any event, it became N6357T in Sept., 1963, and later wound up in FAS service in 1969.
GN 117		F-51D		May 23, 1958	The only surplus USAF aircraft not identified, it was given in error on the bill of sale from the FAN as ex-44-73428, but this has been conclusively identified as GN 118.
GN 118		F-51D-25-NA	44-73428	May 23, 1958	To N6324T (#2) July 8, 1963, and later N12065. Ex-169th FS, Illinois ANG.
GN 119		F-51D-25-NA	44-73683	May 23, 1958	Formerly with 148th FS, Pennsylvania ANG. Sold to U.S. as N12064 and later N5551D. Original Bill of Sale gives airframe TT as 300:15 and engine V325516 with 281:35, but documents in the FAA file show airframe TT 505:00 and engine (same s/n) as 44:50!
GN 120		F-51D-25-NA	44-72773	May 31, 1958	Formerly with 182d FS, Texas ANG. Sold to N12066 July 8, 1963, with airframe TT of 805:25 and engine V329308 with 293:35. Again, the FAA file disagreed, showing 809:55 and 285:40 respectively.
GN 121		F-51D-25-NT	45-11371	May 31, 1958	Formerly with 169th FS, Illinois ANG. Sold to N12067 July 8, 1963, and later N1051S. Airframe TT at sale was 663:45 and engine V327702 had 259:35. However, FAA file showed time since major overhaul on engine as 159:55 although engine V301447 was later installed. GN 121 has also frequently been reported as ex-USAF 44-11311 but this was w/o in 10th AF service Feb. 23, 1945, and is a rather obvious typographical error, it being the only FAN aircraft with an FY45 serial.
GN 122		F-51D-25-NA	44-73029	May 31, 1958	Formerly with 112th FS, Ohio ANG. Survived to be sold July 13, 1963, to N7999A and later N51JB. At time of sale the aircraft had 775:15 hrs. on the airframe and 297:40 on engine V325723. This was, again, later contradicted in FAA files however and read airframe 789:00 and engine 311:45.

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Nicaraguan Air Force continued...

Country	Serial No.	Type	Previous Identity	Acquired	Notes
UNIDENTIFIED AIRCRAFT					
GN ??	P-51D-20-NA/J-26	44-72031, RSswAF 26021		Jan. 17, 1955	This aircraft was sold to Maco in Sept., 1963, but no trace of its GN serial has been uncovered. Went to Aviacion Sanford June 10, 1966 and then to FAB as FAB-514. It almost certainly was within the serial range GN 72-97.
GN ??	P-51D-20-NA/J-26	44-63634, RSswAF 26121		Jan. 17, 1955	Also sold to Maco in Sept., 1963, and issued U.S. civil registration N6149U, later N2114 (as which it crashed at Springfield, Ill). This aircraft was also in the range GN 72-97 but no evidence of its GN identity has survived. Also given as "44-63788!"
GN ??	P-51D-20-NA/J-26	44-63649, RSswAF 26137		Jan. 17, 1955	Sold to Maco in Sept., 1963, as N6162U but was lost enroute back to the U.S. on its ferry flight in Oct., 1964. This aircraft has been connected with the GN serial 91 but 44-72093 seems a more likely candidate for GN 91. The aircraft was listed in some documents erroneously as 44-636649. Actual GN serial within the range GN 72-97.
GN ??	P-51D-20-NA/J-26	44-72059, RSswAF 26142		Jan. 17, 1955	Also sold to Maco in Sept., 1963, and became N6150U—sold to Aviacion Sanford 1966 and as N6150U went to Bolivia as FAB-513! Was in the GN range 72-97.
GN ??	P-51D-20-NA	44-63668		?	A truly puzzling aircraft, given with this USAAF s/n, sold to Maco Sept., 1963, as N6161U. This USAAF serial was sold to the Swiss Air Force! As no Swiss aircraft are known to have found their way to Latin America, the actual identity of this bird may never be known.
GN ??	P-51D-20-NA	44-78246		?	Another mystery aircraft, also sold to Maco in Sept., 1963, it is thought to actually be s/n 44-72246. The aircraft became N6164U.
GN ??	P-51D-	"44-10216"		?	A completely spurious serial number and sometimes given as GN 118, it is believed that this aircraft was sold to Maco in Sept., 1963, as a hulk and this "s/n" invented to satisfy import requirements.
GN ??	P-51D-20-NA/J-26	44-63675, RSswAF 26152		?	Sold to Maco. Became N5452V#2 and N1751D. Aircraft is a WWII veteran of the 9th AF's 370th FG, 402nd FS where it was coded EC-D Sierra Sue II with one confirmed kill. Said to be ex-FAN "Gate Guardian?"

*Note: Asterisk indicates aircraft concerning which the lineage of identities are not confirmed but probable. With the fall of the Somoza regime and virtually complete destruction of the FAN and its records, conclusive links may never be determined. Your authors would like to state here that, despite repeated overtures, the successor government in Nicaragua has been absolutely no assistance and was the only government contacted which did not render assistance in one form or another.

**GN 76 is also a WWII 8th AF veteran of the 355th FG, 354th FS where it was coded WR-P and had one confirmed kill.

***GN 91 is almost certainly an ex-Swedish aircraft. However, some evidence exists which seems to indicate that the aircraft displayed at Las Mercedes with this s/n may have been ex-182d FS, Texas ANG! A reserial?

FUERZA AEREA COSTARRICENSE (Costa Rican Air Force)*

Country	Serial No.	Type	Previous Identity	Acquired	Notes
1	F-51D-25-NA	44-73193		Jan. 16, 1955	Sold to Maco Mar. 31, 1964, and became N6170U but was w/o on its ferry flight back to the U.S. in Nicaragua while piloted by Will Martin near Managua when he experienced double mag failure and dead-sticked the aircraft into an open field. Often given as 44-73195, an FAA-perpetuated error. Delivered direct from the strength of the 182d FS, Texas ANG (not Florida ANG as often alleged).
2	F-51D-25-NA	44-73339		Jan. 16, 1955	Supposedly crashed "in-action" on January 19, 1955. Also delivered direct from the 182d FS, Texas ANG.
3	F-51D-25-NT	45-11386		Jan. 16, 1955	Crashed near the site of present-day El Coco International Airport on January 22, 1956, following or during flight over San Jose to celebrate the first anniversary of the defeat of the invasion of the previous year. Assumed ex-182d FS, Texas ANG.
4	F-51D-30-NA	44-74978		Jan. 16, 1955	Also sold to Maco March 31, 1964, and became N6169U. Definitely delivered direct from 182d FS, Texas ANG.

*Note: At the time of delivery, the organization which took responsibility for the aircraft could probably more accurately be called the Guardia Civil de Costa Rica. However, official correspondence from the Government of Costa Rica refers to the user as the Fuerzas Armadas Militar de Costa Rica. Finally, photographic evidence exists that the aircraft that survived were marked in their final days with the title *Fuerza Aerea Costarricense*.

FUERZA AEREA BOLIVIANA (Bolivian Air Force)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAB-29	P-51D-25-NT	45-11479, A68-602, N4675V		Dec. 1954	One of first three acquired and the only one positively identified, crashed May 21, 1957, near Cochabamba. The aircraft as identified on insurance documents with Lloyds of London as F-29 and was carried on the Transportes Aereos Militares (TAM) military airline policy! It and the other two of the three early <i>Mustangs</i> received by Bolivia were probably initially serialized FAB-28, 29 and 30 and were retroactively re-serialized as FAB-501(2), 502 and 503 sometime between May, 1957 and June, 1958.
(FAB-501)(1)	P-51D-	unknown		(Oct. 1954)	Crashed on its delivery flight in Ecuador Oct. 19, 1954. It was probably assigned early FAB <i>Mustang</i> serial F-28, which was not actually carried, and retroactively assigned FAB-501(1) when the new series was started between May, 1957-June, 1958.
(FAB-501)(2)	P-51D-25-NT	45-11479, A68-602, N4675V		(Dec. 1954)	Almost certainly the former FAB-29/F-29 referred to above but new serial assigned retroactively after crash.
FAB-502	P-51D-25-NT	45-11464, A68-650, N4687V		Feb. 1, 1955	Probably initially assigned serial FAB-30. Was FAB-502 by June 30, 1958. Fate unknown.

Continued next page...

Bolivian Air Force continued...

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAB-503	TP-51D-25-NT		45-11483, A68-601, N4674V(1)	Feb. 1, 1955	May have been issued an early serial (by deduction, possibly FAB/F-31 but no corroborating proof). Was FAB-503 by June 30, 1958. Fate unknown.
FAB-504	P-51D-25-NT		45-11458, A68-649, N4686V	?	Probably a replacement aircraft for FAB-501(1) delivered in 1955. This is possibly the aircraft included in the agreement with Venezuela for the purchase of ex-FAV F-86F's and B-25J's that is now in the FAV Museum at Maracay.
FAB-505	F-51D-20-NA		44-63574, FAU	Mar. 19, 1960	Possibly ex-FAU-263. Crashed Dec. 10, 1963, and w/o.
FAB-506	F-51D-20-NA		44-63807, FAU-272	Mar. 19, 1960	Survived to go to Canada as part of the deal for Canadair T-33A-N's as C-GXUO in Dec. 1977.
FAB-507	F-51D-20-NA		44-63485, FAU	Mar. 19, 1960	Sold (damaged) to Cavalier Aug., 1967, under project Peace Condor and very likely used to remanufacture Cavalier F-51D's (see below).
FAB-508	TF-51D-25-NT		44-84611, N6326T	?	Fate unknown. Probably acquired 1960.
FAB-509	F-51D-20-NA		44-63492, FAU	Mar. 19, 1960	Possibly ex-FAU-255. Sold (damaged) Aug., 1967, to project Peace Condor, and probably used to rebuild/remanufacture Cavalier F-51D's (see below).
FAB-510	TF-51D-25-NT		44-84655, FAN-98, N74045, N6362T	Jun. 10, 1966	Aero Sport rebuild. To Cavalier as hulk Sept., 1967.
FAB-511	F-51D-25-NT		45-11453, N5479V	Jun. 10, 1966	Aero Sport rebuild. Sold 1977 to C-GXUP, N59038, N6310T#2, N551MR.
FAB-512	P-51D-20-NA/J-26		44-72291, RSswAF 26055, FAN, N614OU	Jun. 1966	Nothing further known.
FAB-513	P-51D-20-NA/J-26		44-72059, RSswAF 26142, FAN, N615OU	Jun. 1966	Nothing further known.
FAB-514	P-51D-20-NA/J-26		44-72031, RSswAF 26021, FAN, N6152U	Jun. 1966	Nothing further known.
FAB-515	Cavalier F-51D		67-14862	Jun. 27, 1967	Written-off Nov. 12, 1968.
FAB-516	Cavalier F-51D		67-14863	Jun. 27, 1967	FAB-515, 516 and 517 were flown to Bolivia by USAF pilots COL Tracy Mathewson, MAJ Donnie Clements & CPT Zack Haynes.
FAB-517	Cavalier F-51D		67-14864	Jun. 27, 1967	Nothing further known.
FAB-518	Cavalier TF-51D		67-22582	May 9, 1968	Probably w/o July 29, 1970.
FAB-519	Cavalier F-51D		67-22579	Oct. 19, 1967**	Traded in on T-33A-N's Nov. 1978, becoming C-GXRG.
FAB-520	Cavalier F-51D		67-22580	Jan. 19, 1968***	Traded in on T-33A-N's Nov. 1978, becoming C-GXUQ.
FAB-521	Cavalier TF-51D		67-14866	Jan. 19, 1968	Had provisions for four guns only; traded in on T-33A-N's Nov., 1978, becoming C-GXUR.
FAB-522	Cavalier TF-51D		67-14865	Oct. 1967**	Suspected to have been issued Canadian registration marks C-GXUP in 1977 but reportedly made <i>unairworthy</i> by the FAB and, along with another derelict fuselage, is still in FAB hands, possibly earmarked for eventual restoration and display, although this seems unlikely.
FAB-523	Cavalier F-51D		67-22581	May 9, 1968	Traded in on T-33A-N's and flown out of Bolivia Aug., 1978, becoming C-GMUS. Cavalier build-date is Feb. 12, 1968.

**Note: It is not clear exactly why these positively identified aircraft were delivered out of sequence with the other Cavalier remanufactured aircraft yet assigned serials in the ongoing FAB series. Although delivered in complete USAF markings, it appears that the FAB serials may have been pre-ordained early in the project.

***Note: Cavalier build-date was Nov. 24, 1967.

FUERZA AEREA REBELDE/REVOLUCIONARIA (Cuban Rebel Air Force)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAR-201	F-51D-30-NT		45-11700, N5422V	Nov. 18, 1958	Flown out of Miami Springs, Florida illegally.
FAR-301	F-51D-30-NA		44-74505, RCAF-9233, N399OA, N68DR	Nov. 20, 1958	Flown out of Florida illegally.
FAR-401	F-51D-30-NA		44-73978, RCAF-9241, N89E	Dec. 1958	Flown out of Florida illegally.

FUERZA AEREA SALVADORENA (Salvadoran Air Force)

Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAS-400	Cavalier TF-51D		Unknown	c.Sept. 30, 1968	This was the aircraft interned in Guatemala early in the war. Following the war it was severely damaged and was cannibalized and appears to have been used, probably with major components of FAS-404 (see) in an attempt to build a makeshift TF-51. It is not clear if this project was completed. The serial has often been labeled as a TF-51, which is not sufficiently accurate.
FAS-401	Cavalier Mustang II		Poss. exFAD airframe	c.Sept. 30, 1968	Remanufactured on completion date June 13, 1968. Re-registered in the U.S. with the false USAAF serial "45-11559" and became N30FF in October, 1974.
FAS-402(1)	Cavalier Mustang II		Poss. exFAD airframe	c.Sept. 30, 1968	Apparently lost prior to the start of the war.
FAS-402(2)	NAA F-51D-25-NA		44-73350, N6176C, YS-210P	Jul. 1969	Sold to U.S. as N33FF in Oct., 1974.
FAS-403	Cavalier Mustang II		Poss. exFAD airframe	c.Sept. 30, 1968	Most probably the aircraft that was w/o Oct., 1968.

Continued next page...

Salvadoran Air Force continued...

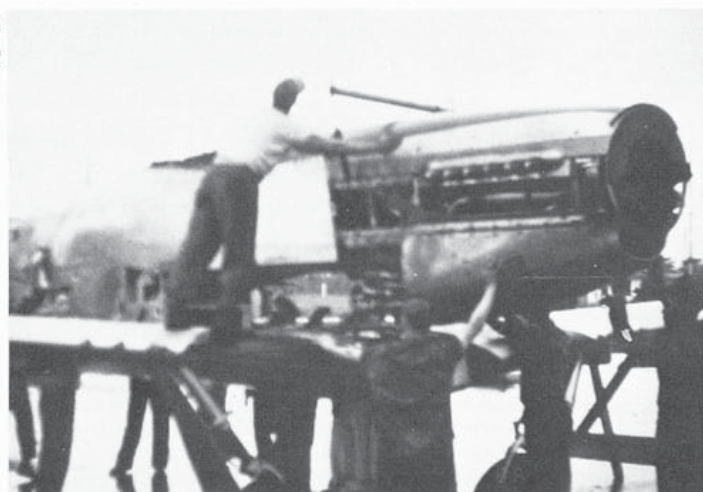
Country	Serial No.	Type	Previous Identity	Acquired	Notes
FAS-404		Cavalier Mustang II	Unknown	c.Dec. 1968	Also suggested as ex-44-73458 (a P-51D-25-NA), ex-RCAF 9294, N554T. This aircraft is believed to have been used, in conjunction with the remains of FAS-400 to construct a makeshift TF-51 in El Salvador. An aircraft given as ex-FAS-404 was sold to the U.S. in October, 1974, and became N36FF and later N4151D.
FAS-405		Cavalier Mustang II	Unknown	Dec. 1968 (Mfg. 10-23-68!)	Remanufactured and completed Oct. 23, 1968, and delivered soon thereafter. The false previous USAAF serial of "44-10753" has been used to register this aircraft in the U.S. as N31FF in October, 1974. At one point in FAS service, the aircraft serial was abbreviated to simply "05".
FAS-406		Cavalier 750	44-73656, N5073K	Dec. 1, 1968	Delivery date arbitrary but close. When returned to the U.S. in October, 1974, the false p.i. of "44-12473" was used to register the aircraft as N32FF, later becoming N2151D. The aircraft was originally built (as 44-73656) as a P-51D-25-NA.
FAS-407		NAA F-51D-	Unknown*	Jul. 1969	See notes.*
FAS-408		NAA F-51D-25-NA	44-73693, FAN-116, N6357T	Jul. 1969	Survived to return to the U.S. Oct., 1974, as N35FF with the false USAAF pi. of "44-13253".
FAS-409		NAA F-51D-30-NT	45-11559, N5469V, N6451D	Jul. 1969	Survived to return to the U.S. Oct., 1974, as N34FF with the false USAAF pi. of "44-11153". Became N51WE.
FAS-410		NAA F-51D-30-NA	44-74923, N5438V	Jul. 1969	Apparently returned to the U.S. as a hulk, where it was falsely identified as ex-FAS-400 and "44-11353". Parts from this aircraft were used to build N100DD. Became N345.
FAS-411		NAA P-51D-	44-72483, RSwAF 26087,	Jul. 1969	Survived to return to the U.S. Oct., 1974, as N36DD and N38FF, later N151DM.
		NA/J-26	FAN-85, N13410 #1		Registered with the false pi. "44-13250".
FAS-412		NAA F-51D-	Unknown*	Jul. 1969	See notes.*
FAS-413		NAA F-51D-	Unknown*	Jul. 1969	See notes.*
FAS-414		NAA F-51D-	Unknown*	Jul. 1969	See notes.*
FAS-415		NAA F-51D-	Unknown*	Jul. 1969	See notes.*
FAS-416		NAA F-51D-	Unknown*	Jul. 1969	See notes.*
FAS-417		NAA F-51D-	Unknown*	Jul. 1969	See notes.*

*Notes: The stock F-51D Mustangs that were spirited out of the U.S. to El Salvador in July, 1969, have been identified, but remain unmatched with these FAS serials, which they were certainly assigned. The following aircraft, which are otherwise unaccounted for, have for the most part been conclusively identified as being amongst these aircraft. Known losses to the FAS during the war (two involved in mid-air collisions during the war, one lost to severe ground fire damage but believed sold back to the U.S. as a hulk after the war, two lost due to fuel starvation during the war and one shot down in Honduran territory by MAJ Soto of the FAH) are believed for the most part to have been from amongst the ranks of these last six FAS serials. Known post-war strengths (13) thus jibes with the known losses, keeping in mind that the total of 13 post-war probably included aircraft which were hybrid local rebuild attempts.

FAS-???	F-51D-25-NA (sic)	44-73273, , N34DD, N200DD	Jul. 1969	An aircraft with no known previous U.S. civil identity and potentially false USAAF pi. Was made up from FAS spares.
FAS-???	F-51D-25-NA	44-73973, RCAF-9281, N6325T	Jul. 1969	Returned to the U.S. with the false pi. "44-10755" and became N35DD, N37FF in Oct. 1974. Later became N51JC, C-GJCJ and N151DP... but only parts of the original figured from N51JC onwards.
FAS-???	F-51D-30-NA	44-74960, N5459V	Jul. 1969	Nothing further known.
FAS-???	F-51D-25-NT	44-84857, N7343C	Jul. 1969	Nothing further known.
FAS-???	F-51D-25-NA	44-73422, RCAF 9287, N103TL	Jul. 1969	Thought to have gone to Haiti, but probably a diversion for transit to Salvador. Unconfirmed.
FAS-???	F-51D-25-NA	44-73129, N5480V, N51SL, NFK		



Following their arrival during 1952, the dismembered ex-Royal Swedish Air Force "Mustang's" were reassembled at Ciudad Trujillo, Salvador, using indigenous labor and the assistance of Swedish maintenance personnel.



Wing and fuselage mating permitted the aircraft to sit on its own main gear and tail wheel assemblies. This accommodated the attachment of the horizontal and vertical tail surfaces, and miscellaneous systems and control lines.

Julius Baker via Eden Harris



A line-up of FAD F-51D's, including FAD 1931, FAD 1930, FAD 1929, and others, early in their Dominican Air Force service lives. At this point, the aircraft were unpainted except for rudder markings, serial numbers, and national insignia.

Julius Baker via Eden Harris



With remnants of its civilian identity visible as an "N" on its right wing upper surface, F-51D, NX-66581, is seen immediately prior to a test mission shortly after its arrival in the Dominican Republic. This aircraft became FAD 1701.

Julius Baker



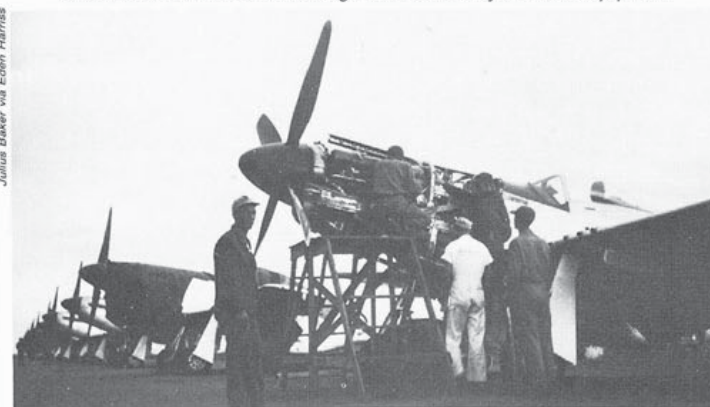
A wing from an ex-Royal Swedish Air Force "Mustang" being off-loaded for assembly during 1952. Much of the work required for these reassembly procedures was manual labor because of the shortage of mechanical systems and equipment.

Thomas Cuddy, II via Roger Besecker



TF-51D, lacking the distinctive stretched canopy of many TF-51D modifications, FAD 1900 (#2), outside the Cavalier facility in Florida, just prior to its delivery flight to Dominica. The gap left by the missing nose panel is noteworthy.

Julius Baker via Eden Harris



Royal Swedish Air Force and Dominican Air Force ground crews accomplishing routine engine maintenance on the newly-arrived FAD "Mustang's" during 1953, near San Isidro. The RSWAF personnel were stationed in Dominica only for a short while.

Julius Baker



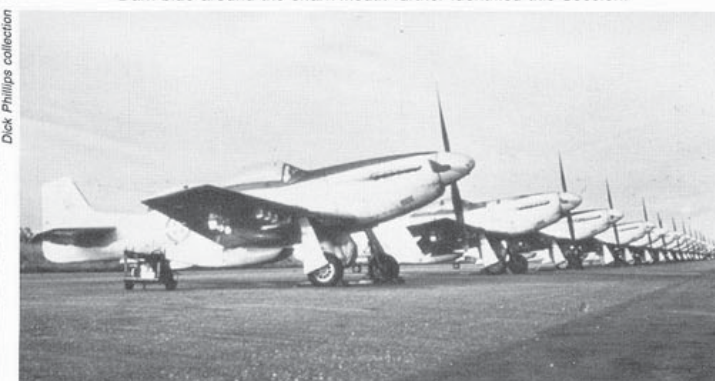
A Dominican Air Force F-51D, FAD 1914, in the 1950's vintage color scheme of the Escuadron de Caza "Ramfis" with the Seccion number "2" on its vertical fin. Dark blue around the shark-mouth further identified this Seccion.

Julius Baker

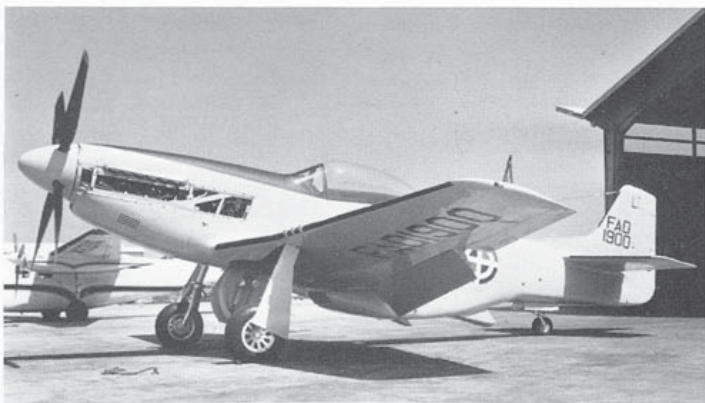


Early photo of Dominican Air Force F-51D, FAD 1928/4 showing full Escuadron de Caza "Ramfis" color scheme of the 1952-53 period. These were some of the most colorful of all Latin American air force "Mustang's".

Dick Phillips collection



One of the many line-up shots so loved by the FAD upper echelon. FAD 1919 (foreground) and no fewer than 14 other "Mustang's" contributed to the image. Photo was taken during the late 1960's following Cavalier rebuild/IRAN.



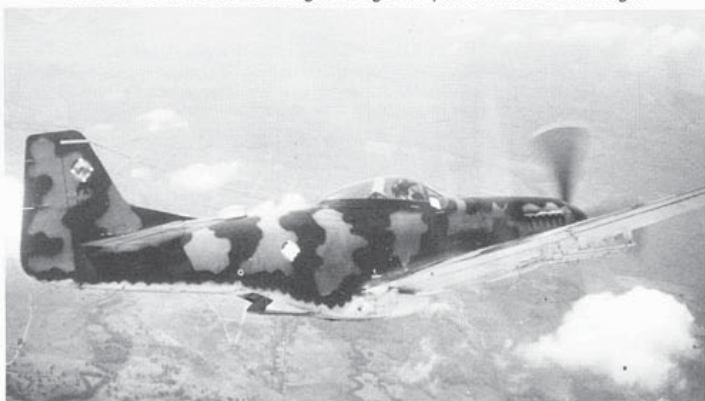
FAD 1900 (#2) at Cavalier's Sarasota, Florida, facility during 1965, shortly before delivery to the Dominican Air Force. Cavalier's efforts resulted in an aircraft in "like-new" condition. Underwing markings are quite visible from this angle.

Thomas Cuddy, II



FAD 1901 is man-handled into position following a serious in-country accident during 1969. The aircraft was effectively totalled, though major and minor subassemblies and parts were cannibalized for use on other aircraft.

Defense Intelligence Agency



By 1975, when nearing the end of its career in Dominican Air Force service, the "Mustang" had effectively outlived its political importance as a weapon. FAD 1904 is seen during a practice mission over the Dominican Republic during May, 1975.

Jeff Ethell via Dan Hagstrom



Nearing the end of their careers in Latin American air forces history, two of the Dominican Air Force's "Mustang's", including FAD 1912 (foreground), prepare for takeoff at an in-country airfield during May, 1975.

Jeff Ethell via Dan Hagstrom



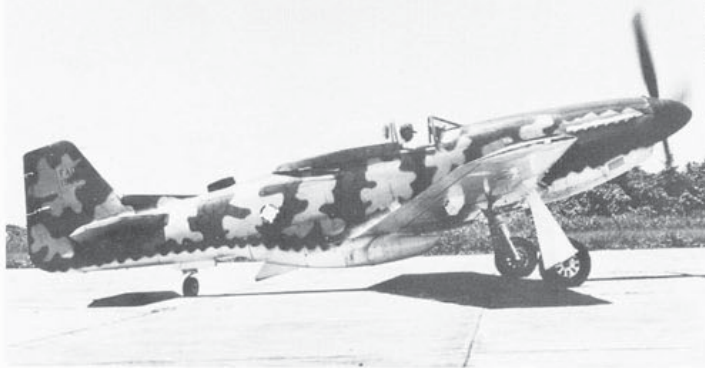
The camouflage worn by Dominican Air Force "Mustang's" during the early- and mid-1970's was highly reminiscent of that seen on U.S. military aircraft of the late Vietnam war era. Colors were a medium to dark green and tan, with white undersurfaces.

Jeff Ethell



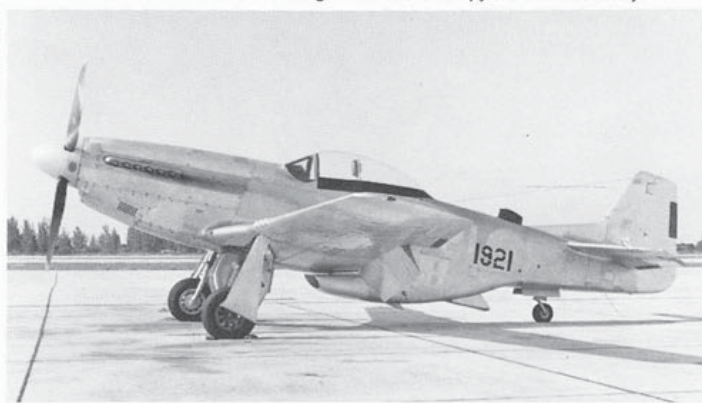
Dominican Air Force F-51D, FAD 1919, is seen captive at San Isidro during the in-country insurgency of May, 1965, which went against the wishes of the Organization of American States. The underwing rocket and bomb pylons are noteworthy.

USAF



Dominican Air Force F-51D, FAD 1920, is seen at San Isidro on June 20, 1972, sporting a very early FAD camouflage scheme. The pattern and colors would be refined sporadically until the "Mustang's" retirement from FAD service.

Rafael Powers



Dominican Air Force F-51D, FAD 1921, following work at Trans-Florida Aviation, Opa Locka, during 1965. At the time, the aircraft was probably enroute back to the Dominican Republic. Why it had not yet received paint remains unknown.

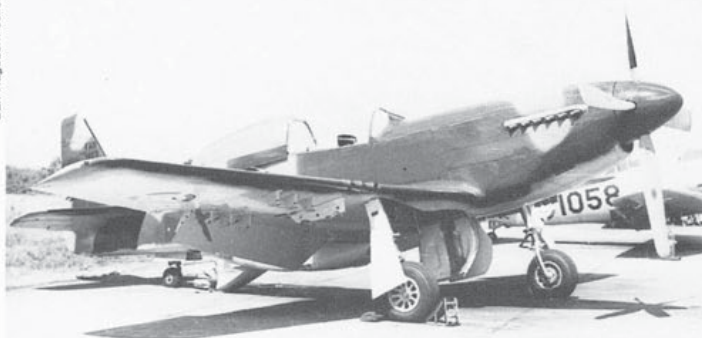
Harold Martin

APN via Dan Hagedorn



Dominican Air Force F-51D, FAD 1923, and several of its stablemates are seen not long after a decision to drop the elaborate Escuadron de Caza "Ramfis" markings. The aircraft were apparently enroute to Trans-Florida Aviation.

Dan Hagedorn collection



Trans-Florida Aviation-modified Dominican Air Force FAD 1923 (#2) is seen at San Isidro during 1969. Visible under the wing are the rocket rail pylons, but not the rails. Noteworthy is the extended vertical fin characteristic of the Cavalier mod.

Rafael Power



Dominican Air Force F-51D, FAD 1936, at San Isidro on November 29, 1972. The markings on this aircraft represent the earliest camouflage scheme sported by FAD "Mustang"s; due to the application technique, no two aircraft were painted alike.

Dan Hagedorn



A Dominican Air Force F-51D, FAD 1935, at Trans-Florida Aviation during February, 1965. Visible in the left background is Cavalier 2000, N-151Q, equipped with tip tanks and civilian paint. FAD 1927 is visible to the right of FAD 1935.

Norm Taylor via Roger Besecker



Following over-haul by Trans-Florida Aviation at Opa Locka, Florida, the Dominican Air Force "Mustang"s, such as FAD 1923 (#1), were virtually new aircraft. Along with a coat of fresh paint many internal systems were repaired or replaced.

Norm Taylor via Roger Besecker



Another Dominican Air Force "Mustang", FAD 1926, is seen at Opa Locka, Florida, following Trans-Florida Aviation maintenance and updating. Short vertical fin is noteworthy. Aircraft in the background was the Lockheed XR6O-1 "Constitution".

Dan Hagedorn



The bones of Dominican Air Force FAD 1927 at Trans-Florida Aviation during early 1965. The tail of FAD 1935 is visible in the background. These "Mustang"s were being slowly cannibalized in order to support other Trans-Florida aircraft.

Gary Kuhn via Dan Hagedorn



Dominican Air Force F-51D, FAD 1926, at Opa Locka airport near Miami, Florida, during 1964. The aircraft is seen shortly after having undergone overhaul at Trans-Florida Aviation's Opa Locka facility. Fresh paint and markings are apparent.



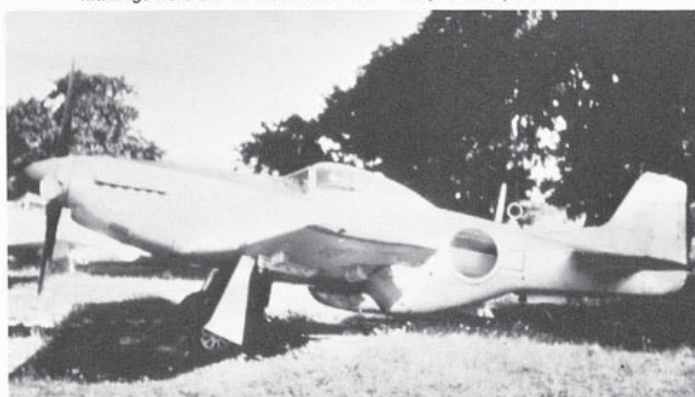
Nery Mendiburu via Gary Kuhn

Rare 1960 photo illustrating the first four Uruguayan "Mustang's" due to depart following sale to Bolivia. Of interest is the fact that the FAU serial numbers and markings were still on the aircraft. The crews, however, were Bolivian.



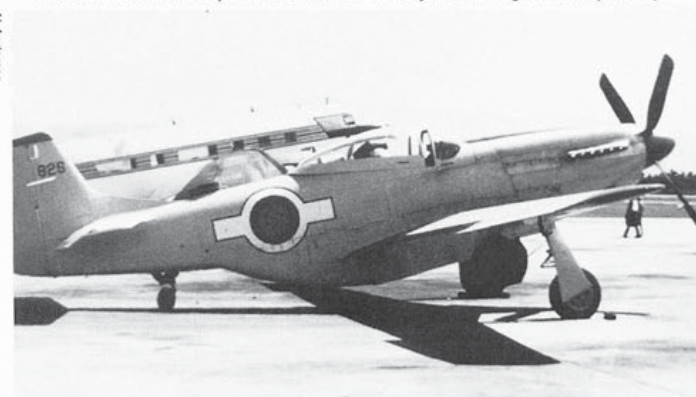
Hagedorn collection

Two Haitian "Mustang's" and what appears to be an ex-RCAF North American B-25, during the abortive Naval mutiny. The significance of the B-25 is unknown, as Haiti is not known to have operated "Mitchell's" at any time during its military history.



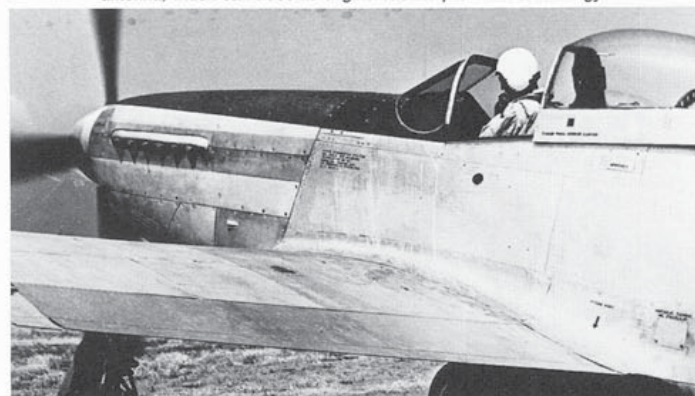
Al Anderson

Haitian Air Corps F-51D, 14826, in its "old" colors at Bowen Field, Port-au-Prince, during the late 1950's. Of interest, is the old ADF navigation system loop antenna, which can trace its origins back to pre-WWII technology.



Dan Hagedorn collection

One of the last known photos of a Haitian F-51D (No. 826) in service. The aircraft is seen sporting the "new" style national insignia and a number of modifications added late in its operational career by Trans-Florida Aviation.



John Underwood via Dan Hagedorn

Closeup of the forward fuselage section and cockpit area of a Uruguayan Air Force "Mustang" just prior to delivery during 1950. The stenciling visible on the fuselage side is printed in Spanish and the spinner appears to be painted in at least two colors.



Dan Hagedorn collection

Highly polished Guatemalan Air Force F-51D, FAG 315, is seen with an unusual and distinctive fuselage badge that appears to be a bat grasping a bomb. The inscription on the insignia reads, "Si vis pacem para bellum" on the canopy frame.



FAG

Guatemalan Air Force F-51D, FAG 336, as it appears today in front of the FAG Headquarters building at La Aurora, Guatemala City. Prior to being moved to the airport, FAG 336 was displayed in downtown Guatemala City.

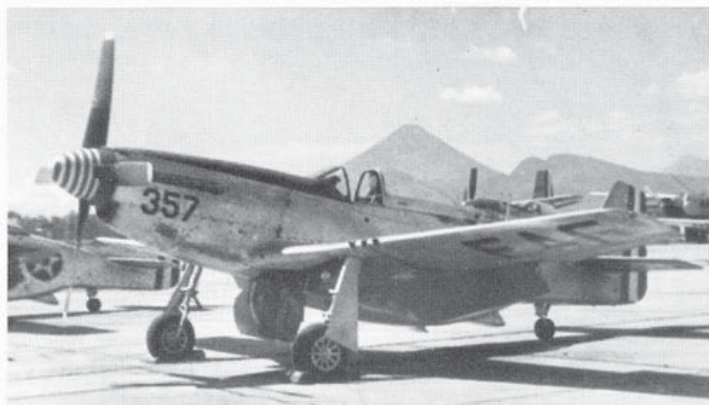


Gary Kuhn

Guatemalan Air Force F-51D, FAG 336, as it appeared during January, 1980. It has since been removed from this display and moved to a position near the FAG Headquarters building at La Aurora. It appears the aircraft is reasonably well preserved.



Guatemalan Air Force F-51D, FAG 354, during the latter stages of a takeoff roll. At the time, the individual FAG aircraft serial number was still being painted in large block numerals on the fuselage side.



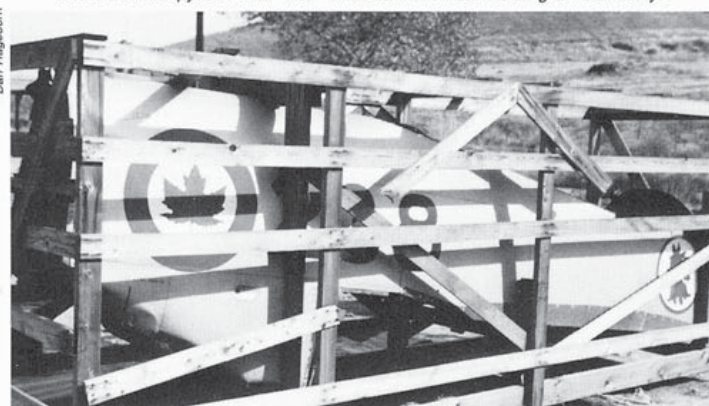
Guatemalan Air Force F-51D, FAG 357, at La Aurora during 1966. The aircraft was sporting a corkscrew propeller spinner. This color scheme was worn by a number of other single-seat "Mustang's" in FAG service at the time, but no TF-51D's.



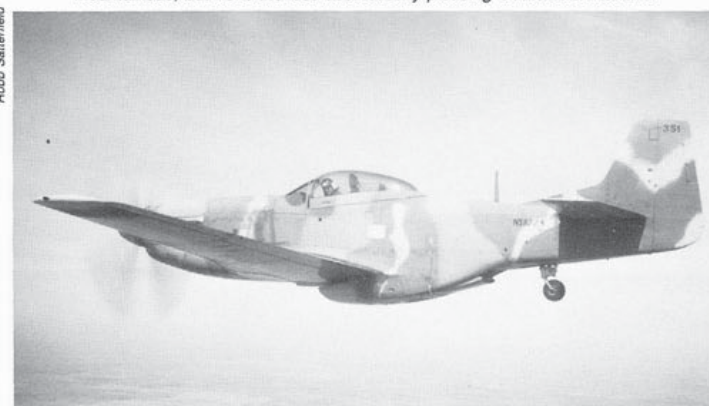
Guatemalan Air Force F-51D, FAG 366, at La Aurora during the 1960's. This aircraft is equipped with six .50 cal. machine guns, six rocket pylons (though no rocket rails), and two bomb pylons. The "late" nose serial number marking is noteworthy.



Guatemalan Air Force F-51D, FAG 342, at La Aurora on January 10, 1963. In the background are visible several FAG Lockheed T-33A's and some of the mountainous, but none-the-less aesthetically pleasing Guatemalan terrain.



The main fuselage section of an ex-RCAF "Mustang", "238", seen crated and labeled as "machinery" in California during 1960, was almost certainly bound for Guatemala. The crating technique obviously left something to be desired.



Ex-Guatemalan Air Force F-51D, FAB 351, now civil-registered N-38229, in flight over Texas on March 31, 1973. Down-and-locked tailwheel was the result of a maintenance anomaly peculiar to the "Mustang", which was usually easily corrected.



Ex-Guatemalan Air Force F-51D, FAG 315, now civil-registered N-38227, during sport flight over Big Spring, Texas, on March 31, 1973. Non-standard drop tanks are noteworthy. Camouflage paint on this aircraft appears to be in excellent condition.



Two ex-Guatemalan Air Force F-51D's, FAG 354, N-38227, at Connie Edward's ranch near Big Spring, Texas, during 1974. The camouflage applied to this aircraft remains virtually intact, as does the cockpit and various aircraft systems.



An ex-RCAF "Mustang", serial 9264, at Syracuse, New York, during 1960. It appears quite probable that this aircraft and several others at the same site were FAG "scrap metal" "Mustang's". The RCAF markings, though weathered, are easily discerned.



Another ex-RCAF "Mustang", serial 9585, also at Syracuse, New York, during 1960. This aircraft was thought also to have been one of the FAG "scrap metal" "Mustang's". The RCAF markings on this aircraft are virtually indiscernible.



Guatemalan Air Force F-51D, FAG 357, as it appears today in storage at Connie Edwards' ranch near Big Spring, Texas. The camouflage applied to this aircraft remains virtually intact, as does the cockpit and various aircraft systems.



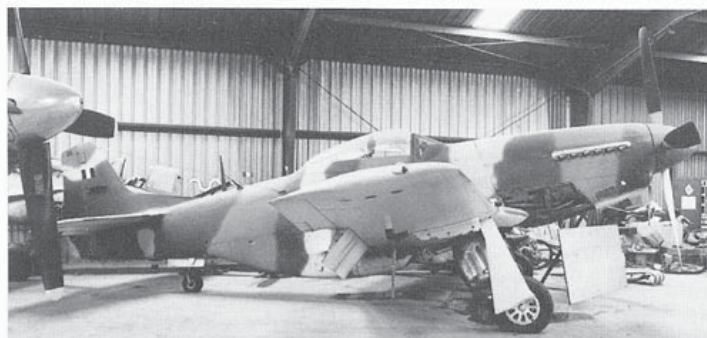
Another view of Guatemalan Air Force F-51D, FAG 357, at Connie Edwards' facility near Big Spring, Texas. Though untouched for many years, this, and other "Mustangs" owned by Edwards, remain in essentially restorable condition.



Guatemalan Air Force F-51D, FAG 366, now owned by Connie Edwards. Almost all aircraft systems remain essentially as they were at the time the type was operated by the Guatemalan Air Force. Only the armament complement has been neutralized.



Guatemalan Air Force F-51D, FAG 351, civil-registered N-38229, in storage at the Edwards ranch. Like other Guatemalan aircraft owned by Edwards, the camouflage remains essentially as it was while in FAG service during the late 1960's.



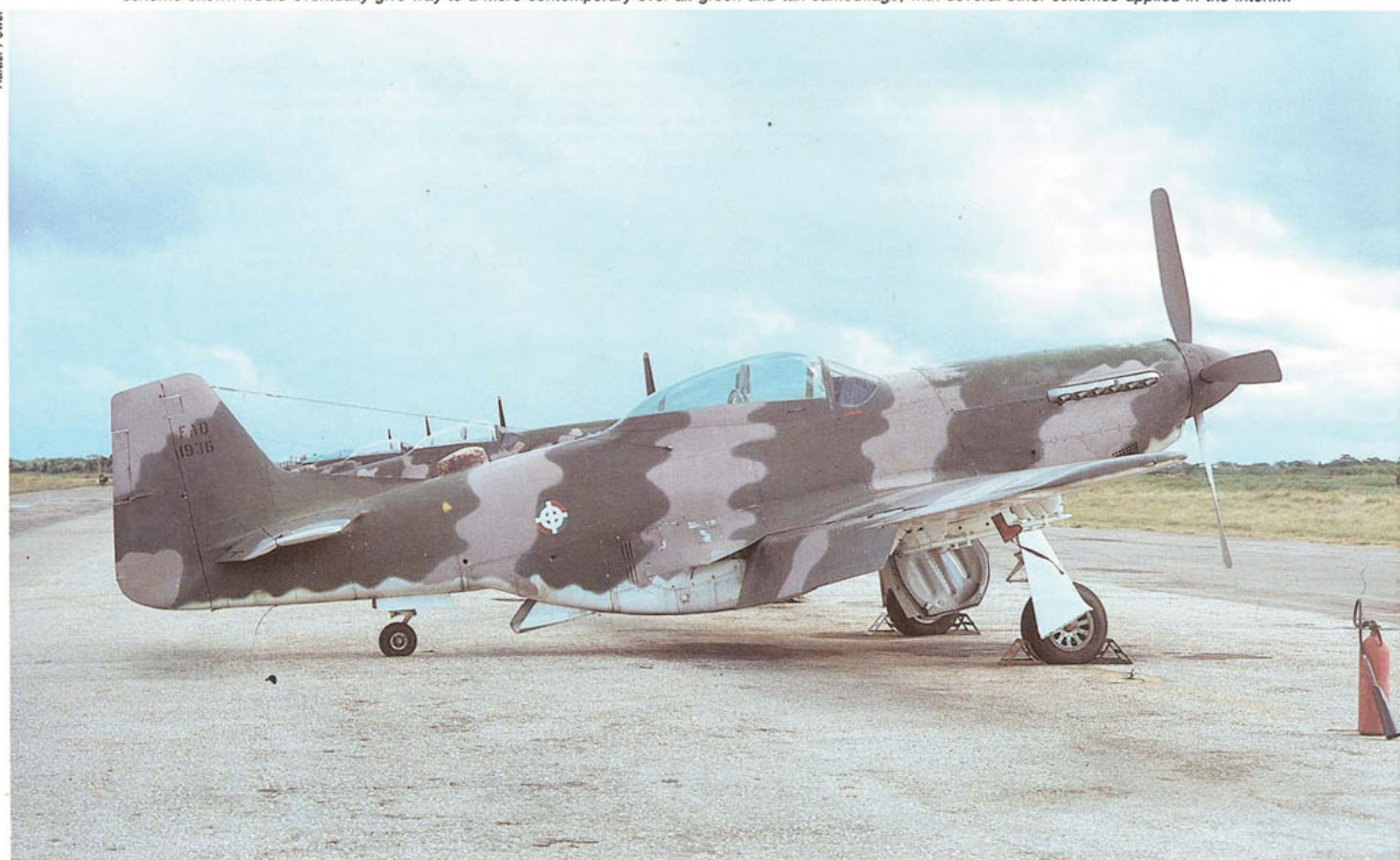
Guatemalan Air Force F-51D, FAG 315, at the Edwards ranch, remains in excellent condition. Readily visible is the white wing and fuselage undersurface, which contrasts with the two-shades of green and tan upper surface markings.



Last known view of GN 91 at Las Mercedes. The badge on the nose clearly shows an eagle over the Alamo. The fuselage insignia is representative of the much earlier tri-color (red, yellow, blue) variety used only in the fuselage position by the FAN.



Dominican Air Force F-51D, FAD 1900, following modification accomplished at the Trans-Florida Aviation facility at Sarasota, Florida, during February and March, 1965. The FAD insignia is visible on the fuselage side. Discernible under the left wing is the FAD 1900 identification marking. Noteworthy, too, is the black-painted leading edge. The light gray scheme shown would eventually give way to a more contemporary over-all green and tan camouflage, with several other schemes applied in the interim.



Dominican Air Force F-51D, FAD 1936, at San Isidro, on November 11, 1972. By this time, the light gray scheme in which many FAD "Mustangs" had been delivered had given way to a tropically-oriented green and tan scheme that was complimented by a white to off-white undersurface. Additionally, the FAD insignia was reduced in size and the anti-glare panel located forward of the windscreen was eliminated altogether. As noted in the text, this scheme would eventually change, too.



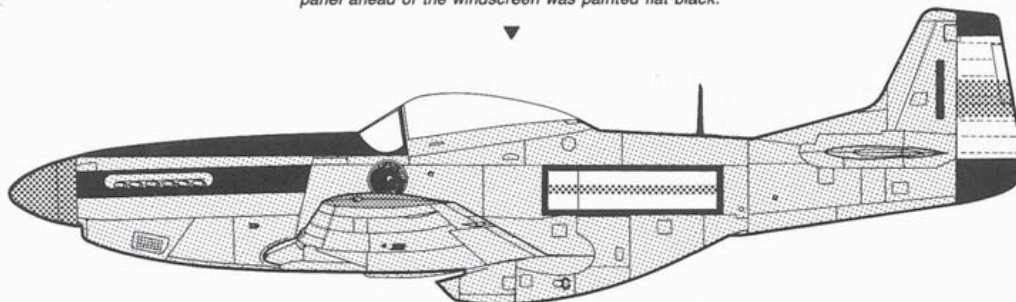
Bolivian Air Force F-51D, FAB 511, at La Paz. The spartan markings are typical for type in FAB service, with the aircraft being left essentially unpainted. The size and location of the FAB insignie are noteworthy. Like most unpainted "Mustangs", this aircraft is provided with a flat black, or dark flat green anti-glare panel just ahead of the windscreen; this prevented sun glare from affecting pilot forward vision and was considered mandatory on aircraft with polished aluminum skin.



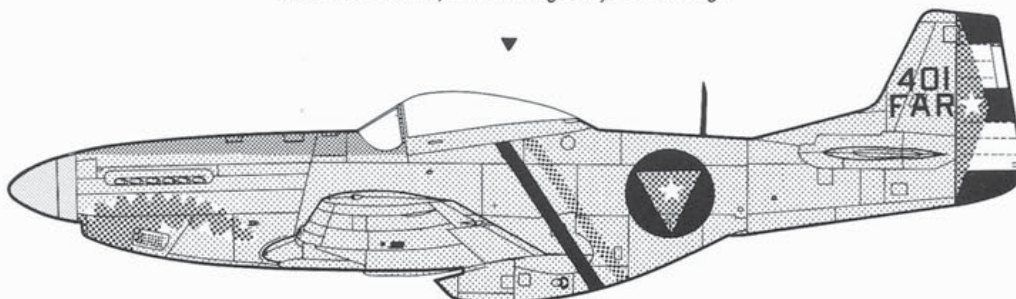
Another Bolivian Air Force F-51D, FAB 520, following its return to the U.S. This aircraft, seen at the October, 1983, Confederate Air Force Air Show at the Harlingen International Airport near Harlingen, Texas, has obviously been through the Cavalier modification program at Sarasota, Florida. Most of the original markings have been left on this aircraft, though the shark mouth, red spinner, and red wing tips are possibly spurious.

SELECT MARKINGS

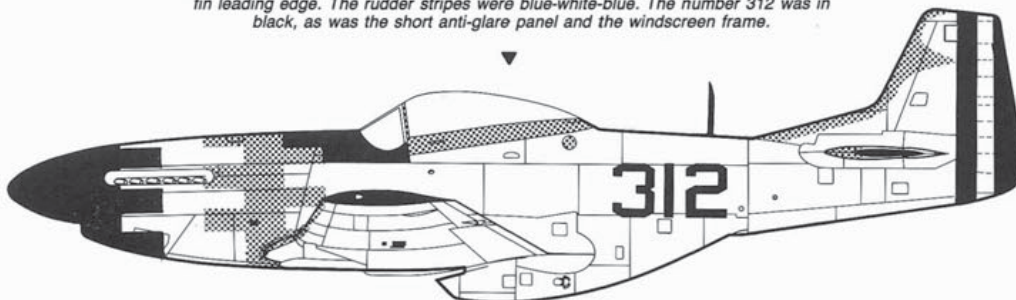
Costa Rican Air Force F-51D, serial 1, showing markings inspired by the Costa Rican national flag. Fortunately, these matched the U.S. star-and-bar insignia—minus the star and ball. The green wing tips of its last U.S. operator were retained. The rudder was painted with large bars of blue (top), white, red, white, and blue. A large, glossy black "1" was painted on the vertical fin and the panels surrounding the exhaust pipe banks on each side of the fuselage also were painted glossy black. The anti-glare panel ahead of the windscreen was painted flat black.



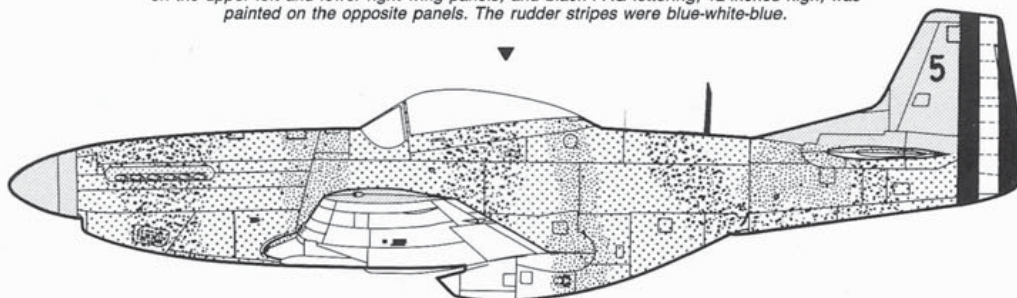
Cuban Air Force F-51D, FAR 401. Because of the scarcity of information pertaining to Cuban Air Force equipment, and in particular, to Cuban Air Force "Mustangs", little has surfaced concerning accurate markings data. The aircraft illustrated, however, is thought to have had a red reversed delta and blue and white horizontal bars on its rudder, black, white and red diagonal stripes on its fuselage, a medium green anti-glare panel on its nose, an orange spinner, and a conventional shark mouth and national insignia (red triangle with white star on a blue, circular background) on its fuselage.



Attractive, but slightly gaudy markings of Guatemalan Air Force F-51D, FAG 312, of the late-1950's Guatemalan aerobatic team. The aircraft was painted white over-all, with "Thunderbirds" inspired red and blue (propeller spinner and nose cowl) accents. The national insignia was located on the upper left and lower right wing panels, and a large black FAG was located on the lower left and upper right wing panels. The canopy frame was trimmed in red, as was the vertical fin leading edge. The rudder stripes were blue-white-blue. The number 312 was in black, as was the short anti-glare panel and the windscreen frame.



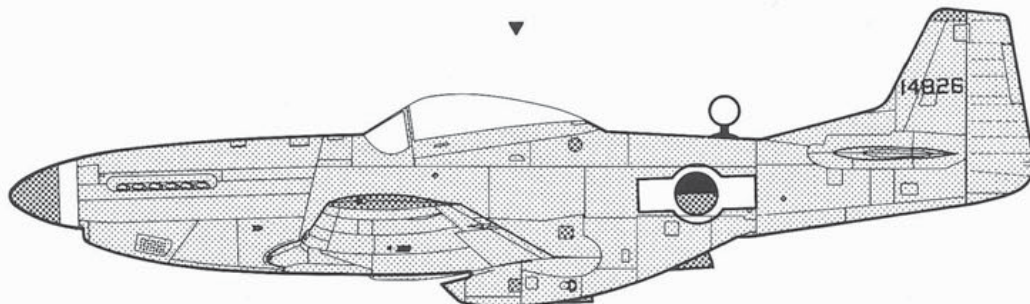
Guatemalan Air Force F-51D, "5", in one of the final FAG schemes, circa 1971. The three-tone (green, brown, and tan) U.S. shade-type camouflage was of the wraparound variety except under the wing—which was light gray. The fin, propeller spinner, wing tips, and horizontal stabilizer/elevator tips were all yellow. Only four FAG aircraft, including a TF-51D, are known to have been assigned a vertical fin number (the other fin numbers being 1, 3, and 7, with the latter being the TF-51-assigned number). A small national insignia was carried on the upper left and lower right wing panels, and black FAG lettering, 12-inches high, was painted on the opposite panels. The rudder stripes were blue-white-blue.



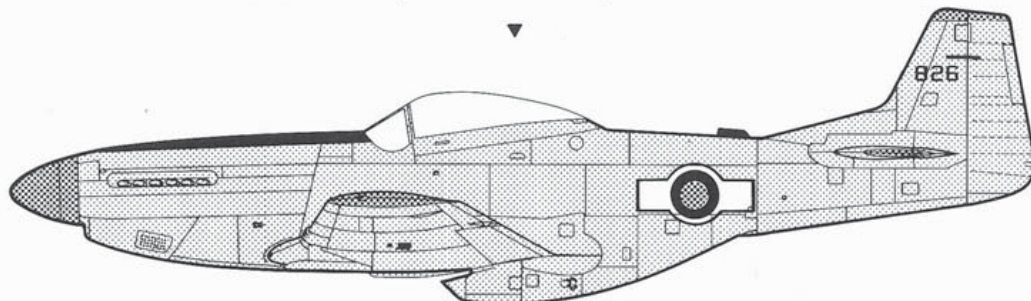
Scale: 1/72nd

Drawn by Douglas

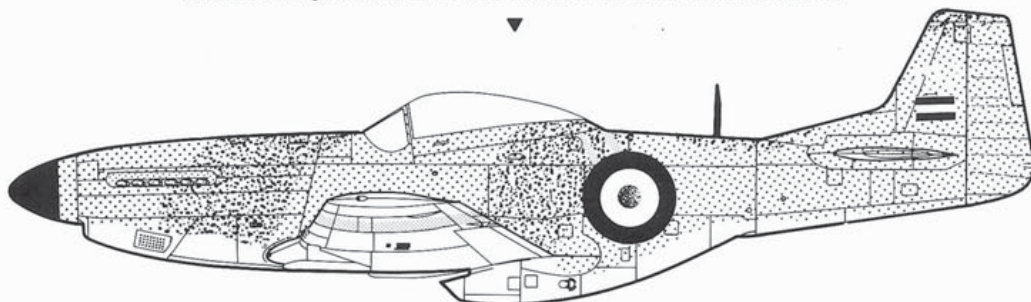
Haitian Air Corps F-51D, 14826, in an over-all natural metal scheme. This aircraft had a red and white spinner, red wing tips, and a red vertical fin tip. Additionally, the fuel refiller cap, oil/glycol coolant system dump doors, and several miscellaneous small access plates and steps/grips were painted red. The exposed ADF loop is noteworthy as this is considered unique among Latin American air force "Mustangs".



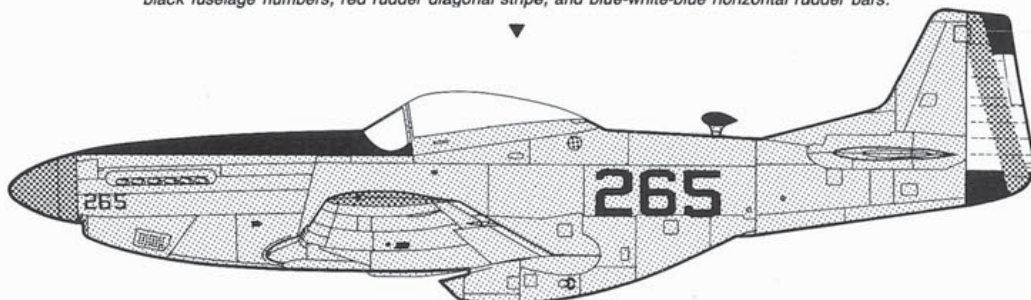
Haitian Air Corps F-51D, 826, in its last known Haitian scheme. The aircraft was light gray over-all, with a red spinner, red wing tips, red stabilizer tips, and a red vertical fin and rudder tip. By now, the ADF and radio antenna wire had been replaced by a Trans-Florida Aviation/Cavallier modification and the new national insignia were in place. The aircraft earlier had been natural metal. The later, light gray scheme may have been an anti-corrosion measure as Bowen Field, where this aircraft was operated, was near the ocean.



Salvadoran Air Force F-51D, FAS 402 (#2), ex-YS-210P, owned by Archie Baldocchi and absorbed by the Salvadoran military during the infamous Soccor War. In the FAS service, the aircraft was painted in U.S. Vietnam-era green and brown camouflage. The undersurfaces were light matte gray. The propeller spinner was blue, there were yellow wing stripes near the wing tips, and two yellow stripes went from the canopy frame down to the blue and white fuselage roundel. The FAS serial number was in white on the vertical fin.



Uruguayan Air Force F-51D, FAU 265, was the only FAU "Mustang" known to have carried a special insignie believed to be associated with the Grupo Aerea de Caza. Note the ADF "football" on top of the fuselage. Uruguayan "Mustangs" are thought to have been the only Latin American examples so equipped. This aircraft was natural metal over-all with a red spinner, a red chin intake fairing, red wing tips, a red wing pylon, black fuselage numbers, red rudder diagonal stripe, and blue-white-blue horizontal rudder bars.



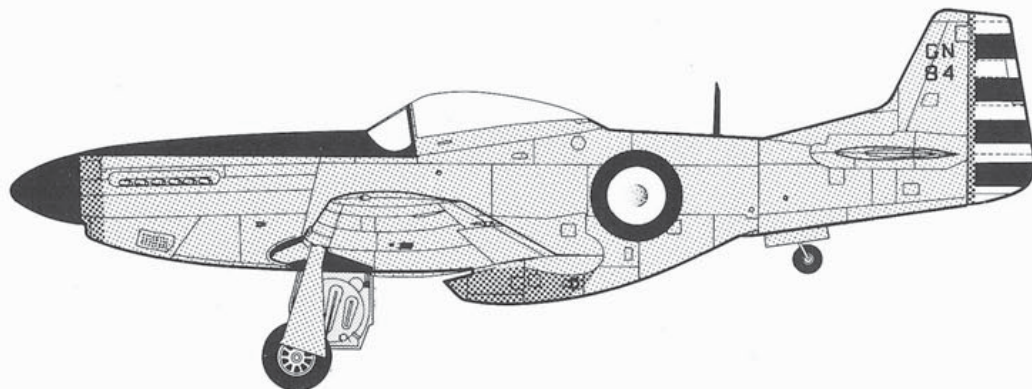
Scale: 1/72nd



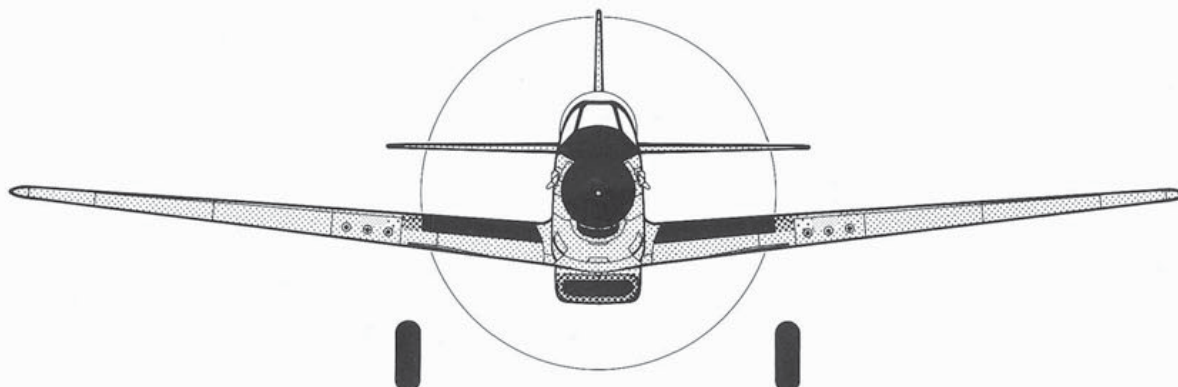
by Douglas Slowiak

NORTH AMERICAN F-51D, GN 84

Nicaraguan Air Force F-51D, GN 84, during 1964. The markings were quite colorful and consisted of a black propeller spinner, a red cowl fairing immediately to the rear of the spinner, a black anti-glare panel and windscreen frame, red ventral cooling intake trim, a red, yellow, and blue fuselage roundel, a red vertical rudder bar, and white-blue horizontal rudder bars. Several aircraft were apparently flown with these markings, which included national insignia in all four wing positions, and wing root section stripes that matched the fuselage roundel in color.

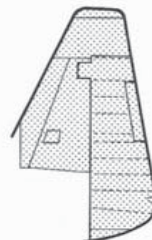


Bomb Rack

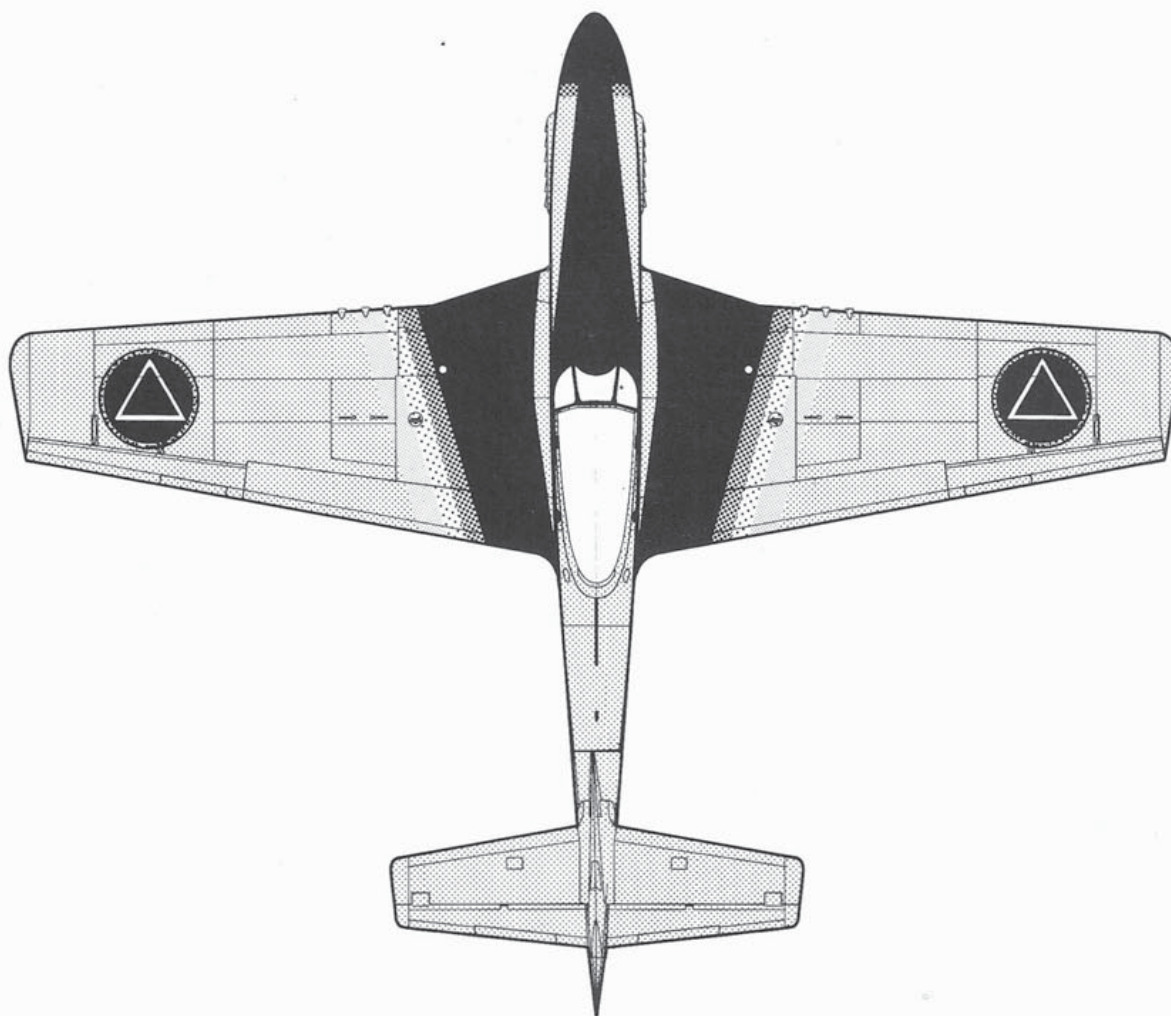




TF-51D Canopy



Trans-Florida Aviation
Vertical Tail Modification



Scale: 1/72nd



Drawn by Douglas Slowiak



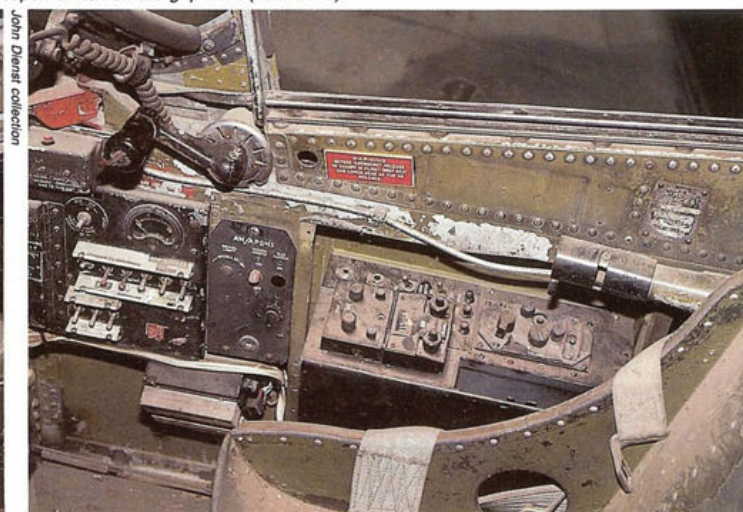
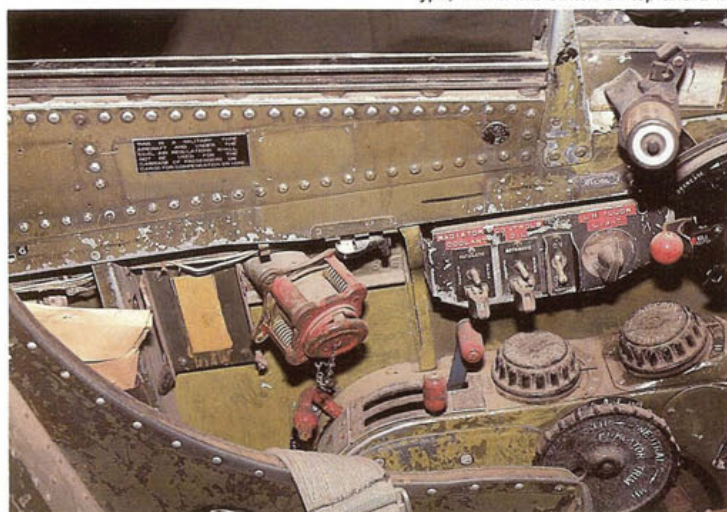
Ex-Guatemalan Air Force TF-51D, FAG 345, civil-registered N-38228, shortly after its return to the U.S. under the auspices of Connie Edwards. This two-seat aircraft has the extended canopy and internal modifications required for the training role. The primed, but unpainted rudder is the only surface on the aircraft not still in the original FAG camouflage. Noteworthy are the plastic cups used to keep condensation out of the cylinders.



Ex-Guatemalan Air Force F-51D, FAG 354, civil-registered N-41749, as it presently sits in storage at Connie Edwards' ranch. The aircraft remains essentially intact and much the same as it was when in FAG service. The camouflage is basically original, though the unit badge, just ahead of and below the windscreen, is spurious, and actually associated with a non-FAG organization. All of the Edwards-owned "Mustangs" and other aircraft are kept indoors and are protected from the elements.



Forward instrument panel of an ex-Guatemalan F-51D, civil-registered, N-41749. The panel is stock for the type in FAG service, with full analogue instrumentation and a conventional panel-mounted gunsight. Visible to the left is the throttle quadrant. At right center is the oxygen regulator, sans hose. The control stick also is stock for type, with a mic switch on top and a weapon switch on the grip front (not visible).



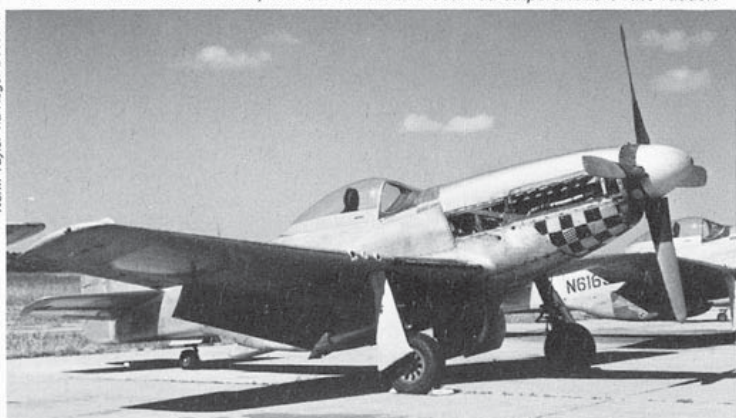
Left and right cockpit side consoles of a Guatemalan Air Force F-51D. The left console accommodates the trim wheels (aileron, rudder, and elevator) and the coolant system switches; the right console accommodates the AN/APS-13 panel, the cabin lighting panel, and the communications radio panel. The crank visible at the upper left is for opening and closing the canopy. Barely visible at the upper right is the well-worn aircraft name plate.



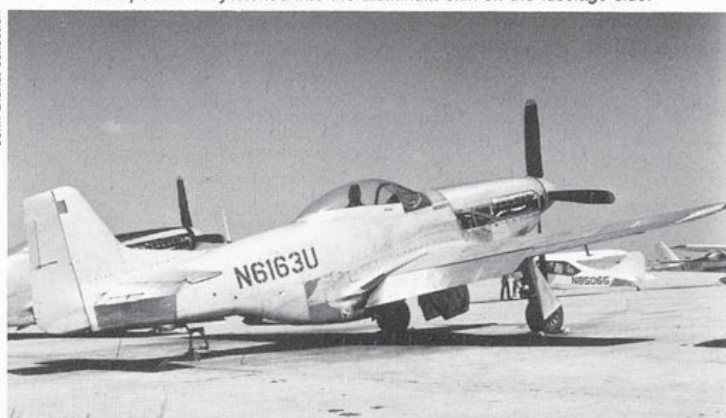
A Nicaraguan Air Force "Mustang", possibly GN 91, in markings representative of the type late in its FAN career. The nose spinner was red, the horizontal bars on the rudder were dark blue and white, and there was a vertical red stripe ahead of the rudder.



Ex-Nicaraguan Air Force F-51D, GN 118, civil-registered N-12065, following its return to the U.S. from Nicaragua. Letters painted on by its previous owners can be seen permanently etched into the aluminum skin on the fuselage side.



Ex-Nicaraguan Air Force F-51D, N-6150U, bearing a remarkable remnant of its previous identity (44-72059)—the checkerboard underchin of a USAAF WWII unit. It was flown eventually to Bolivia where it became FAB 513.



Ex-Nicaraguan Air Force "Mustang", GN 90. Barely discernible is part of a quadrant of the fuselage insignie visible on the paneling just below the letter "U" in the aircraft registration. The original USAAF serial number was 44-63865.



Ex-Nicaraguan Air Force TF-51D, GN 98, with much of its chocolate paint scheme and sharkmouth intact, at La Porte, Indiana, about 1963. N-74045 became N-6362T and went South again to Bolivia as FAB 510. El Salvador would be its last stop.



Ex-Nicaraguan Air Force F-51D, GN 119, civil-registered N-12064, still bearing evidence, after seven years in FAN service, of its previous USAF/ANG markings. This lends credence to the fact that scant attention was paid to FAN "Mustang" markings.



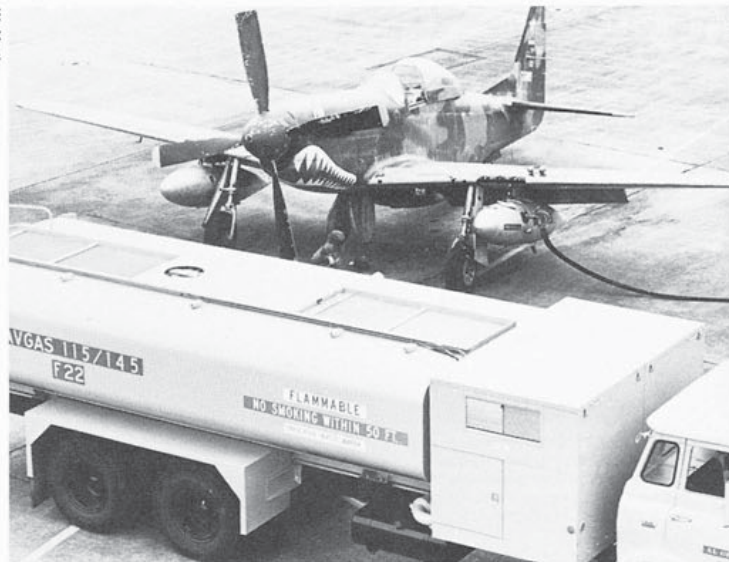
Costa Rican F-51D serial number 1 (N-6170U), still bearing the red propeller spinner and green wingtip colors of its last U.S. operator, the 182nd FS, Texas Air National Guard, shortly after it belied-in in Nicaragua enroute back to the U.S.



Ex-Costa Rican Air Force F-51D, serial number 4 (N-6169U). Still visible are some of the 182nd FS, Texas Air National Guard markings, such as the red spinner and yellow wing tips, that were still on the aircraft at the time of its delivery.



On the fuselage side of this Costa Rican "Mustang" are clearly stenciled, around the coat of arms, the words "Fuerza Aerea Costarricense". The aircraft is seen in the COOPESA hangar at San Jose during a routine maintenance check.



Cavalier-modified F-51D, C-GMUS, formerly Bolivian Air Force, FAB 523, during a refueling stop at Howard AFB, Canal Zone, on May 1, 1978, on its way back to the U.S. Note that the "FAB" prefix to the serial number has been over-painted.



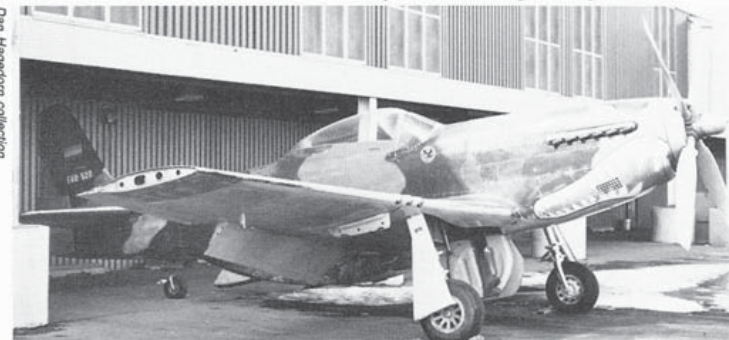
F-51D, N-12700, painted in incorrect markings of the Fuerza Aerea Costarricense. For the record, this aircraft never served in the Costa Rican Air Force. It did, however, serve with the Nicaraguan Air Force as GN 76.



Unusual lineup of a quartet of Bolivian Air Force "Mustangs" shortly before departing for the U.S./Canada during December, 1977. Included in this view is FAB 520. A lone FAB Lockheed T-33 is barely visible in the right background.



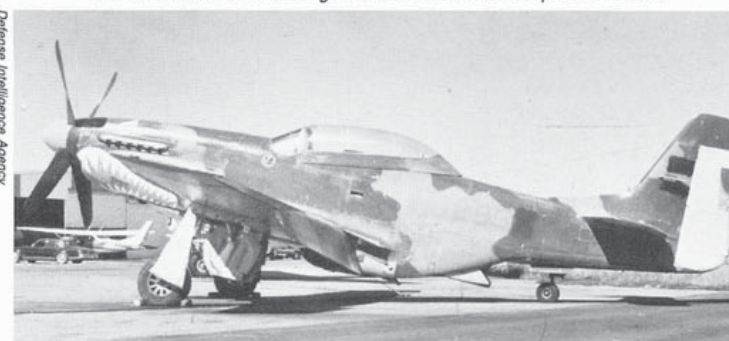
Bolivian Air Force F-51D, FAB 511, at La Paz, early in its Latin American air force service career and prior to the application of its sharkmouth. The latter came to be idiomatic of F-51's in Bolivian Air Force service.



Bolivian Air Force F-51D, FAB 520, seen at Calgary, Alberta, Canada, shortly after its return from Bolivia. In this view, the Canadian civil registration, if applied, was not visible. The unit badge is visible under the cockpit windscreen.



Bolivian Air Force F-51D, FAB 521, being guarded somewhat zealously by a FAB Policia Militar adorned with a German-style steel pot, during a 1971 display at El Alto. Light gray markings with sharkmouth were quite attractive.



Ex-Bolivian Air Force TF-51D, civil-registered C-GXUR, at Loveland, Colorado during October, 1978. Barely visible under the fuselage paint is a registration ending in '295. Its significance is unknown.



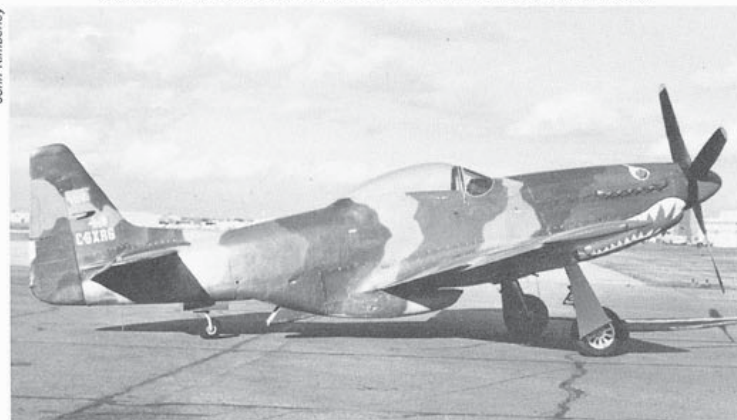
Eden Harriss

Still bearing its U.S. MDAP serial, Cavalier-modified F-51 of the Bolivian Air Force, FAB 523 (ex 67-22581) on display at La Paz. The date is probably February 16, 1971. Light gray markings were offset by sharkmouth and gaudy rudder.



Mark Howard

Ex-Nicaraguan Air Force F-51D, civil registered N-6152U, just after returning to the U.S. At a later date, this aircraft was exported to Bolivia where it became Bolivian Air Force FAB 514. Its USAAF serial number was 44-72031.



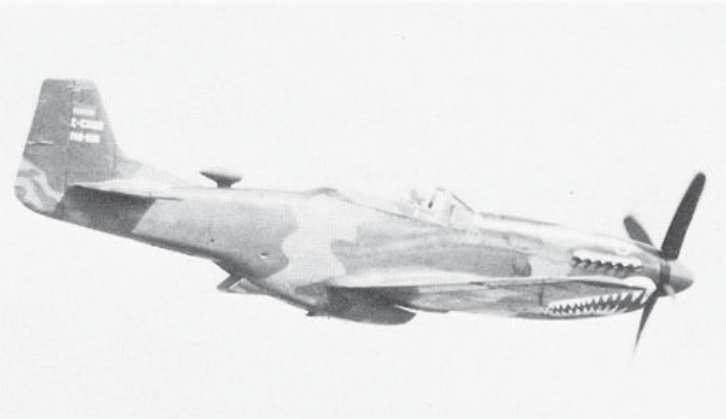
Gary Kuhn

Ex-Bolivian Air Force F-51D, FAB 519, civil-registered C-GXRG, at Edmonton, Alberta, Canada, shortly after its arrival from Bolivia. The original markings and camouflage remain essentially unchanged with the exception of the missing national insignia.

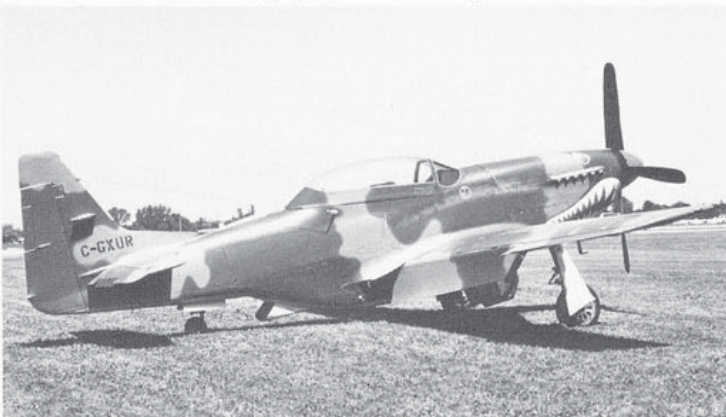


N-89E, one of three F-51D's that were acquired by the Castro forces in Cuba. N-89E appears to have been involved in legitimate cloud seeding in Cuba. No known photos exist of genuine FAR-marked "Mustangs"; the examples often illustrated are spurious.

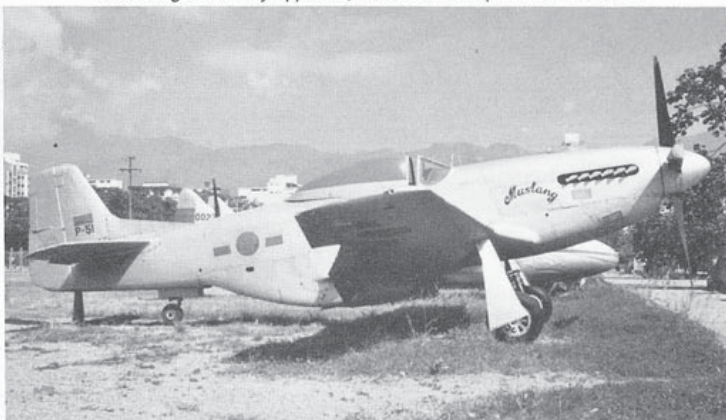
Archie Baldocchi



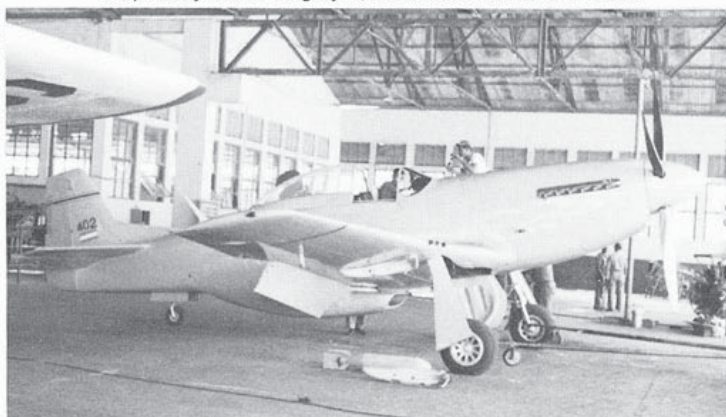
After serving in the Bolivian Air Force for seventeen years, FAB 506 was shipped to Canada where it became C-GXUO. Prior to Bolivian service it had served with the Uruguayan Air Force for ten years at FAU 272.



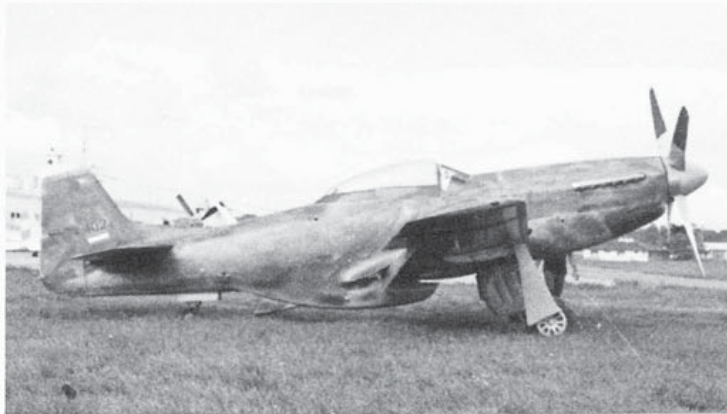
Cavalier-modified TF-51D, ex-67-14866, ex-Bolivian Air Force FAB 521, and civil-registered C-GXUR upon delivery to Canada. The Bolivian Air Force camouflage is readily apparent, as is the inescapable sharkmouth.



The F-51D on display at the Venezuelan Air Force Museum in Maracay, during January, 1984, is somewhat of a mystery; it is definitely ex-Bolivian Air Force, and probably also ex-Uruguayan, but its serial number is unknown.

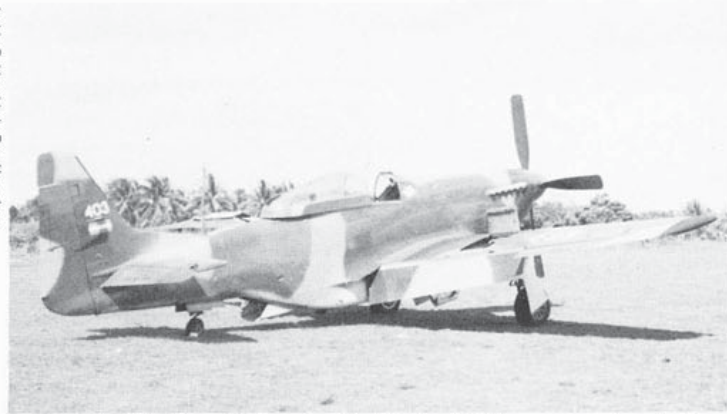


The former Archie Baldocchi-owned civil YS-210P, as FAS-402 (32), and seen during 1969 while being returned to military configuration in a Salvadoran Air Force hangar. Its original civilian light gray paint scheme has been maintained.



Archie Baldocchi via Dan Hagendorf

Shortly after donning war paint during 1969, YS-210P, as FAS 402 (#2) and seen at Illopango, entered the war with Honduras. Of interest is the fact that the serial number was painted in black, unlike other FAS "Mustangs", which had it in white.



Archie Baldocchi via Dan Hagendorf

One of the Salvadoran Air Force Cavalier "Mustang II's" is seen several weeks into the 1969 war, after deletion of the wingtip tanks but before application of the yellow wingtip identification bands. A wing gun bay panel can be seen open.



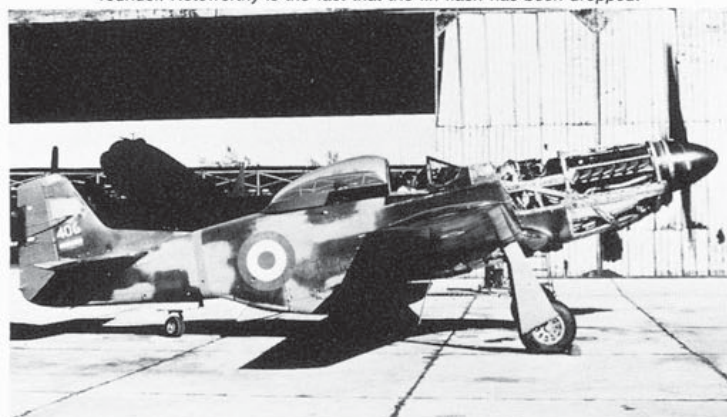
Archie Baldocchi

Salvadoran Air Force Cavalier-modified F-51D, FAS-05, formerly 405, after the addition of yellow wing, fuselage, and propeller spinner identity bands, and a large fuselage roundel. Noteworthy is the fact that the fin flash has been dropped.



Archie Baldocchi via Dan Hagendorf

Salvadoran Air Force F-51D, FAS 405, undergoing field maintenance at the island base during the 1969 Soccer War. Yellow identification bands have not yet been added. Noteworthy is the position of the national insignie and white FAS on the wings.



Guido Buehmann via Nick Waters, III

One of the stock F-51D's, FS-406, utilized for use during the Soccer War. It is interesting to compare this camouflage scheme with the other stock "Mustang's" acquired by Salvador at this time. It appears that part of the undersurface area is white.



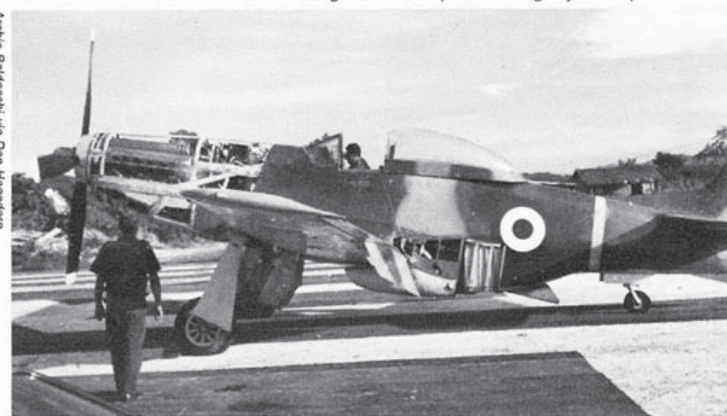
Archie Baldocchi via Dan Hagendorf

Another "stock" Salvadoran Air Force F-51D, FAS 407, at Illopango during the Soccer War. This aircraft has not been positively identified and is believed to have been lost in service. The F-51D in the background is unique in having a yellow spinner.



Archie Baldocchi via Dan Hagendorf

Salvadoran Air Force F-51D, FAS-409 (which later was returned to the U.S. as N-34FF), during a run-up at the island airfield before a Soccer War mission. Noteworthy are the yellow fuselage and wing identification bands.



Archie Baldocchi

With its cowl removed, the engine of Salvadoran F-51D, FAS 05, a Rolls Royce Merlin 620 (V1650-724A), is ground tested. The engine was fairly standard for the "Mustang", but in this case, it incorporated DC-4M transport mounts.

Brian Baker via David Menard



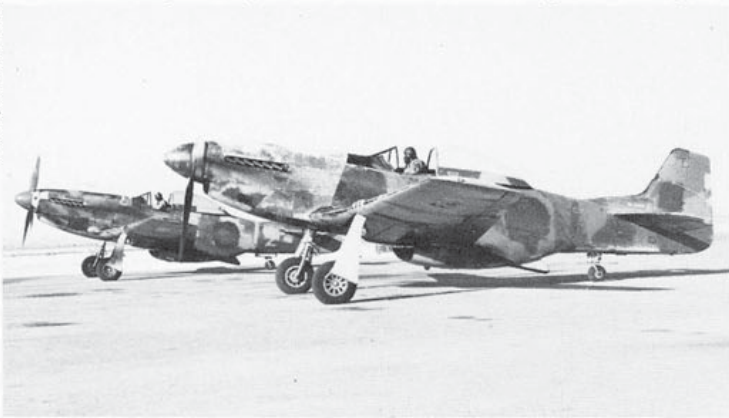
Archie Baldocchi's privately-owned F-51D, YS-210P, before it was mustered into Salvadoran Air Force service as FAS 402 (#2). The over-all light-gray scheme was maintained during its initial period of service, but was later changed to camouflage.

Dick Ditty via Dick Phillips



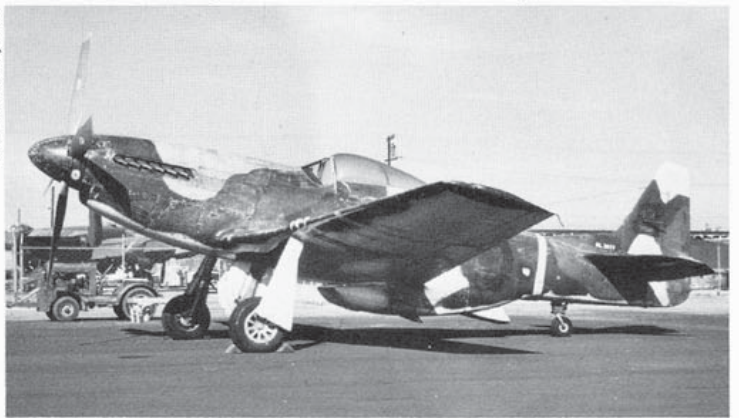
Salvadoran Air Force F-51D, FAS 406, civil-registered and back in the U.S. as NL-32FF. A detailed examination of this photo reveals not only the positioning of the FAS insignia, but also the aircraft's former civil paint scheme.

Dick Ditty via Dick Phillips



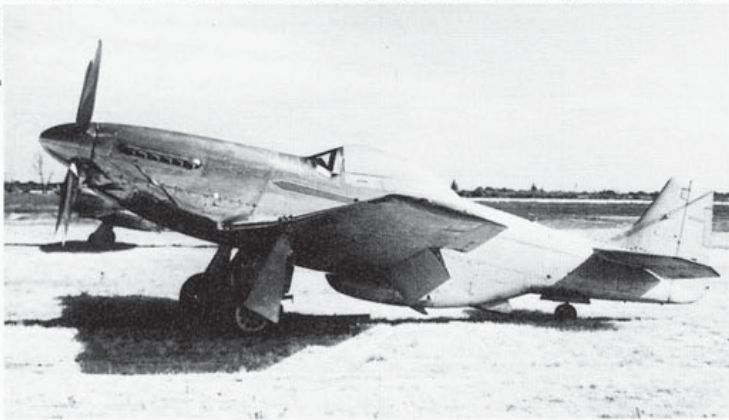
Salvadoran Air Force F-51D's, FAS 406 (background) and FAS 409, civil-registered NL-32FF and NL-34FF, respectively, upon returning to the U.S. from El Salvador on November 17, 1974. Mis-matched paneling and crude over-painting are noteworthy.

Al Hansen via Jay Miller



Salvadoran Air Force F-51D, FAS 401, civil-registered NL-30FF, with much of its FAS scheme still visible, at Chino, California following its return to the U.S. from El Salvador during 1974. The Cavalier vertical fin is noteworthy.

Roger Besecker



F-51D, N-5438V, seen in bare aluminum finish, was smuggled to El Salvador during 1969 for use during the infamous Soccor War. It became Salvadoran Air Force FA 410 and was later returned to the U.S. in bits and pieces.

Roger Besecker



Spectacularly-painted "Lou IV", F-51D, N-13410, seen during a small September, 1967, fly-in. During the 1969 Soccor War, this aircraft was surreptitiously acquired by the Salvadoran Air Force and quickly pressed into service as FAS 411.

Dick Phillips collection

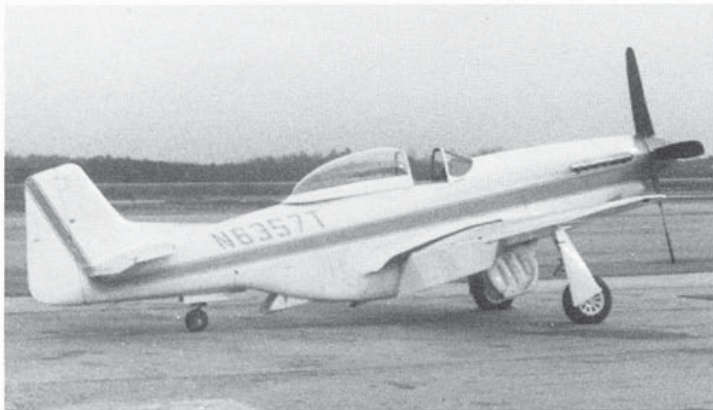


F-51D, N-7343C, was another of the several "Mustang's" acquired by the Salvadoran Air Force for use during the Soccor War. Its FAS identity has not been positively established, but it is known that it did not survive its FAS service.

Dick Phillips collection



Yet another of the stock "Mustang's" flown to El Salvador during 1969. N-6325T, seen during a May, 1968 airshow, was later partially returned to the U.S. in pieces. No information has surfaced detailing its FAS serial number.



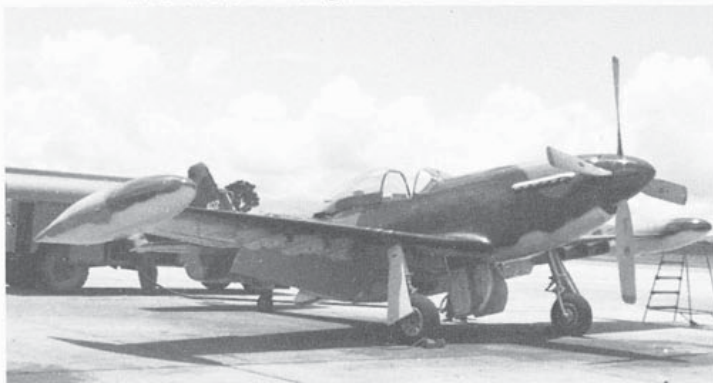
John Dienst

F-51D, N-6357T, in civil white and gold markings, shortly before departing the U.S. during 1969, for El Salvador where it became FAS 408. This aircraft had earlier been in Nicaraguan Air Force service as GN 116.



Dan Hagedorn

Two Cavalier "Mustang II's" of the Salvadoran Air Force, FAS 401 and FAS 402, respectively, shortly after their delivery to El Salvador. These aircraft were equipped with numerous improvements including tip tanks and an extended vertical fin.



Dan Hagedorn

Cavalier-modified "Mustang II", of the Salvadoran Air Force, assigned serial number FAS 402, shortly after its in-country arrival. "Mustang II's" were the most modified of all Cavalier F-51's, incorporating many system improvements.



Archie Balocchi via Dan Hagedorn

One of the few remaining photos depicting a Salvadoran "Mustang II", FAS 403, being prepared for a mission. Tip tanks have been removed and only two underwing pylons are in place. Note that the camouflage extends across the wing leading edge.



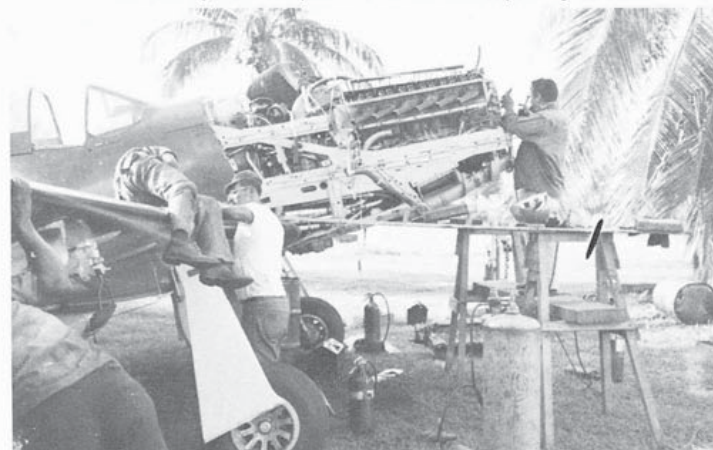
Dan Hagedorn collection

Represented by its vertical tail only, this is the only known photo of Salvadoran Air Force "Mustang II", FAS 403. Undergoing maintenance, FAS 405 is visible in the background. The photo was taken in-country during 1965.



Dan Hagedorn collection

Field maintenance on "Mustangs" was commonplace in Salvador during the 1969 hostilities. FAS 405 undergoes major powerplant maintenance. This view provides good detail of the left wingtip fuel tank and the rather primitive working conditions.



Dan Hagedorn collection

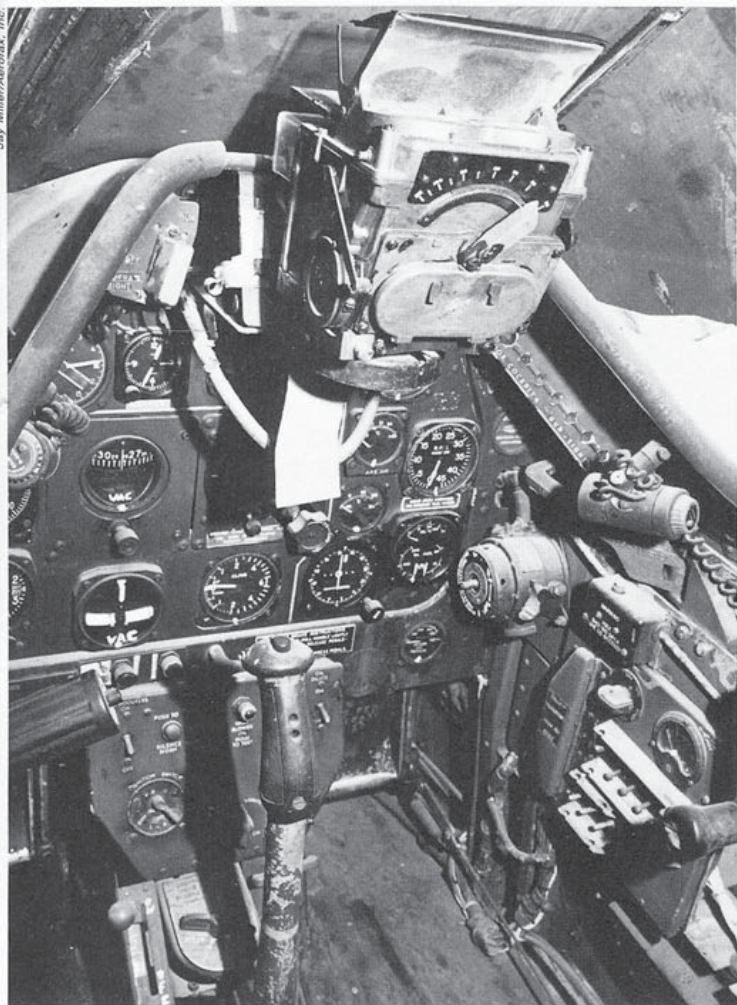
Another view of Salvadoran Air Force "Cavalier II", FAS 405, during field powerplant maintenance. Even in spite of the crude field conditions, the aircraft were reasonably well maintained and essentially safe to fly.



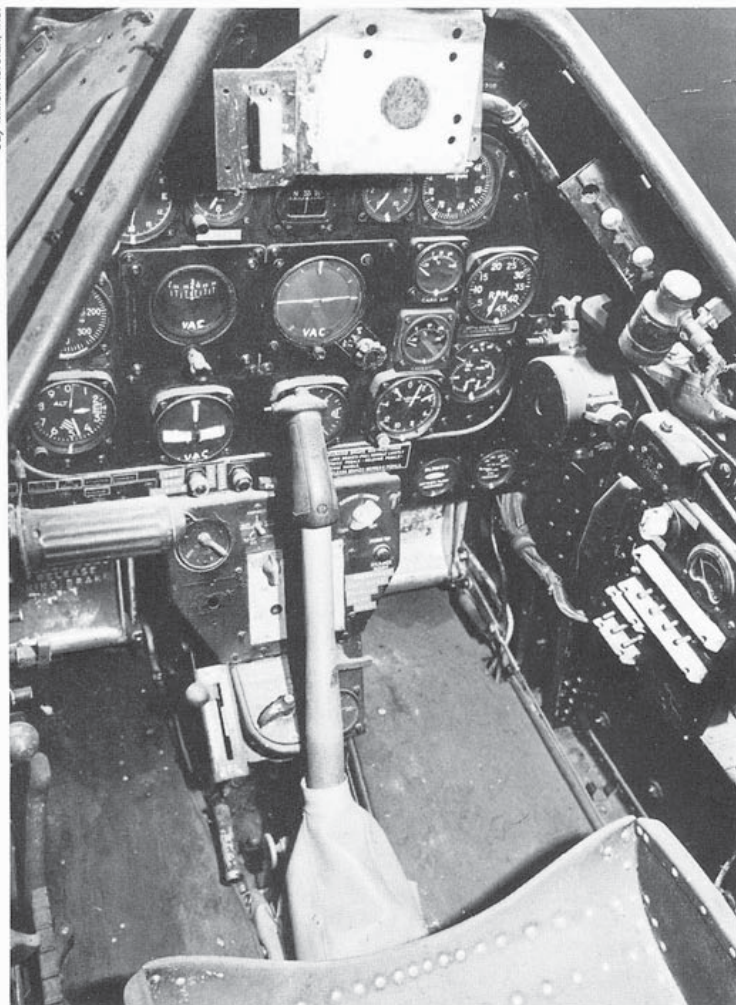
Jay Miller/Avotek, Inc.

An ex-Salvadoran Air Force F-51D, FAS 402 (#2), in storage at the Edwards ranch. The white undersurface paint is readily visible from this angle, as is the peeling wrap-over camouflage paint on the wing leading edge.

IN DETAIL:



Jay Miller/Aerofax, Inc.



The aircraft owned by Connie Edwards are reasonably complete and include samples with virtually intact military-configured cockpits. This view of one of the Salvadoran aircraft shows the intact gunsight and related military hardware.

In some of the Edwards aircraft, the cockpits have been modestly sanitized, though all retain their military configurations and associated systems. The gunsight mount for the K-14A is of interest, as are the vintage flight instruments.

INSTRUMENT PANEL AND INSTRUMENT GROUP

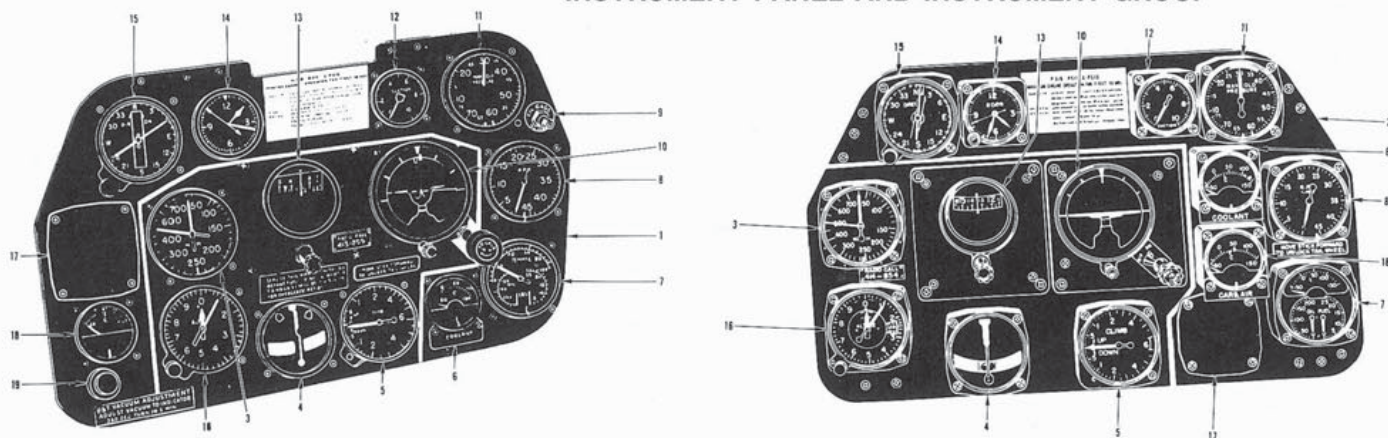
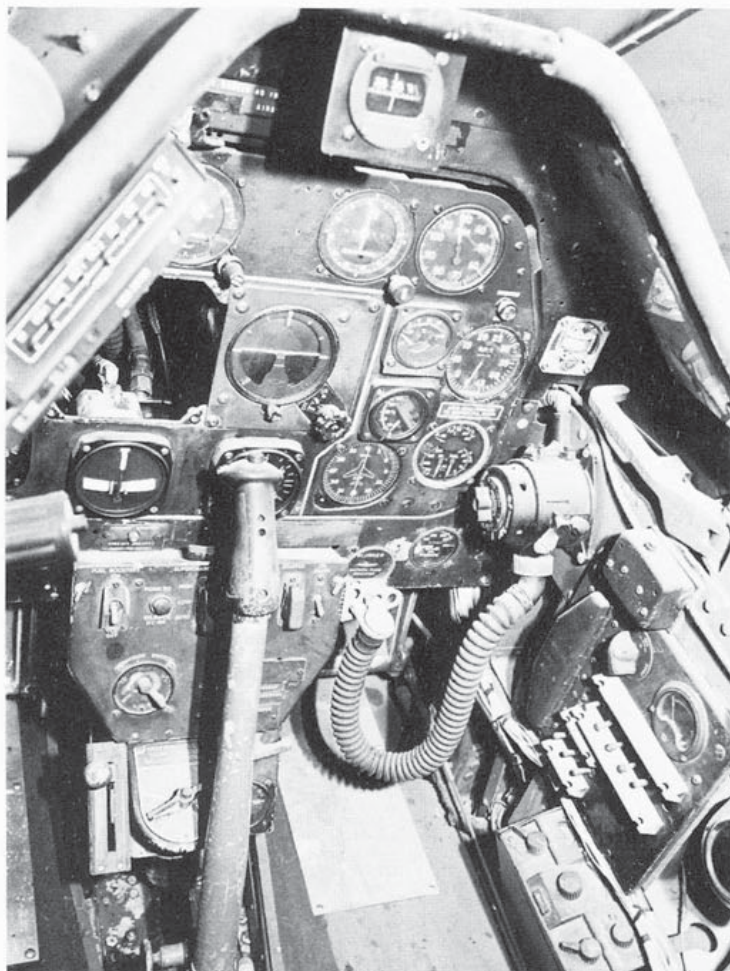
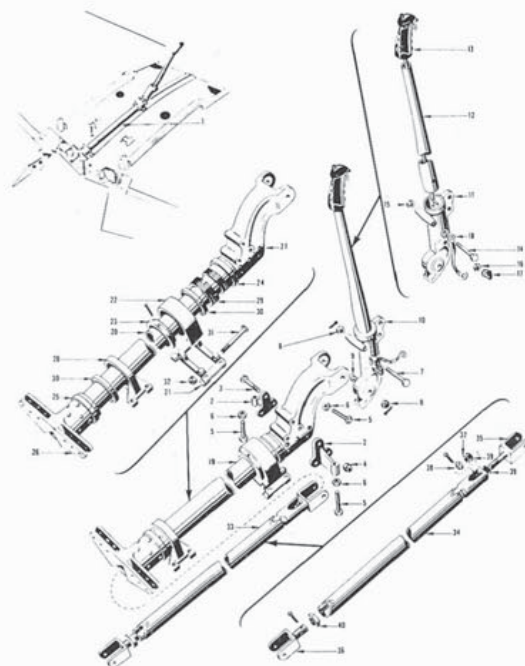


FIGURE & INDEX NUMBER	PART NUMBER	NOMENCLATURE	USAGE CODE	UNITS PER ASSY
41-1	106-51085	Panel Assy-Instrument complete	(B, J)	1
41-2	106-51085-10	Panel Assy-Instrument complete	(K)	1
	109-516005	Panel Assy-Instrument complete	(C)	1
	109-516005-10	Panel Assy-Instrument complete	(DA-DC)	1
	109-517805	Panel Assy-Instrument complete	(DD-E, M-Q)	1
	109-517805-10	Panel Assy-Instrument complete	(B, J, K)	1
	106-51082	Panel Assy-Instrument (Less instruments)	(C-DC, L)	1
	109-516002	Panel Assy-Instrument (Less instruments)	(DD-E, M-Q)	1
41-3	94-2735	Indicator-Altimeter (GFE)	(ALL)	1
41-4	AN5820-1	Indicator-Bank and turn, fluorescent-radioactive (GFE)	(ALL)	1
41-5	AN5825-1	Indicator-Rate of climb, fluorescent-radioactive and matte green (GFE)	(ALL)	1
41-6	AN5790-6	Indicator-Thermometer, electrical resistance, type 1-7/8 dial (GFE)	(ALL)	1
41-7	94-2794	Gage-Engine (With capillary thermometer) type B-7 (GFE)	(B, J, K)	1
	AN5773-1	Gage-Engine (With electric thermometer) (GFE)	(C-E, L-Q)	1
41-8	AN5530-1	Indicator-Electric tachometer (GFE)	(ALL)	1
41-9	104-51030	Gage-Oil pressure type D-10 (GFE)	(B, J, K)	1
41-10	AN5734-1	Indicator-Gyro horizon, fluorescent-radioactive (GFE)	(ALL)	1
41-11	94-2798	Gage-Manifold pressure (GFE)	(B-DC, J)	1
	AN5703-3	Gage-Manifold pressure (GFE)	(DD-E, K-Q)	1
41-12	AN5771-5A	Gage-Suction, single 1-7/8 dial pressure (GFE)	(ALL)	1
41-13	AN5735-1	Indicator-Directional gyro, fluorescent-radioactive (GFE)	(ALL)	1
41-14	94-2793	Clock-Type A11 (GFE)	(ALL)	1
41-15	AN5750-6	Compass-Bernoulli indicating (GFE)	(ALL)	1
41-16	AN5760-2	Altimeter-Pressure (GFE)	(ALL)	1
41-17	82-511031	Plate-Instrument mounting cover	(B, J, K)	1
41-18	109-51075	Plate-Instrument mounting cover	(C-E, L-Q)	1
41-19	AN5790-6	Indicator-Thermometer, electrical resistance type 1-7/8 dial (GFE)	(ALL)	1
	5551-1-10 D	Valve-Needle (PARKER)	(B, J, K)	1

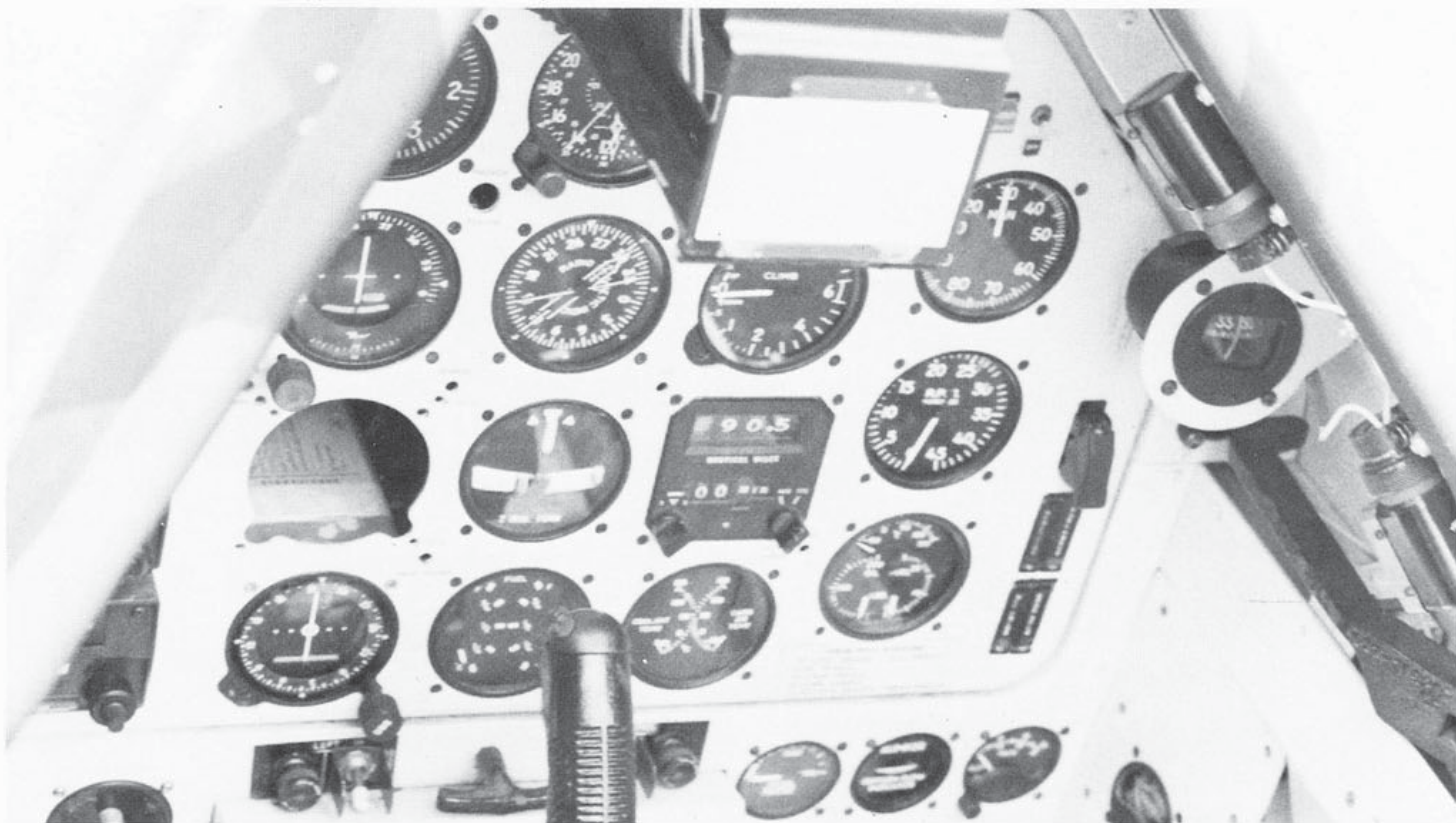


This view of an ex-Salvadoran F-51D cockpit shows yet another cockpit configuration with a magnetic compass occupying the space normally allocated the gunsight. Also visible is the oxygen hose and associated regulator.

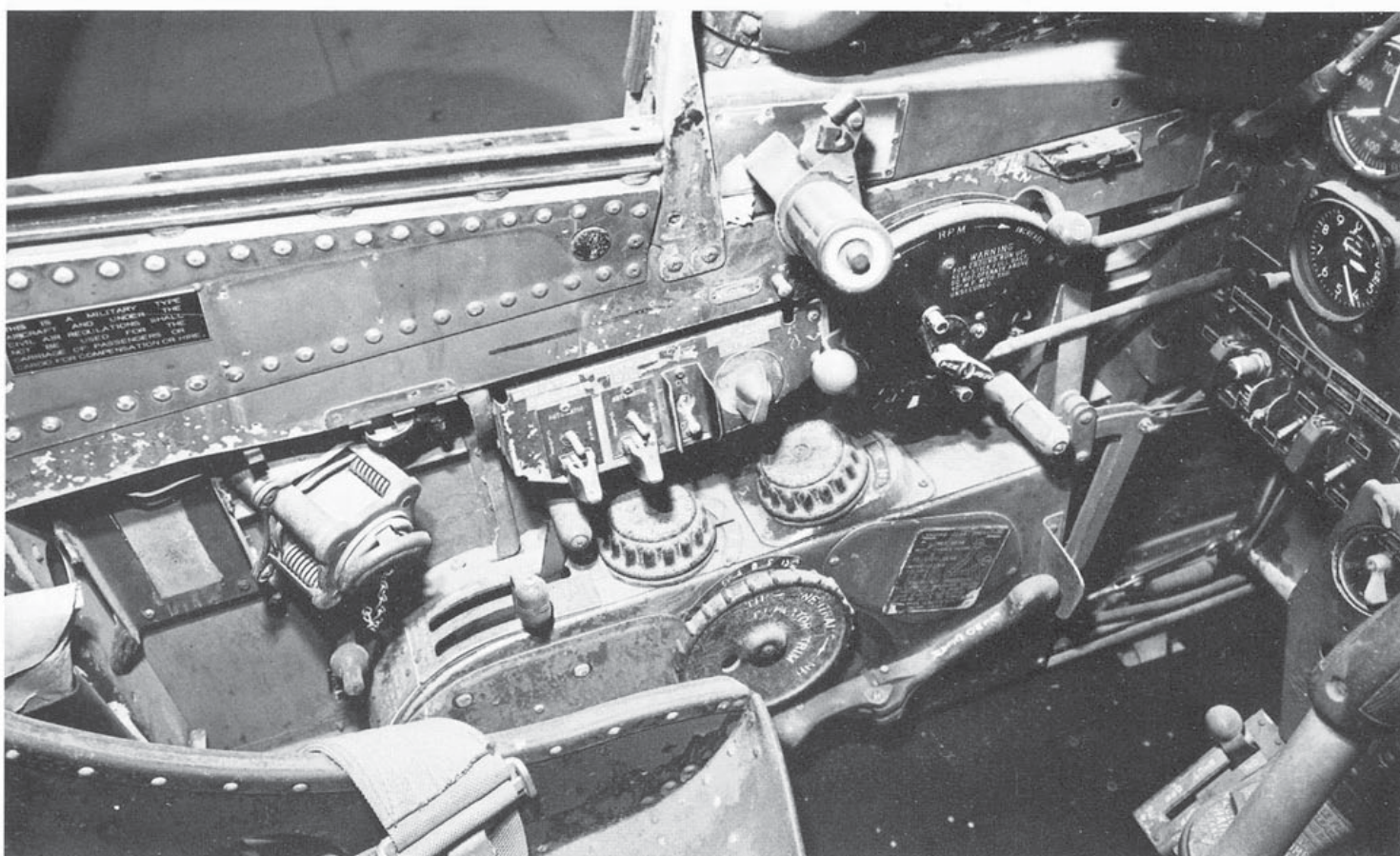
PILOT'S CONTROL STICK



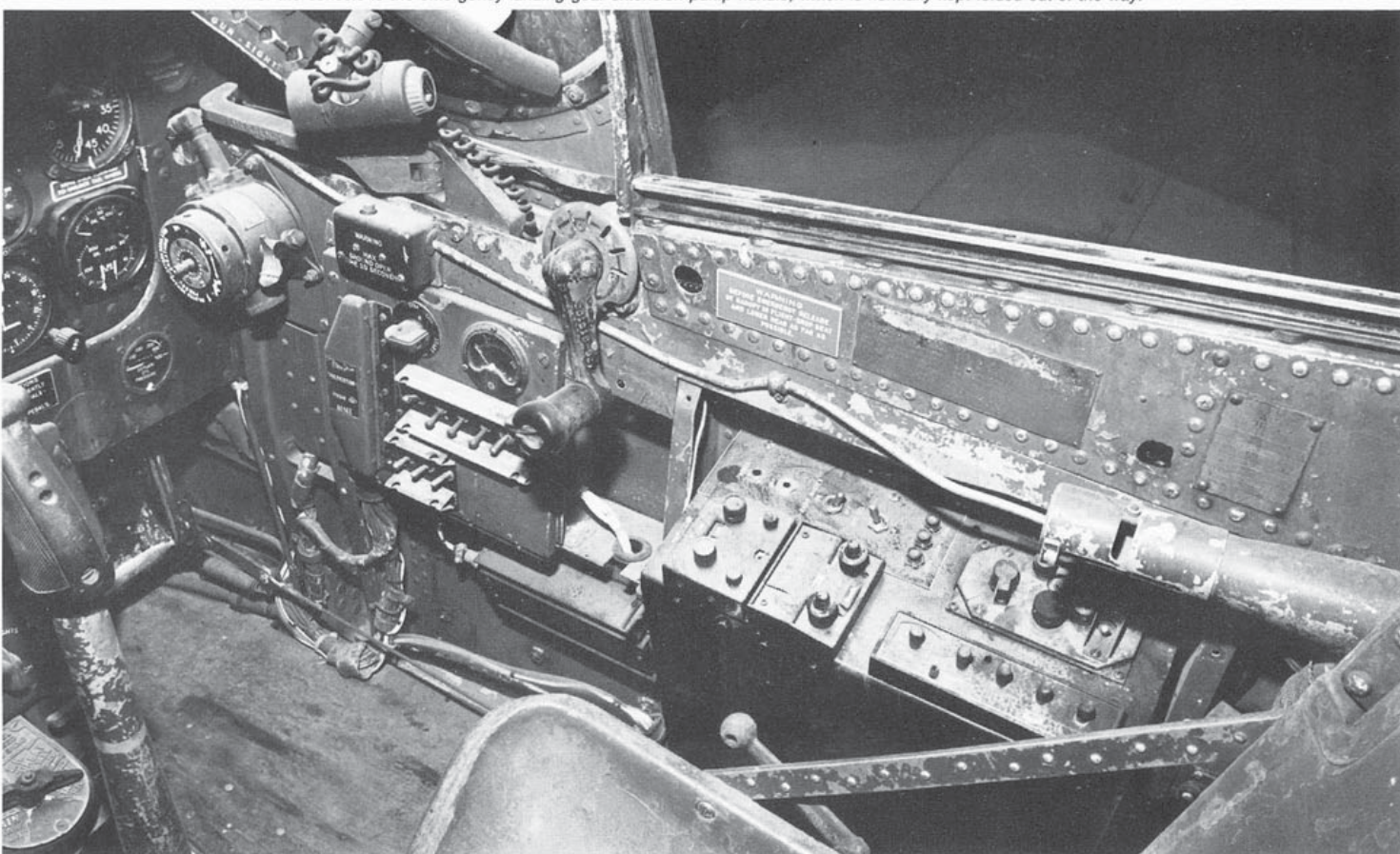
ITEM	DESCRIPTION	QTY	ITEM	DESCRIPTION	QTY
1	Stick	1	11	Stick	1
2	Stick	1	12	Stick	1
3	Stick	1	13	Stick	1
4	Stick	1	14	Stick	1
5	Stick	1	15	Stick	1
6	Stick	1	16	Stick	1
7	Stick	1	17	Stick	1
8	Stick	1	18	Stick	1
9	Stick	1	19	Stick	1
10	Stick	1	20	Stick	1
21	Stick	1	22	Stick	1
23	Stick	1	24	Stick	1
25	Stick	1	26	Stick	1
27	Stick	1	28	Stick	1
29	Stick	1	30	Stick	1
31	Stick	1	32	Stick	1
33	Stick	1	34	Stick	1



Instrument panel of a Salvadoran Cavalier-modified "Mustang II". As can be seen, the instrument panel (and over-all cockpit) underwent a major configuration change and update. Most noticeable was the modern light gray color scheme and updated instrument arrangement. Virtually every flight instrument and all radio equipment were exchanged for modern equivalents. Though a gunsight has not been installed in this view, the mount for it can be seen.



Left side console of a Salvadoran F-51D. The throttle quadrant and trim knobs are readily discernible. Trim knobs were provided for aileron (roll), rudder (yaw), and elevator (pitch) control. Other panel accouterments included radiator coolant switches, lighting, carburetor heat, and the propeller pitch control handle. Visible on the lower edge of the console is the emergency landing gear extension pump handle, which is normally kept folded out of the way.



The right side console provides support assemblies for the aircraft communication system. The radios, as can be seen, were rudimentary in the aircraft sent to El Salvador. Visible are the oxygen system regulator, one of the panel flood lights for night flying, and the canopy release handle—which was a crank-type devise that would mechanically roll the canopy forward and backward. The aircraft data plate is barely discernible to the center right of the photo.

GUN SIGHT INSTALLATION

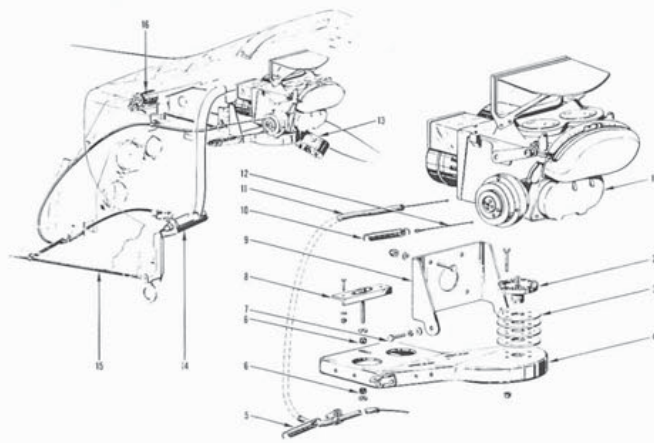


FIGURE A INDEX 30-1000	PART NUMBER	1	2	3	4	5	6	7	NOMENCLATURE	USAGE CODE	UNITS PER ASSY
30-1	5581001								Head-K-1A sightline (AC SPARK PLUG) (GFE)	(FG-H, P, Q)	1
30-2	5581005								Bracket-Mounting (AC SPARK PLUG) (GFE)	(FG-H, P, Q)	1
30-3	104-61004								Mount-Arm-K-1A gun sight	(FG-H, P, Q)	1
30-4	109-61002-50								Spring-Gun sight range control return	(FG-H, P, Q)	1
30-5	104-61005								Nut-K-1A gun sight mount adjusting	(FG-H, P, Q)	1
30-6	582-5								Bolt-Adjustment, T/F 128	(FG-H, P, Q)	2
30-7	109-61005								Bracket-Arm-K-1A gun sight mount adjusting	(FG-H, P, Q)	1
30-8	109-61004								Bracket-Arm-K-1A gun sight mount attaching	(FG-H, P, Q)	1
30-9	109-61004								Spring-Gun sight range control return	(FG-H, P, Q)	1
30-10	109-61004								Cable Assy-Throttle to K-1A gun sight	(FG-H, P, Q)	1
30-11	109-13112-10								Cable Assy-Throttle to K-1A gun sight	(FG-H, P, Q)	1
30-12	109-13112								Selector-Dimmer Assy (AC SPARK PLUG) (GFE) (See figure 78-9)	(FG-H, P, Q)	1
30-13	5581001								Lever Assy-Throttle and K-1A gun sight range control complex (See figure 24-12)	(FG-H, P, Q)	Ref
30-14	109-13201								Rod Assy-Throttle control quadrant through lever di (See figure 12-21)	(ALL)	Ref
30-15	109-13201								Regulator-Voltage (AC SPARK PLUG) (GFE) (See figure 18-5)	(FG-H, P, Q)	Ref
30-16	5581001										

COCKPIT ENCLOSURE CANOPY AND WINDSHIELD ASSEMBLIES

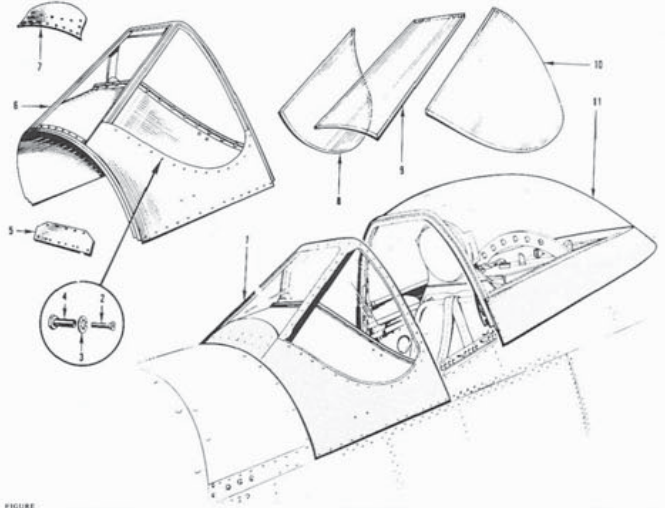
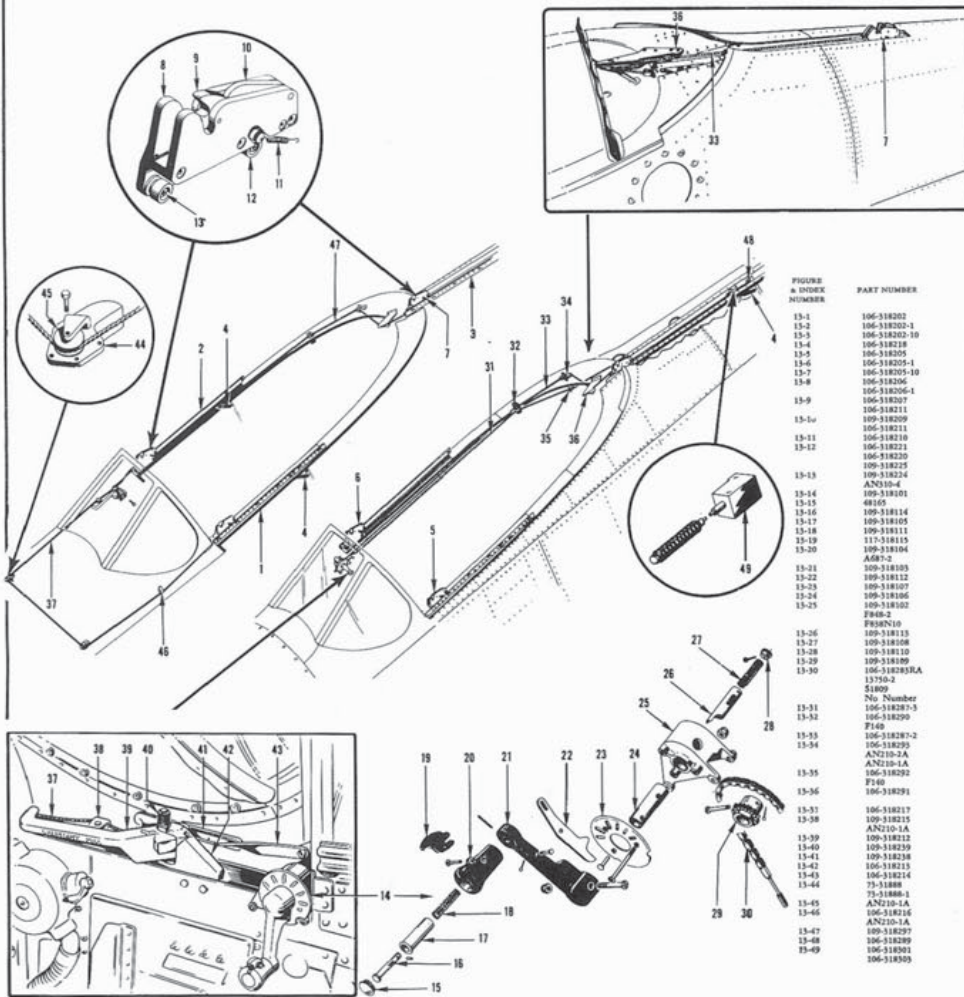
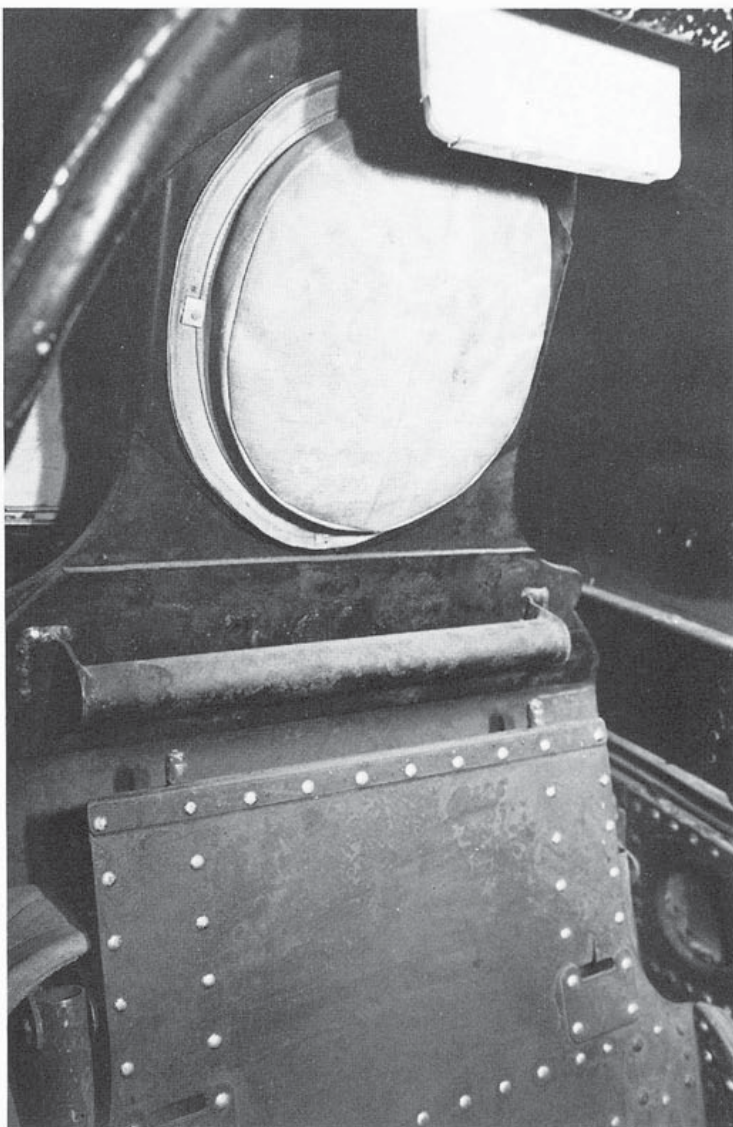
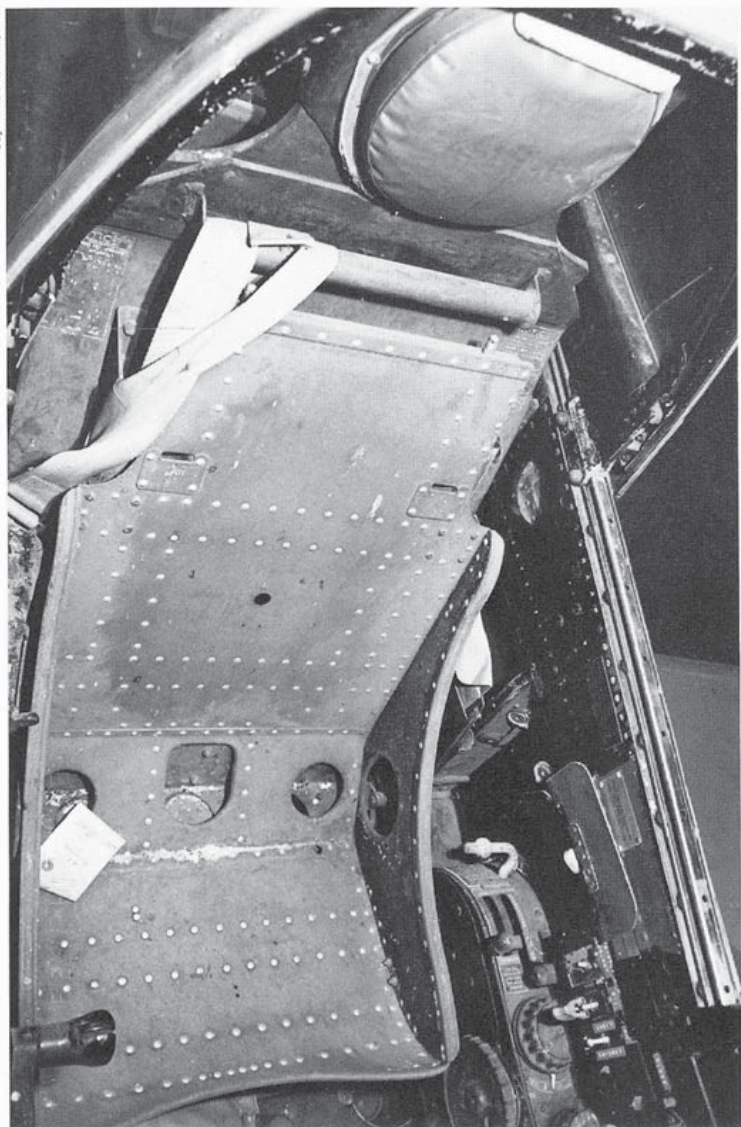


FIGURE A INDEX NUMBER	PART NUMBER	1	2	3	4	5	6	7	NOMENCLATURE	USAGE CODE	UNITS PER ASSY
12-1	106-518225								Windshield Assy-Cockpit enclosure complete	(B, J, K)	1
	106-518226-50								Windshield Assy-Cockpit enclosure complete	(C, L)	1
	106-518226-100								Windshield Assy-Cockpit enclosure complete	(D-GA, M, N)	1
	735-6-9								Screw-190° flat head	(ALL)	14
	AN504A16								Washer-Internal lock	(ALL)	14
	83-318121								Not-Cockpit enclosure windshield retaining attaching	(ALL)	14
	106-51669								Armor Plate-Windshield	(B, J, K)	1
	109-51669-10								Armor Plate-Windshield (Supersedes 109-51669)	(C-E, L-Q)	1
12-6	106-518227								Frame Assy-Cockpit enclosure windshield	(B, J, K)	1
	106-518227-10								Frame Assy-Cockpit enclosure windshield	(B, J, K)	1
	106-518227-100								Frame Assy-Cockpit enclosure windshield	(D, L, M, Q)	1
	106-518215								Retainer-Cockpit enclosure windshield armor glass lower	(ALL)	1
	106-518230-1								Glass-Cockpit enclosure windshield side RH	(ALL)	1
	106-518231								Glass-Cockpit enclosure windshield side LH	(ALL)	1
12-7	106-518228-20								Glass-Cockpit enclosure windshield	(C-G, D)	1
12-8	106-518230								Glass-Cockpit enclosure windshield side RH	(ALL)	1
12-9	106-518231								Glass-Cockpit enclosure windshield side LH	(ALL)	1
12-10	106-518230								Canopy Assy-Cockpit enclosure (Supersedes 106-518231)	(ALL)	1
12-11	106-518231-10								Glass Assy-Cockpit enclosure canopy (Supersedes 106-518231)	(ALL)	1



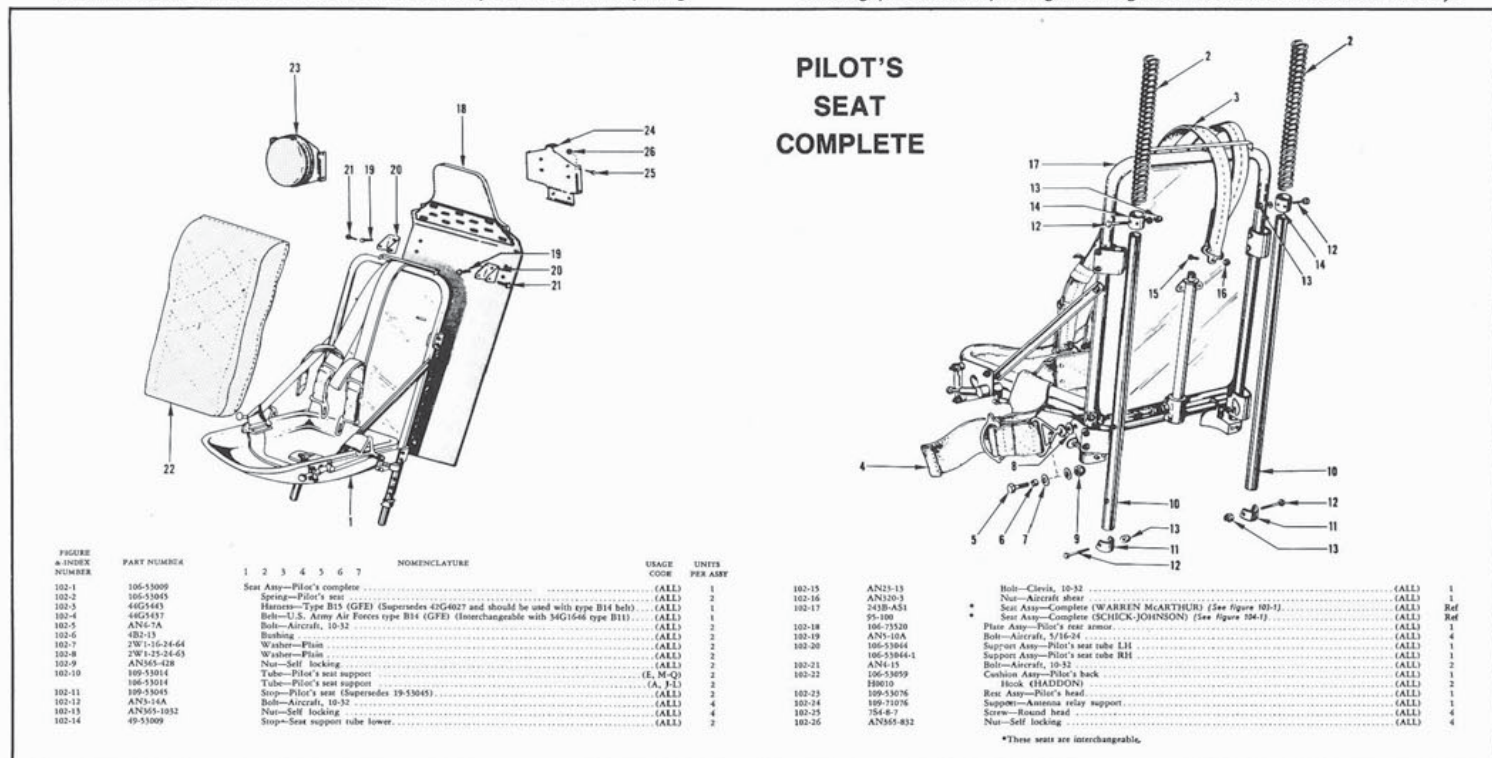
COCKPIT ENCLOSURE MECHANISM

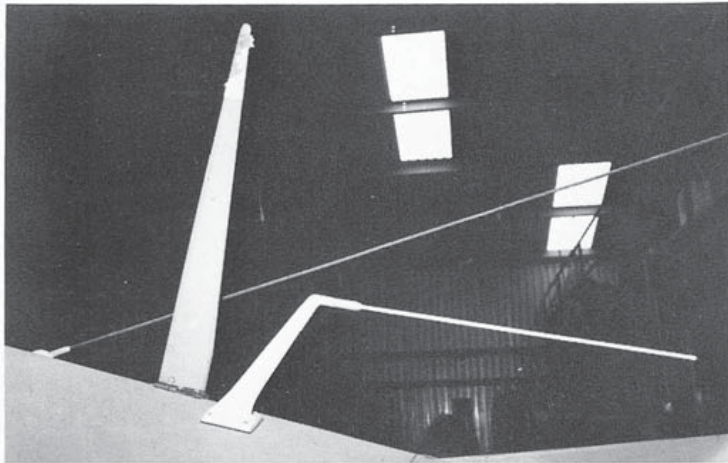
FIGURE A INDEX NUMBER	PART NUMBER	1	2	3	4	5	6	7	NOMENCLATURE	USAGE CODE	UNITS PER ASSY
13-1	106-518202								Track Assy-Cockpit enclosure canopy release LH	(ALL)	1
13-2	106-518202-1								Track Assy-Cockpit enclosure canopy release RH	(ALL)	1
13-3	106-518202-10								Track Assy-Cockpit enclosure canopy release rear	(ALL)	1
13-4	106-518205								Track Assy-Cockpit enclosure emergency release LH	(ALL)	1
13-5	106-518205-1								Track Assy-Cockpit enclosure emergency release RH	(ALL)	1
13-6	106-518206								Track Assy-Cockpit enclosure emergency release LH & rear	(ALL)	1
13-7	106-518206-1								Track Assy-Cockpit enclosure emergency release RH	(ALL)	1
13-8	106-518207								Can Assy-Cockpit enclosure emergency release	(ALL)	1
13-9	106-518211								Pin-Cockpit enclosure emergency release	(ALL)	1
13-10	109-518209								Pin-Cockpit enclosure emergency release	(ALL)	1
13-11	106-518211								Pin-Cockpit enclosure emergency release	(ALL)	2
13-12	106-518221								Bushing-Cockpit enclosure emergency release cam locking	(ALL)	2
13-13	106-518221								Bushing-Cockpit enclosure emergency release cam locking	(ALL)	2
13-14	109-518225								Roller-Cockpit enclosure emergency release track, rear	(ALL)	2
13-15	109-518224								Roller-Cockpit enclosure canopy track, LH & RH	(ALL)	2
13-16	AN504-4								Bolt-Cockpit enclosure track roller retaining, LH & RH	(ALL)	2
13-17	109-518101								Handle Assy-Cockpit enclosure sliding canopy actuating (Supersedes 106-518216)	(ALL)	1
13-18	48155								Plug-Hole filler (UNITED CARR)	(ALL)	1
13-19	109-518114								Pinage-Cockpit enclosure handle lever actuating	(ALL)	1
13-20	109-518105								Tube-Cockpit enclosure canopy actuating handle attaching	(ALL)	1
13-21	109-518111								Spring-Cockpit enclosure sliding canopy handle actuating	(ALL)	1
13-22	117-518115								Button-Cockpit enclosure sliding canopy handle actuating	(ALL)	1
13-23	109-518104								Knob Assy-Cockpit enclosure sliding canopy actuating handle	(ALL)	1
13-24	AN504-2								Bushing-Oiler (CHRYSLER)	(ALL)	1
13-25	109-518105								Ass-Cockpit enclosure canopy actuating handle	(ALL)	1
13-26	109-518112								Lever-Cockpit enclosure handle actuating	(ALL)	1
13-27	109-518107								Plate-Cockpit enclosure canopy actuating handle stop	(ALL)	1
13-28	109-518106								Tube-Cockpit enclosure canopy actuating handle torque	(ALL)	1
13-29	106-518102								Bracket Assy-Cockpit enclosure canopy actuating handle	(ALL)	1
13-30	7350-2								Bushing-Oiler (CHRYSLER)	(ALL)	1
13-31	109-518113								Tube-Cockpit enclosure sliding canopy handle disengaging	(ALL)	1
13-32	109-518108								Spring-Cockpit enclosure sliding canopy handle disengaging	(ALL)	1
13-33	109-518110								Plug-Cockpit enclosure sliding canopy handle disengaging tube	(ALL)	1
13-34	109-518109								Springs-Cockpit enclosure canopy actuating handle	(ALL)	1
13-35	106-518230A								Chain Assy-Cockpit enclosure canopy actuating	(ALL)	1
13-36	7350-2								Turnbuckle-(LINK)	(ALL)	1
13-37	51809								Chain 3/16 pitch, 9/12 wide, 39-3/16 long (LINK)	(ALL)	1
13-38	106-518281-5								Fastener-End, 10-32 RH thread, for 51809 chain (LINK)	(ALL)	1
13-39	106-518290								Bracket Assy-Cockpit enclosure actuating cable & emergency release station 155-1/2 pulley	(ALL)	1
13-40	106-518287-2								Pulley-(FORMICA)	(ALL)	1
13-41	106-518293								Bracket Assy-Cockpit enclosure canopy actuating fuselage station 176-1/2 upper pulley	(ALL)	1
13-42	AN210-1A								Pulley-Anti-friction bearing control	(ALL)	1
13-43	106-518292								Bracket Assy-Cockpit enclosure canopy actuating fuselage station 176-1/2 lower pulley	(ALL)	1
13-44	73-51888-1								Pulley-(FORMICA)	(ALL)	1
13-45	106-518291								Bracket Assy-Cockpit enclosure canopy emergency release & actuating pulley fuselage station 181-1/8	(ALL)	1
13-46	106-518217								Bracket Assy-Cockpit enclosure exit hatch emergency release	(ALL)	1
13-47	106-518215								Bracket Assy-Cockpit enclosure emergency release cable left pulley	(ALL)	1
13-48	AN210-1A								Pulley-Anti-friction bearing control	(ALL)	1
13-49	109-518212								Handle-Cockpit enclosure canopy emergency release	(ALL)	1
13-50	109-518220								Spring-Internal emergency release handle closing	(ALL)	1
13-51	109-518218								Handle Assy-Cockpit enclosure canopy external emergency release	(ALL)	1
13-52	109-518219								Supplier Assy-Cockpit enclosure canopy emergency release handle LH	(ALL)	1
13-53	106-518214								Link-Cockpit enclosure emergency release handle right	(ALL)	1
13-54	73-51888-1								Bracket Assy-Cockpit enclosure exit hatch emergency release pulley RH	(ALL)	1
13-55	AN210-1A								Pulley-Anti-friction bearing control	(ALL)	1
13-56	106-518216								Bracket Assy-Cockpit enclosure emergency release cable left pulley	(ALL)	1
13-57	109-518293								Pulley-Anti-friction bearing control	(ALL)	1
13-58	106-518289								Bracket Assy-Cockpit enclosure actuating 3/16 pulley station 216	(ALL)	1
13-59	106-518291								Stop Assy-Cockpit enclosure canopy new fuselage station 216	(ALL)	1
13-60	106-518290								Spring-Cockpit enclosure canopy new fuselage station 216	(ALL)	1



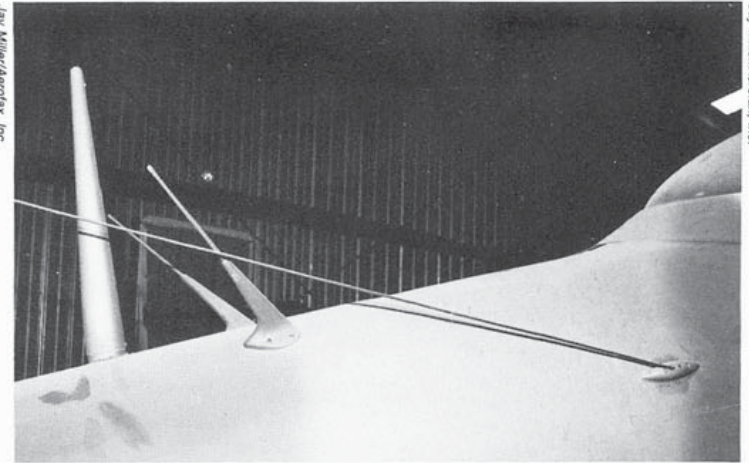
The pilot sat on a rudimentary all-metal bucket-type seat, usually with a seat pack between his buttocks and the seat bottom for cushion. The seat had a padded, built-in headrest with back assemblies that effectively served as armor plating.

The headrest, mounted on an armor-plated back, was a cushioned unit of modest proportions usually made of either canvas or leather. Mounted below the headrest was a handgrip to assist in pilot ingress or egress. Rivet detail on seat is noteworthy.





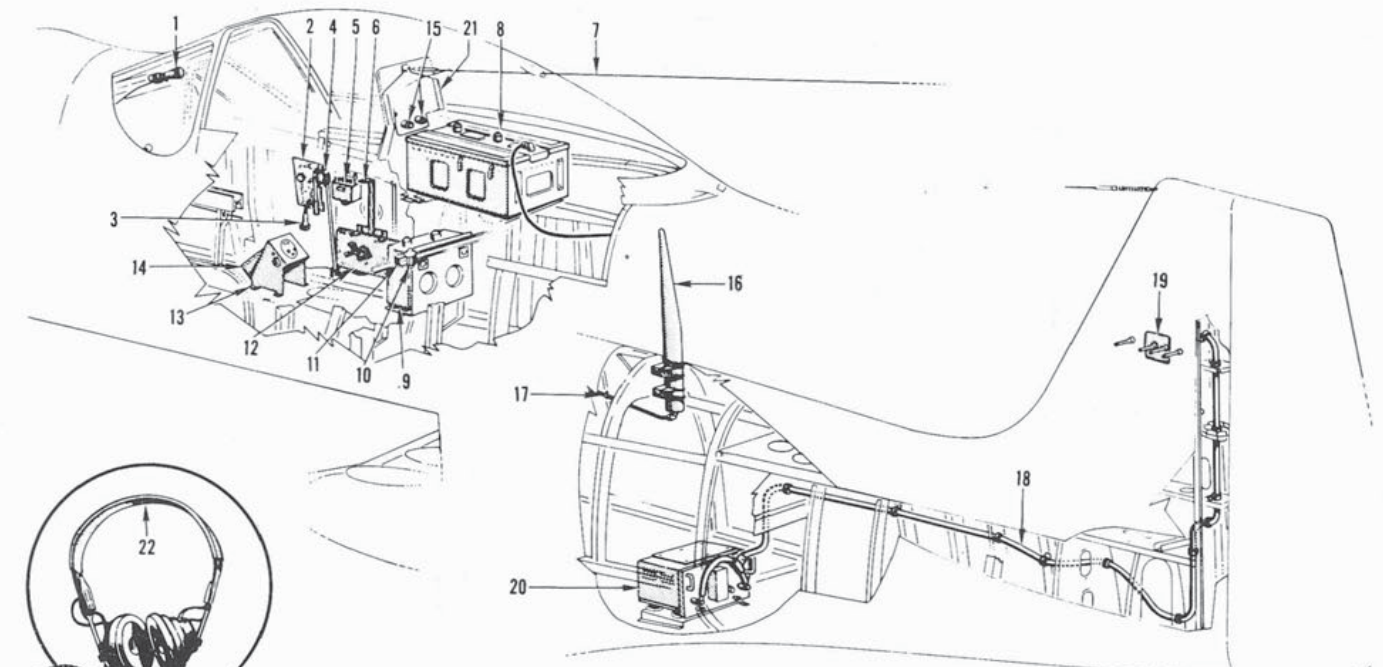
Jay Miller/Aerofax, Inc.



Jay Miller/Aerofax, Inc.

The various "Mustangs" sent to Latin America were equipped with a wide variety of UHF and VHF radios. Each of the variations usually dictated a different antenna configuration. Just one of the many communication antenna assemblies is shown.

Each air force tended to specify different types and brands of radios, though UHF and VHF communications requirements were standard. Many "Mustang's", such as this Salvadoran aircraft, retained their WWII wooden VHF antennas.



SCR522 AND AN/APS13 RADIO EQUIPMENT

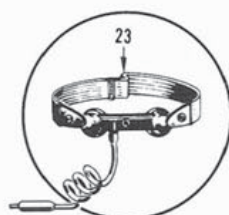
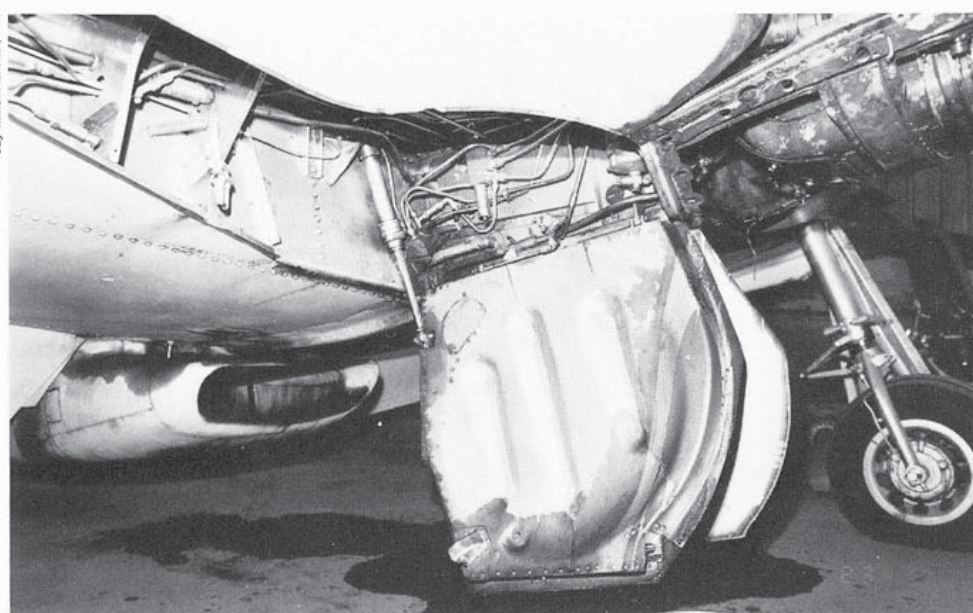
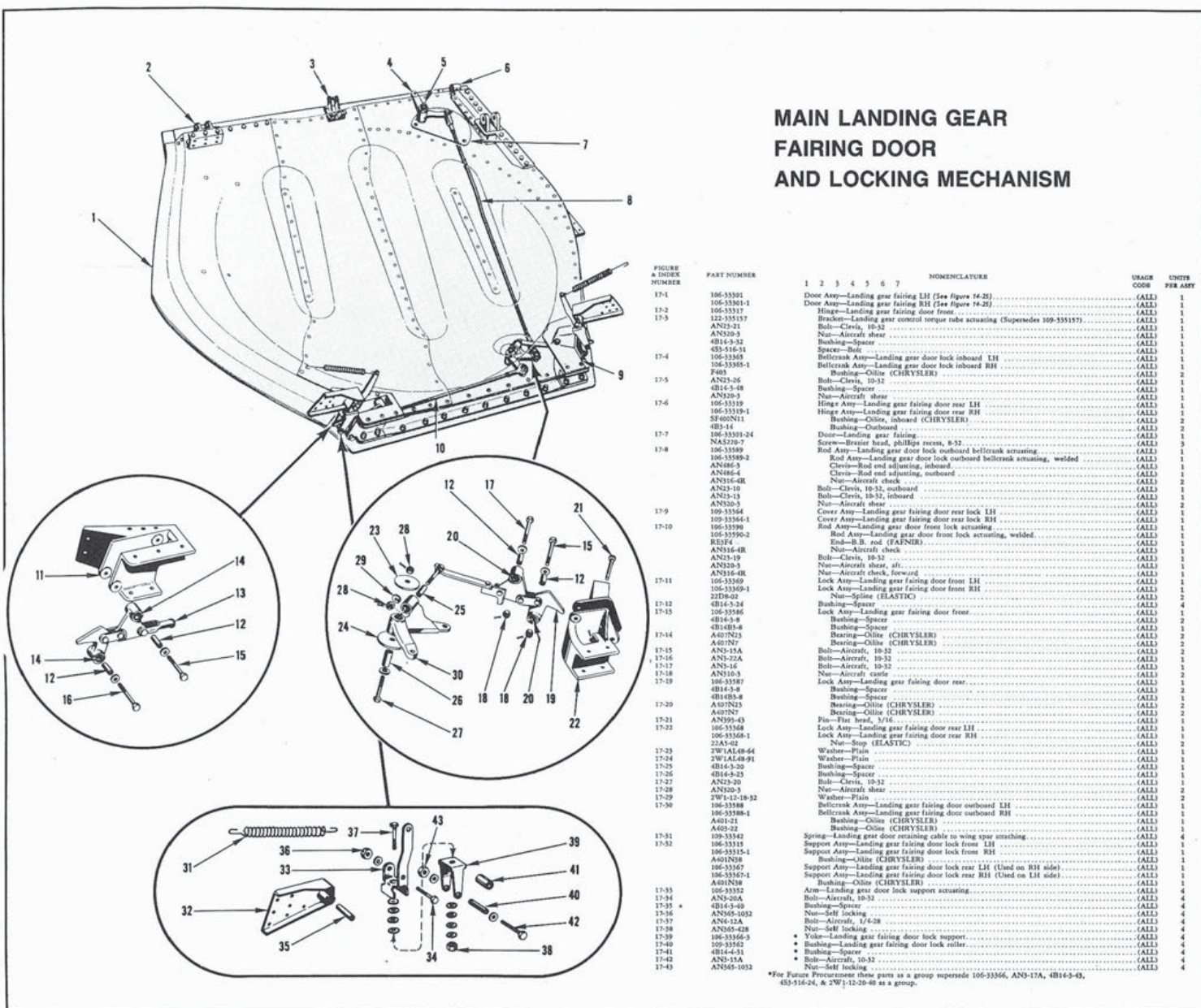
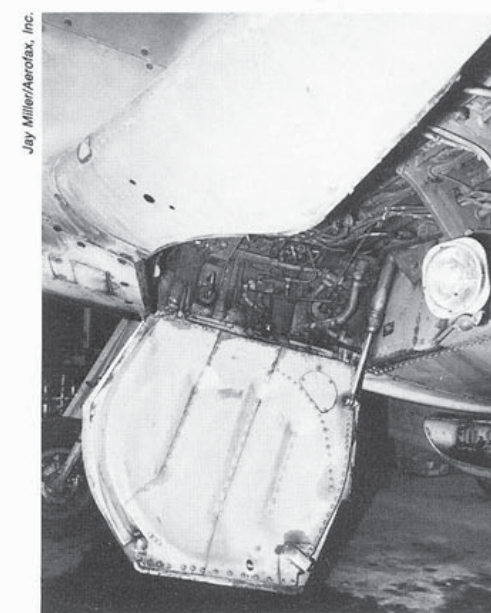


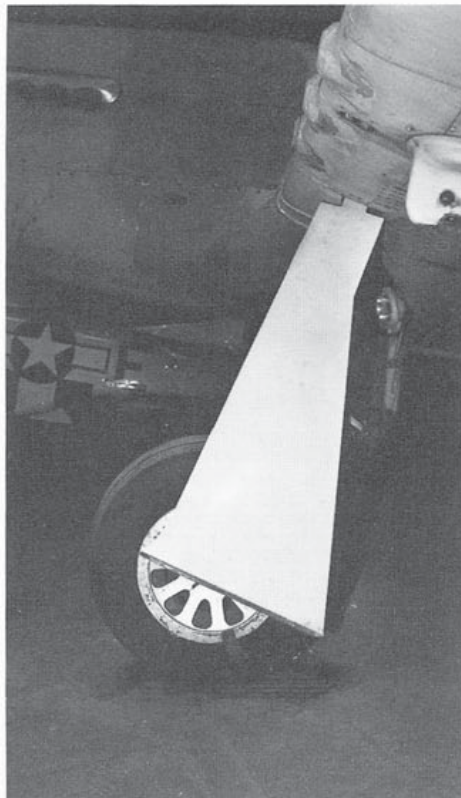
FIGURE & INDEX NUMBER	PART NUMBER	1	2	3	4	5	6	7	NOMENCLATURE	USAGE CODE	UNITS PER ASSY
89-1	ID42APS13								Indicator (GFE).....	(FF-H, MB-Q)	1
89-2	AN5121-313								Lamp—T3-1/4 bulb, single contact miniature bayonet base (GFE).....	(FF-H, MB-Q)	1
89-3	CD495								Plate Assy—Radio control and headset connector mount complete (See figures 92-4 and 92-5).....	(ALL)	Ref
89-4	97-71099								Connector Cord (GFE).....	(ALL)	1
89-5	97-71100								Connector Assy—Microphone type T30() cord.....	(ALL)	1
	BC602A								Connector Assy—Radio headset.....	(ALL)	1
	PL-P169								Control Box—Radio (GFE).....	(ALL)	1
	106-71044								Plug (GFE).....	(ALL)	1
	FT248A								Mount Assy—Controller type BC602().....	(ALL)	1
89-6	W106A								Mounting (GFE).....	(B, JA-JF)	1
89-7	BC624A								Antenna (GFE) (See figure 90-17).....	(ALL)	Ref
89-8	BC625A								Receiver—Radio (GFE).....	(ALL)	1
	DC11A								Transmitter—Radio (GFE).....	(ALL)	1
	FT244A								Crystal Unit (GFE).....	(ALL)	4
	CS80A								Rack (GFE).....	(ALL)	1
	PL170								Case (GFE).....	(ALL)	1
	106-71131								Plug (GFE).....	(ALL)	1
	109-71132								Plug (GFE).....	(ALL)	1
89-9	PE94B								Channel Assy—SCR522 radio front support.....	(ALL)	1
	PL171								Channel Assy—SCR522 radio rear support.....	(ALL)	1
	106-71008								Dynamotor (GFE).....	(ALL)	1
	104-71117								Plug (GFE).....	(ALL)	1
89-10	SA3A								Channel—Radio dynamotor mounting.....	(ALL)	1
89-11	106-71092								Plate SCR522 radio dynamotor mounting.....	(ALL)	Ref
89-12									Destroyer Switch (GFE) (See figure 92-3).....	(B, JA-JF)	Ref
89-13									Box—Type BC767 indicator light (GFE) (See figure 92-4).....	(B, JA-JF)	Ref
	122-71103								Plate Assy—Miscellaneous radio equipment mounting complete (See figures 91-1 and 91-14).....	(ALL)	1
	122-71105								Support Assy—BC1206() radio range receiver.....	(B-FD, JA-MA)	1
	122-71105								Support Assy—BC1206() radio range receiver.....	(FE-FG, JA-P)	1
89-14	BC1206-()								Support Assy—BC1206() radio range receiver.....	(G, H, Q)	1
	97-71096-6								Receiver—Radio complete (GFE).....	(ALL)	1
89-15	DNI								Connector Assy.....	(ALL)	1
89-16	AN104A								Insulator (GFE).....	(B, JA-JF)	2
89-17	99-71096-5								Antenna Mast (GFE) (See figure 90-18).....	(ALL)	Ref
89-18	117-71179								Cable Assy—Radio antenna lead-in (See figure 90-18).....	(ALL)	1
89-19	122-71178								Cable Assy—AS62/APS13 antenna transmission.....	(FF-H, MB-Q)	1
	122-71178-2								Driver Assy—AS62/APS13 antenna complete.....	(FF-H, MB-Q)	1
89-20	RT34APS13								Receiver—Transmitter radio (GFE).....	(FF-H, MB-Q)	1
	MT149APS13								Base—Mounting (GFE).....	(FF-H, MB-Q)	1
	CU22APS13								Matching Section (GFE).....	(FF-H, MB-Q)	1
	AN3057-8								Adapter—Electrical accessory to cable (GFE).....	(FF-H, MB-Q)	1
	AN3106-10S15								Plug—Electrical connector, straight, type PA (GFE).....	(FF-H, MB-Q)	1
	122-71109								Plate Assy—AN/APS13 receiver-transmitter mounting.....	(FF-H, MB-Q)	1
	122-71106								Shim—AN/APS13 receiver-transmitter mounting.....	(FF-H, MB-Q)	1
89-21	109-71096								Bracket Assy—Antenna relay support.....	(ALL)	1
89-22	HSS3								Headset (GFE).....	(ALL)	1
89-23	T30-()								Microphone—Throat (GFE).....	(ALL)	1



The "Mustang's" main gear assemblies retracted inward into gear wells that were accommodated under the wing and forward fuselage section (just to the rear of the engine compartment). Each gear had a two-part door assembly with one part permanently attached to the main gear strut and the other hinged under the fuselage.



The main gear well doors were hydraulically actuated in sequence with the gear by a single ram and normally were left closed when the gear were extended.



Jay Miller/Aerofax, Inc.

The main gear strut well cover was permanently attached to the main gear strut and was articulated to allow for strut geometry requirements during retraction.



Jay Miller/Aerofax, Inc.

The main gear strut well cover was attached to the main gear strut via a short, hinged arm. The gear strut itself, hinged at the wing, was simple, but rugged.



Jay Miller/Aerofax, Inc.

The main gear wheel and tire assembly were of conventional arrangement and had a single anti-torque scissor assembly. The wheel and strut were of steel.



Jay Miller/Aerofax, Inc.

Tow bar attachment was accommodated by running a pin through the two load-bearing tabs that protruded from the upper shank of the wheel/axle arm assembly. The tow bar consisted of two drag tubes connected at one end.

MAIN LANDING GEAR HOUSING, FAIRING AND SHOCK STRUT

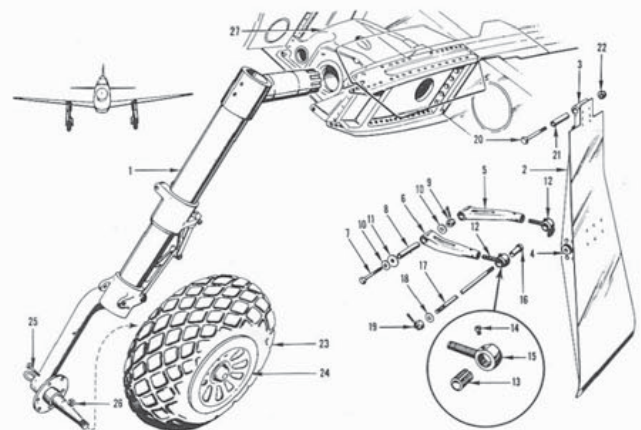


FIGURE A INDEX NUMBER	PART NUMBER	NOMENCLATURE	USAGE CODE	UNITS PER ASY
15-1	67270	Strut Assy—Landing gear shock complete LH (BENDIX) (See Figure 16-1)	(ALL)	Ref
15-2	67271	Strut Assy—Landing gear shock complete RH (BENDIX) (See Figure 16-1)	(ALL)	Ref
15-3	106-15362	Fairing Assy—Landing gear LH	(ALL)	1
15-3	106-15363-1	Fairing Assy—Landing gear RH	(ALL)	1
15-3	75-55306	Fitting Assy—Landing gear fairing hinge bracket attaching LH	(ALL)	1
15-3	75-55306-1	Fitting Assy—Landing gear fairing hinge bracket attaching RH	(ALL)	1
15-4	106-15367	Brushing—Landing gear fairing link attaching LH	(ALL)	2
15-4	106-15368	Brushing—Landing gear fairing link attaching RH	(ALL)	2
15-5	75-55312	Link Assy—Landing gear fairing attaching front	(ALL)	1
15-5	75-55313	Link Assy—Landing gear fairing attaching rear	(ALL)	1
15-6	75-55308	Pin—Fair head, 1/4"	(ALL)	1
15-6	AN506-49	Sleeve—Landing gear fairing attaching link	(ALL)	1
15-7	AN5-26	Bolt—Aircraft, 5/16-24 (Hex)	(ALL)	2
15-8	75-55318-2	Spacer—Landing gear fairing attaching link (Front)	(ALL)	2
15-9	75-55318-3	Spacer—Landing gear fairing attaching link (Rear)	(ALL)	2
15-10	AN510-5	Nut—Aircraft castle	(ALL)	4
15-11	2W1-21-24-44	Washer—Plain	(ALL)	4
15-12	102-55321	Eyebolt—Landing gear fairing attaching link	(ALL)	4
15-13	102-55321	Screw—Fillister head, drilled or plain head, coarse thread	(ALL)	1
15-14	AN506A-6	Eyebolt—Landing gear fairing attaching link	(ALL)	1
15-15	102-55322	Brushing—Landing gear fairing attaching link spacer	(ALL)	4
15-16	102-55323	Washer—Plain	(ALL)	4
15-17	2W1-25-24-44	Nut—Aircraft shear	(ALL)	4
15-18	AN520-6	Bolt—Aircraft, 3/8-24	(ALL)	4
15-19	4B1486-124	Brushing—Spacer	(ALL)	2
15-20	AN510-6	Nut—Aircraft castle	(ALL)	2
15-21	No Number	Casting—Landing wheel 27 smooth contour 8 ply rayon or nylon, lighter type (GFE) (Amm)	(ALL)	2
15-22	41-5904 or 41-5903	Tube—2" smooth contour 8 ply rayon or nylon, lighter type (GFE) (Amm)	(ALL)	2
15-23	5104124	Wheel Assy—27 smooth contour landing (GFE)	(ALL)	2
15-24	5112104	Brake Assy—7.6 x .100/.125 x 9 high pressure (GFE)	(ALL)	2
15-25	AN6-11A	Bolt—Aircraft, 3/8-24	(ALL)	12
15-26	AN505-124	Nut—Self locking	(ALL)	12
15-27	91-51106-200	Support Assy—Landing gear pivot LH (Supersedes 91-51106-100)	(ALL)	1
15-27	91-51106-201	Support Assy—Landing gear pivot RH (Supersedes 91-51106-101)	(ALL)	1

MAIN LANDING GEAR SHOCK STRUT (BENDIX)

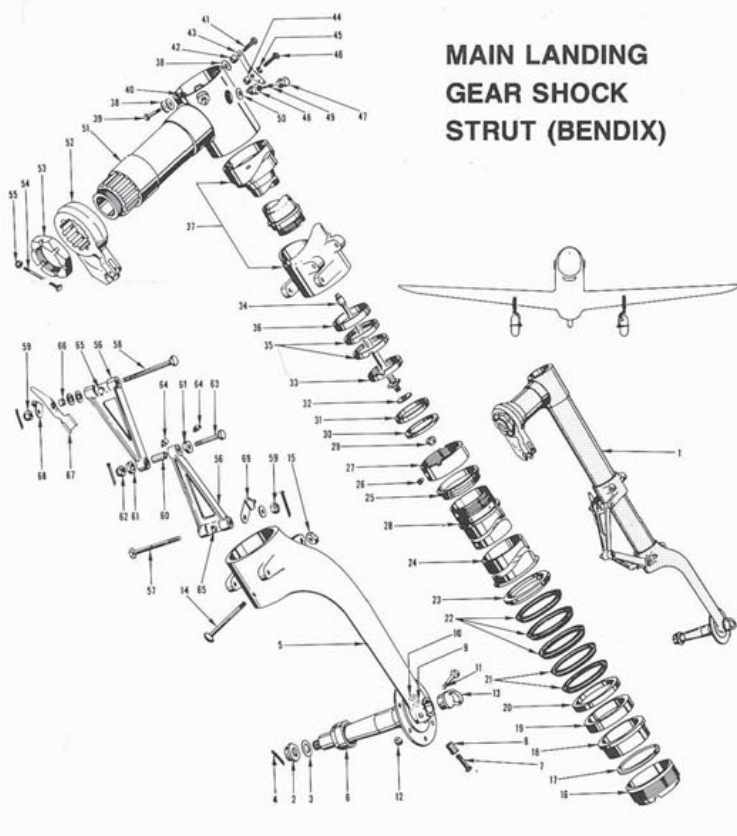
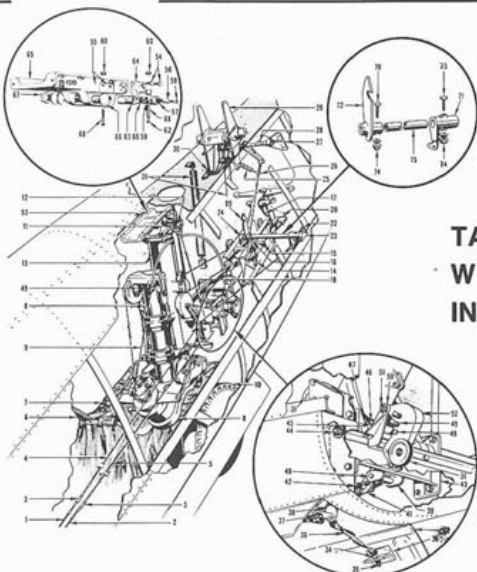
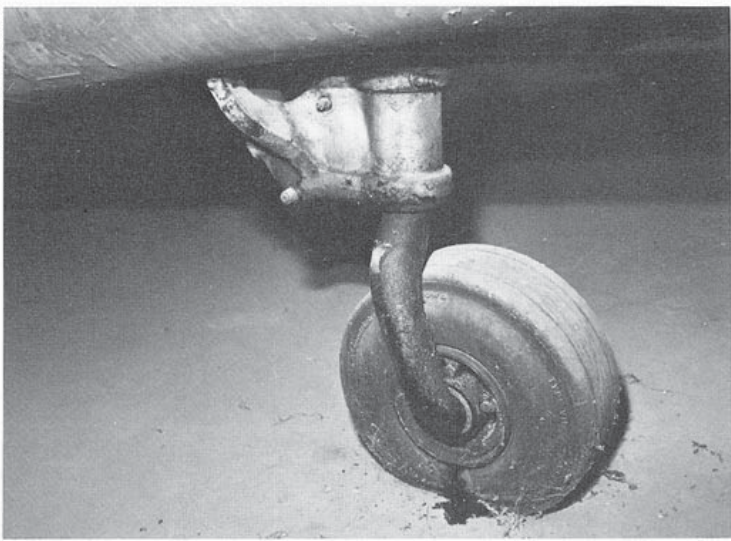


FIGURE & INDEX NUMBER	PART NUMBER	NOMENCLATURE	USACB CODE	UNITS PER ASST
16-1	67270	Strut Assy—Landing gear shock complete LH (BENDIX) (NAA Drawing Number 73-35102-101) (See Figure 16-1)	(ALL)	1
	67271	Strut Assy—Landing gear shock complete RH (BENDIX) (NAA Drawing Number 73-35102-111) (See Figure 16-1)	(ALL)	1
16-2	67274	Inner Cylinder Fork and Axle Assy LH (BENDIX)	(ALL)	1
16-3	67275	Inner Cylinder Fork and Axle Assy RH (BENDIX)	(ALL)	1
16-4	AN7502-1	Washer—Washer bearing retaining (BENDIX 111-S-2)	(ALL)	1
16-5	AN7503-1	Washer—Washer bearing retaining (BENDIX 111-S-2)	(ALL)	1
	AN7504-1	Pin—Cover (BENDIX 912-40K1)	(ALL)	1
	67276	Fork and Axle Assembly LH (BENDIX)	(ALL)	1
	67277	Fork and Axle Assembly RH (BENDIX)	(ALL)	1
	51422	Pin—Jack (BENDIX)	(ALL)	1
	51423	Retainer—Landing wheel hub axle grease (BENDIX)	(ALL)	1
16-6	34A15-2	Collar—Landing gear axle (BENDIX 50430)	(ALL)	1
16-7	65604	Sod (BENDIX)	(ALL)	1
16-8	65605	Washer—Seat (BENDIX)	(ALL)	1
16-9	65606	Roller (BENDIX)	(ALL)	1
16-10	AN520-8	Nut—Aircraft shear (BENDIX 175-S-2)	(ALL)	1
16-11	AN530	Bolt—Aircraft, 1/4-28 (BENDIX 128-S-42)	(ALL)	1
16-12	AN531-4	Nut—Aircraft, castle (BENDIX 121-S-1)	(ALL)	1
16-13	59915	Ring—Towing LH (BENDIX)	(ALL)	1
	59916	Ring—Towing RH (BENDIX)	(ALL)	1
16-14	AN530-70	Bolt—Clevis, 5/8-18 (BENDIX 55847)	(ALL)	1
16-15	AN530-10	Nut—Aircraft shear (BENDIX 175-S-2)	(ALL)	1
16-16	57032	Nut—Bearing (BENDIX)	(ALL)	1
16-17	AN5023-31	Wiper—Packing gland ring (BENDIX 197-S-11)	(ALL)	1
16-18	66734	Spacer—Packing (BENDIX)	(ALL)	1
16-19	AN5218-42	Adapter—V-ring female hydraulic packing (BENDIX 66140)	(ALL)	1
16-20	AN5218-42	Packing—V-ring female hydraulic packing (BENDIX 66140)	(ALL)	1
16-21	AN5218-42	Packing—V-ring female hydraulic packing (BENDIX 66140)	(ALL)	1
16-22	AN5218-42	Packing—V-ring female hydraulic packing (BENDIX 66140)	(ALL)	1
16-23	AN5218-42	Packing—V-ring female hydraulic packing (BENDIX 66140)	(ALL)	1
16-24	65608	Bearing—Spacer assembly (BENDIX)	(ALL)	1
16-25	65609	Valve—Shut-off (BENDIX)	(ALL)	1
16-26	65610	Screw—Lock (BENDIX)	(ALL)	1
16-27	65611	Bearing—Upper (BENDIX)	(ALL)	1
16-28	65612	Inner Cylinder and Diaphragm Pin Assembly (BENDIX)	(ALL)	1
16-29	AN530-424	Nut—Self locking (BENDIX 175-S-9)	(ALL)	1
16-30	61133	Ring—Seat (BENDIX)	(ALL)	1
16-31	61134	Ring—Seat compressing (BENDIX)	(ALL)	1
16-32	61135	Ring—Seat compressing (BENDIX)	(ALL)	1
16-33	61136	Ring—Seat compressing (BENDIX)	(ALL)	1
16-34	61137	Ring—Seat compressing (BENDIX)	(ALL)	1
16-35	61138	Ring—Seat compressing (BENDIX)	(ALL)	1
16-36	61139	Ring—Seat compressing (BENDIX)	(ALL)	1
16-37	61140	Ring—Seat compressing (BENDIX)	(ALL)	1
16-38	61141	Ring—Seat compressing (BENDIX)	(ALL)	1
16-39	61142	Ring—Seat compressing (BENDIX)	(ALL)	1
16-40	61143	Ring—Seat compressing (BENDIX)	(ALL)	1
16-41	61144	Ring—Seat compressing (BENDIX)	(ALL)	1
16-42	61145	Ring—Seat compressing (BENDIX)	(ALL)	1
16-43	61146	Ring—Seat compressing (BENDIX)	(ALL)	1
16-44	61147	Ring—Seat compressing (BENDIX)	(ALL)	1
16-45	61148	Ring—Seat compressing (BENDIX)	(ALL)	1
16-46	61149	Ring—Seat compressing (BENDIX)	(ALL)	1
16-47	61150	Ring—Seat compressing (BENDIX)	(ALL)	1
16-48	61151	Ring—Seat compressing (BENDIX)	(ALL)	1
16-49	61152	Ring—Seat compressing (BENDIX)	(ALL)	1
16-50	61153	Ring—Seat compressing (BENDIX)	(ALL)	1
16-51	61154	Ring—Seat compressing (BENDIX)	(ALL)	1
16-52	61155	Ring—Seat compressing (BENDIX)	(ALL)	1
16-53	61156	Ring—Seat compressing (BENDIX)	(ALL)	1
16-54	61157	Ring—Seat compressing (BENDIX)	(ALL)	1
16-55	61158	Ring—Seat compressing (BENDIX)	(ALL)	1
16-56	61159	Ring—Seat compressing (BENDIX)	(ALL)	1
16-57	61160	Ring—Seat compressing (BENDIX)	(ALL)	1
16-58	61161	Ring—Seat compressing (BENDIX)	(ALL)	1
16-59	61162	Ring—Seat compressing (BENDIX)	(ALL)	1
16-60	61163	Ring—Seat compressing (BENDIX)	(ALL)	1
16-61	61164	Ring—Seat compressing (BENDIX)	(ALL)	1
16-62	61165	Ring—Seat compressing (BENDIX)	(ALL)	1
16-63	61166	Ring—Seat compressing (BENDIX)	(ALL)	1
16-64	61167	Ring—Seat compressing (BENDIX)	(ALL)	1
16-65	61168	Ring—Seat compressing (BENDIX)	(ALL)	1
16-66	61169	Ring—Seat compressing (BENDIX)	(ALL)	1
16-67	61170	Ring—Seat compressing (BENDIX)	(ALL)	1
16-68	61171	Ring—Seat compressing (BENDIX)	(ALL)	1
16-69	61172	Ring—Seat compressing (BENDIX)	(ALL)	1

TAIL WHEEL INSTALLATION

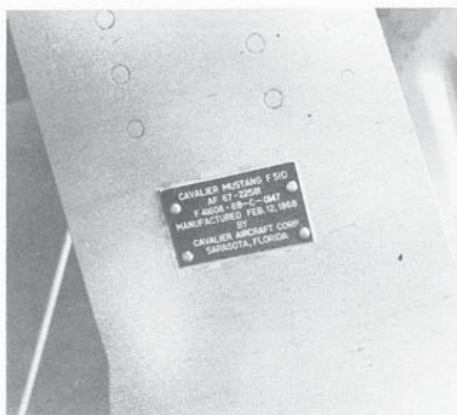


Jay Miller/Hercules, Inc.

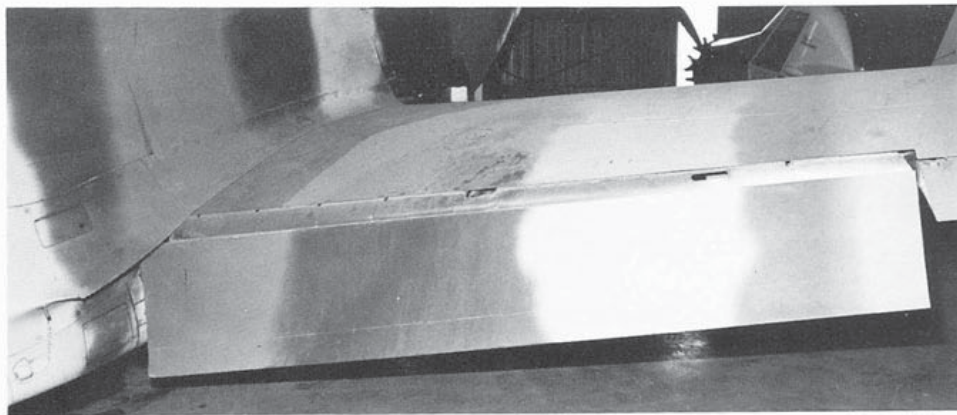


The tailwheel was free swiveling, though it could be locked to facilitate takeoff and landing. In the free swiveling mode, steering was by differential braking of the main gear wheels. The tail wheel well was equipped with two small doors.

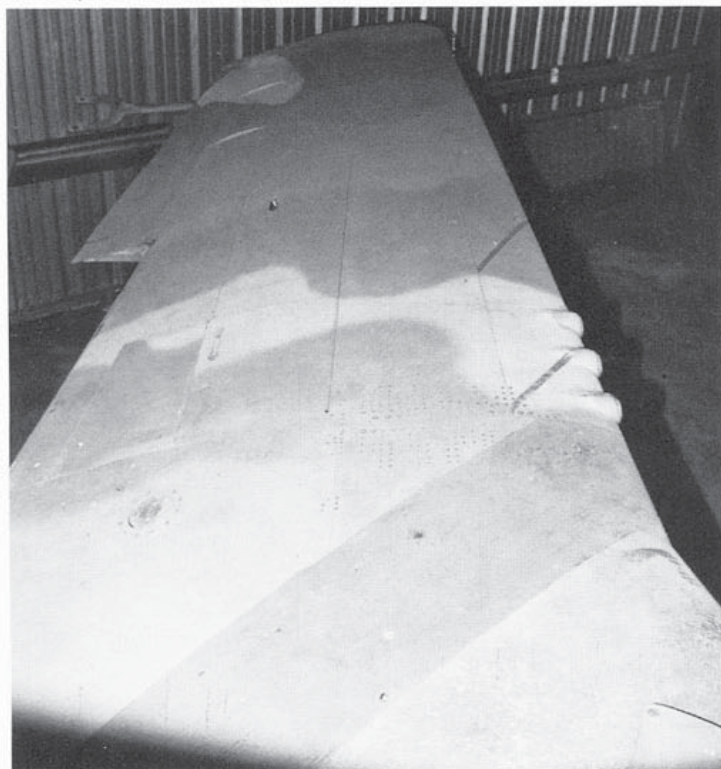
FIGURE & INDEX NUMBER	PART NUMBER	NOMENCLATURE	USACB CODE	UNITS PER ASST						
19-38	97-34502	Bellcrank Assy—Tail wheel door operating (Supersedes 73-34504 and 73-34502)	(ALL)	1	19-50	97-34515	Support—Tail wheel detaching cable idler	(ALL)	1	
	A507-1	Bushing—Olive (CHRYSLER)	(ALL)	2	19-51	AN510-26	Bolt—Aircraft, 10-32	(ALL)	1	
19-39	73-34508	Fitting Assy—Tail wheel door operating bellcrank support	(ALL)	1		Nut—Aircraft castle	(ALL)	(ALL)	1	
	AN200KSL	Bushing—Ball, deep groove, heavy duty	(ALL)	2		Bushing—Spacer	(ALL)	(ALL)	1	
19-40	AN207	Bolt—Aircraft, 10-32	(ALL)	1	19-52	4B163-57	Bellcrank Assy—Tail wheel detaching cable idler	(ALL)	1	
	AN210-3	Nut—Aircraft castle	(ALL)	1		AN505	Bushing—Olive (CHRYSLER)	(ALL)	(ALL)	1
19-41	73-34504	Link Assy—Tail wheel door operating mechanism	(ALL)	2		4504D-10	Spacer—Billet	(ALL)	(ALL)	1
	AN200KSL	Bushing—Ball, deep groove, heavy duty	(ALL)	2		AN510-34	Lock Assy—Tail wheel down position lock pin	(ALL)	(ALL)	2
	AN207	Bolt—Aircraft, 10-32 (Link to strut)	(ALL)	1	19-53	104-5035	Bolt—Aircraft, 10-32	(ALL)	(ALL)	2
	AN210-3	Nut—Aircraft castle (Link to strut)	(ALL)	1	19-54	AN510-4	Nut—Self locking	(ALL)	(ALL)	2
19-42	AN510-3	Bolt—Aircraft, 10-32	(ALL)	1	19-55	AN505-1032	Bushing—Spacer	(ALL)	(ALL)	1
	AN510-15	Nut—Aircraft castle	(ALL)	1	19-56	4B163-31	Spring—Tail wheel down position lock pin	(ALL)	(ALL)	1
19-43	73-34518-2	Support Assy—Tail wheel shock strut	(ALL)	1	19-57	73-34530	Bolt—Clevis, 10-32	(ALL)	(ALL)	1
	AN510-3	Bushing—Tail wheel shock strut support	(ALL)	2	19-58	4B163-28	Bushing—Spacer	(ALL)	(ALL)	1
19-44	104-34118	Bolt—Aircraft, 1/4-28	(ALL)	2	19-59	4B163-6	Bushing—Spacer	(ALL)	(ALL)	1
	AN510-35	Nut—Aircraft castle	(ALL)	2	19-60	AN520-39	Bushing—Spacer	(ALL)	(ALL)	1
	2W250-64-40	Washer—Thrust	(ALL)	AR	19-61	4B163-28	Bolt—Clevis, 10-32	(ALL)	(ALL)	1
	2W250-64-42	Washer—Thrust	(ALL)	AR	19-62	AN520-39	Pin—Tail wheel down position lock	(ALL)	(ALL)	1
	2W250-64-44	Washer—Thrust	(ALL)	AR	19-63	AN54351	Pin—Tail wheel down position lock	(ALL)	(ALL)	1
	2W250-64-46	Washer—Thrust	(ALL)	AR	19-64	73-34164	Fitting Assy—Tail wheel down position support	(ALL)	(ALL)	1
	2W250-64-48	Washer—Thrust	(ALL)	AR	19-65	73-34161-10	Bushing (Front)	(ALL)	(ALL)	1
	4B1810-48	Bushing—Spacer, RH side	(ALL)	1		4B18223	Bushing (Front)	(ALL)	(ALL)	2
	4B1810-46	Bushing—Spacer, LH side	(ALL)	1		NAS2-101	Lubrication Fitting	(ALL)	(ALL)	1
19-45	97-34514	Fitting Assy—Tail wheel detaching cable idler link attaching	(ALL)	1		104-5033	Bushing—Tail wheel down position lock shoe rear	(ALL)	(ALL)	1
	4B163-4	Link Assy—Tail wheel detaching cable idler attaching	(ALL)	1	19-66	AN540-100	Pin—Tail wheel down position strut stop	(ALL)	(ALL)	1
19-46	97-34515	Bushing—Olive (CHRYSLER)	(ALL)	2	19-67	AN520-39	Nut—Aircraft shank	(ALL)	(ALL)	1
	A505-7	Washer—Plate	(ALL)	4	19-68	AN215-27	Bolt—Clevis, 10-32	(ALL)	(ALL)	1
	2W1-13-20-69	Bushing—Spacer	(ALL)	4	19-69	73-34542	Lock Assy—Tail wheel down position lock shoe rear	(ALL)	(ALL)	1
	4B163-5	Screw—100° flush head, Phillips recess, alloy steel, 10-32	(ALL)	1	19-70	AN510-11A	Bolt—Aircraft, 10-32	(ALL)	(ALL)	1
19-47	NAS205-15	Nut—Self locking	(ALL)	1	19-71	73-34515	Bellcrank Assy—Tail wheel retractant position lock operating	(ALL)	(ALL)	1
	AN510-1032	Screw—100° flush head, Phillips recess, alloy steel, 10-32	(ALL)	1	19-72	73-34510	Hook Assy—Tail wheel retractant position locking	(ALL)	(ALL)	1
19-48	AN207	Bolt—Aircraft, 10-32	(ALL)	1	19-73	AN510-3	Bolt—Aircraft, 10-32	(ALL)	(ALL)	1
	4B163-7	Bushing—Spacer	(ALL)	1	19-74	AN505-1032	Nut—Self locking	(ALL)	(ALL)	2
	AN210-3	Nut—Aircraft castle	(ALL)	1	19-75	73-34526	Strut—Tail wheel retractant position lock operating	(ALL)	(ALL)	1
	4B163-7	Clamp—Loop Type Support	(ALL)	1						



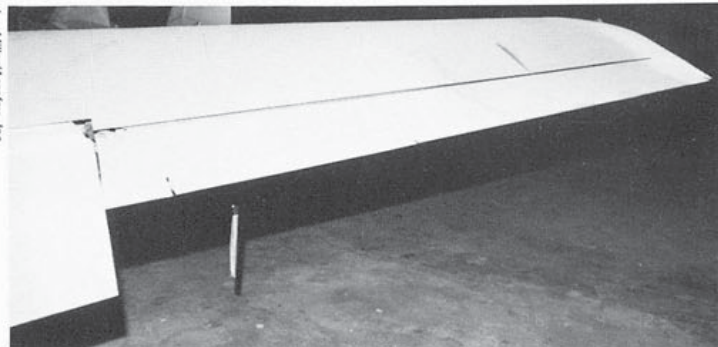
Once F-51's had passed through the modification and update program at Cavalier, they were given a special i.d. plate mounted on the right main gear strut.



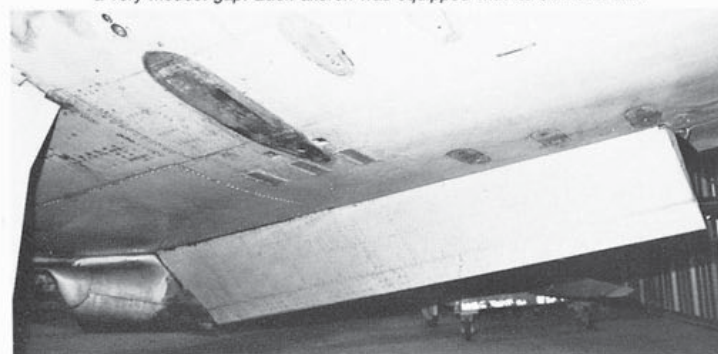
The "Mustang" was equipped with a modestly effective wing trailing edge flap system that could be utilized during both takeoff and landing. The flaps, of all-metal construction, were deployed mechanically and were airspeed limited. They occupied approximately two-thirds of the wing trailing edge surface area.



The "Mustang's" wing was of all-metal construction and normally contained self-sealing fuel tanks and bays to accommodate three (in each wing) .50 cal. machine guns. The trailing edge was occupied by the flap and aileron assemblies.



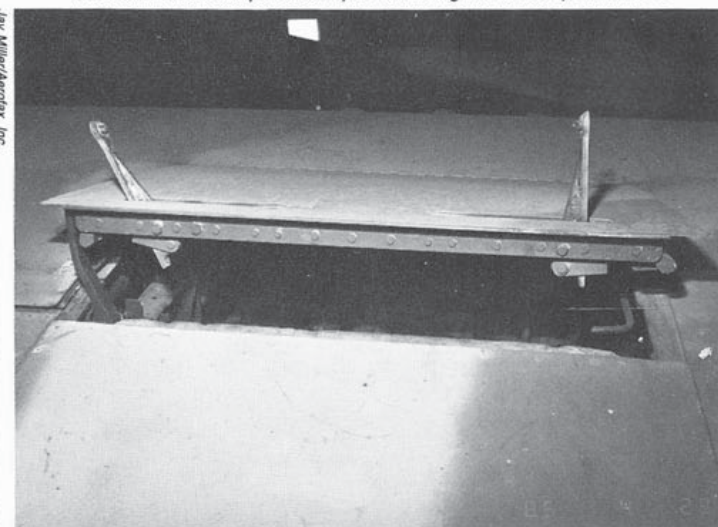
The "Mustang's" aileron assembly was of conventional all-metal construction and was designed, for laminar flow purposes, to fair into the wing assembly with only a very modest gap. Each aileron was equipped with its own trim tab.



The "Mustang's" underwing surfaces were relatively clean, except for the protrusions required for weapons pylon mounting. The single-piece flap was of simple design and construction and provided improved landing and takeoff performance.



The "Mustang's" airfoil section was of the laminar flow type. It was developed to help alleviate the effects of compression while flying at near-sonic velocities. By delaying shock-wave development, performance could be considerably improved.

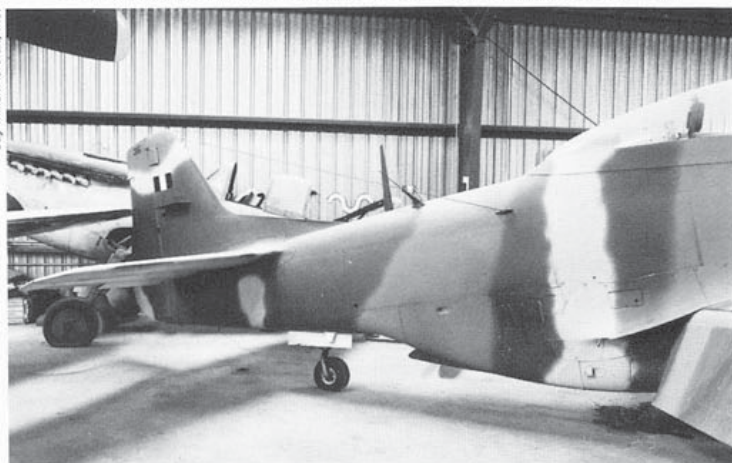


The gun bays for the "Mustang's" six .50 cal. machine guns were accommodated in the aircraft's wings. Ammunition was loaded into the bays and routed through guides to the machine gun. Spent casings were ejected overboard through underwing slots.

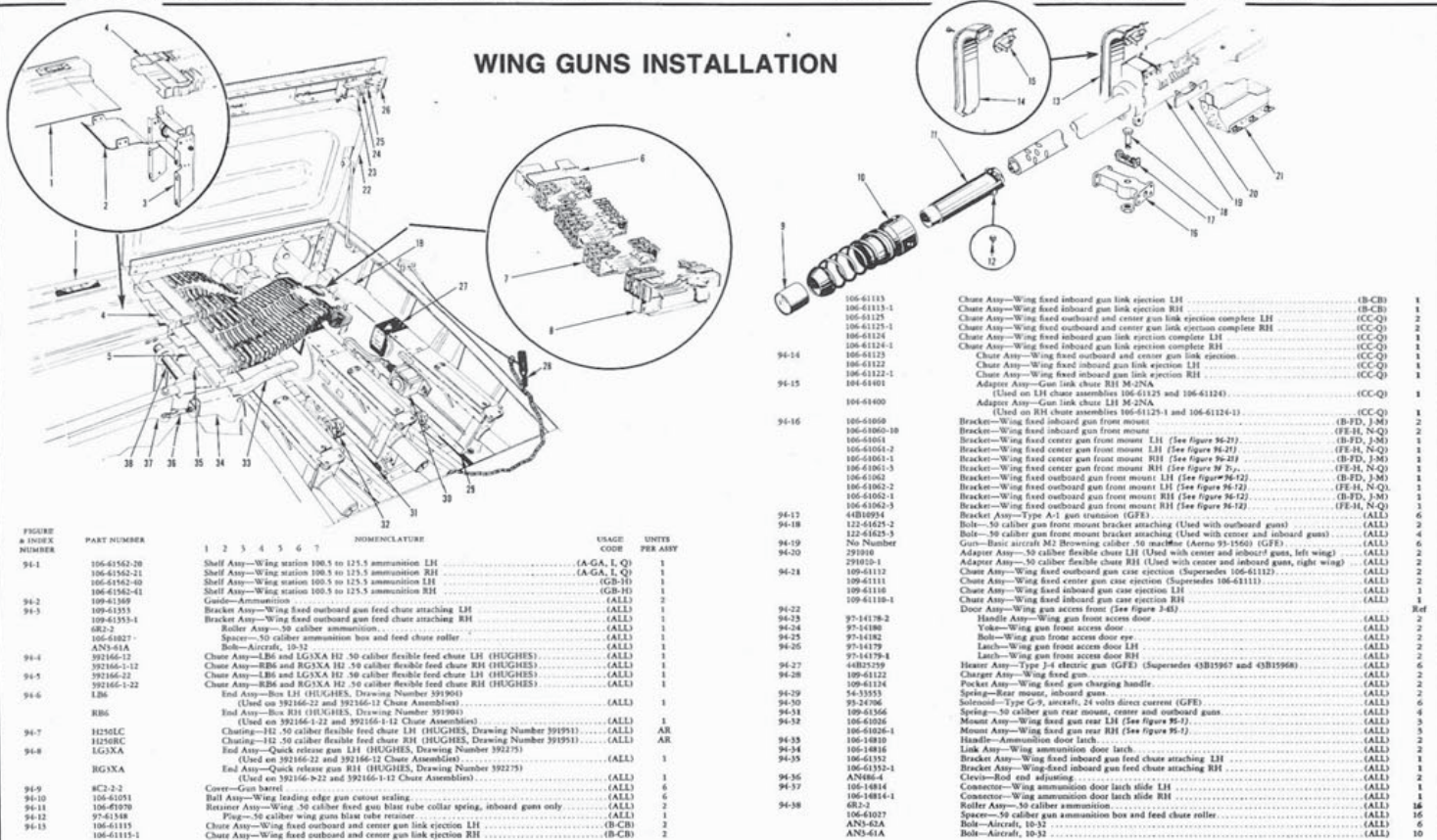


The empennage of Guatemalan Air Force F-51D, FAG 315 (NL-38227). Camouflage was stock for the type in FAG service. Aircraft in the background is a rare Spanish Hispano HA-1112 two-seat trainer. Both aircraft are owned by Connie Edwards.

Though the "Mustang's" vertical fin assembly was of all metal construction, the hinged rudder assembly remained fabric covered. The rudder, like the elevators, was equipped with a trim tab and a single large mass balance of lead.



WING GUNS INSTALLATION



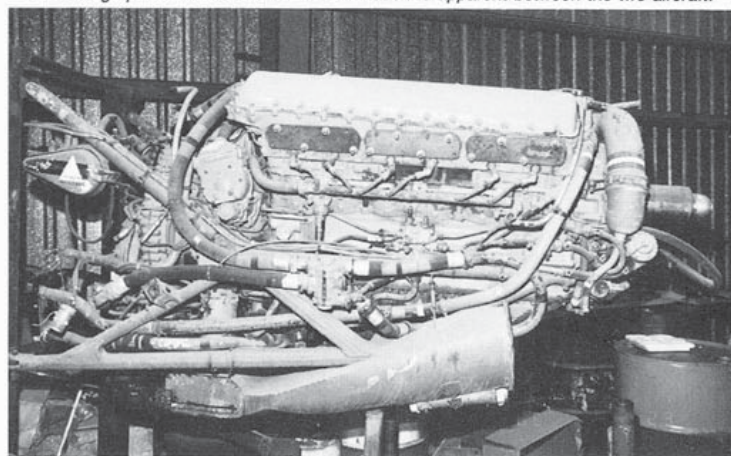
FUSELAGE COVERS AND FILLETS

FIGURE & INDEX NUMBER	PART NUMBER	1 2 3 4 5 6 7	NOMENCLATURE	USAGE CODE	UNITS PER ASSY
7-1	106-31095		Door Assy—Fuselage station 195-7/16 hand hold	(ALL)	1
7-2	109-10007		Fillet Assy—Wing to fuselage rear LH (Spare parts to include the following assembly)	(ALL)	1
7-3	109-31214		Door Assy—Fuselage fuel cell drain (LH only)	(ALL)	1
7-4	102-31033-20		Door Assy—Fuselage station 182 to 202-11/16 LH	(ALL)	1
7-5	106-7379		Door Assy—Oxygen filter valve well	(ALL)	1
7-6	106-20012		Fillet Assy—Empennage lower	(SEE NOTE *)	1
7-7	106-20013		Fillet Assy—Empennage upper center	(SEE NOTE *)	1
7-8	73-20002-15		Fillet Assy—Empennage RH	(ALL)	1
7-9	73-20002-18		Fillet Assy—Empennage fillet access (RH only)	(ALL)	1
7-10	73-20002-5		Door Assy—Empennage RH	(ALL)	1
7-11	102-31033-21		Door Assy—Fuselage station 182 to 202-11/16 RH	(ALL)	1
7-12	102-31037		Cover Assy—Fuselage oil cooler access (RH only)	(ALL)	1
7-13	109-10007-1		Fillet Assy—Wing to fuselage rear RH	(ALL)	1
7-14	104-19011		Door Assy—External power source receptacle access (RH only)	(ALL)	1
7-15	102-310106		Cover Assy—Fuselage coolant radiator access	(ALL)	1
7-16	102-310119		Cover Assy—Fuselage station 199 coolant radiator access	(ALL)	1
7-17	102-31025-20		Scoop Assy—Fuselage radiator air rear	(ALL)	1
7-18	102-310189-10		Cover Assy—Fuselage station 232 to 248 access	(A, F, J)	1
7-19	73-10066-1		Cover Assy—Fuselage station 232 to 248 access	(G, H, Q)	1
7-20	73-10066-2		Door Assy—Fuselage tail wheel RH (See figure 19-32)	(ALL)	Ref
7-21	73-10066-3		Cover Assy—Fuselage access station 302	(ALL)	2
7-22	73-20002-14		Fillet Assy—Empennage LH	(ALL)	1
7-23	99-31083		Cover—Fuselage station 291 to 300 left side access	(ALL)	1
7-24	73-20002-4		Fillet Assy—Empennage LH	(ALL)	1
7-25	73-10066		Door Assy—Fuselage tail wheel LH (See figure 19-32)	(ALL)	Ref
7-26	109-31205		Door Assy—Front scoop fairing attaching station 159 access (LH only)	(ALL)	1
7-27	102-310283		Cover Assy—Engine removable cowl coolant tank filter	(ALL)	1
7-28	109-31089		Door Assy—Engine removable cowl oil filter access (Supercedes 109-31089)	(ALL)	1
7-29	102-31089		Door Assy—Engine removable cowl oil filter access (Supercedes 102-31089)	(ALL)	1
7-30	106-310127		Cover Assy—Fuselage firewall to windshield access	(ALL)	1
7-31	106-318297		Door Assy—Cockpit enclosure actuating cable pulley station 216 access	(ALL)	1
7-32	106-10005		Fillet Assy—Wing to fuselage top front LH	(ALL)	1
7-33	106-10006-1		Fillet Assy—Wing to fuselage top front RH	(ALL)	1
7-34	109-10006-1		Fillet Assy—Wing to fuselage top rear RH	(ALL)	1
7-35	109-25001		Fillet Assy—Dorsal	(ALL)	1
7-36	73-21021		Cover—Ventral stabilizer trim tab mechanism access	(ALL)	1
7-37	104-310227		Cover Assy—Engine cowl station 3-7/16 access	(ALL)	1
7-38	104-310276		Plate Assy—Carburetor air filter intake LH	(ALL)	1
7-39	104-310276-1		Plate Assy—Carburetor air filter intake RH	(ALL)	1
7-40	104-310226		Cover Assy—Engine cowl station 48-13/12 to 55-1/2 access	(A, F, D)	1
7-41	109-310226		Cover Assy—Engine cowl removable lower rear housing access	(G, H, Q)	1
7-42	102-31436		Door Assy—Front scoop fairing attaching station 159 access	(ALL)	2
7-43	106-10010		Cover—Wing bolting angle (Supercedes 102-10010)	(ALL)	1
7-44	102-310189-100		Fairing Assy—Fuselage radiator air scoop front removable	(ALL)	1
7-45	102-31080		Link Assy—Fuselage station 138-765 front radiator air scoop to wing attaching	(ALL)	1
7-46	102-31043		Door Assy—Fuselage oil cooler radiator air outlet	(ALL)	1
7-47	102-47070-50		Support Assy—Oil cooler radiator removable	(B, J, K)	1
7-48	102-47070-100		Support Assy—Oil Cooler radiator removable	(C, E, L, Q)	1
7-49	73-21039		Cover Assy—Fuselage station 180 lower access	(ALL)	1
7-50	109-20012		Cover—Horizontal stabilizer trim tab mechanism access	(ALL)	2
7-51	109-20012-1		Fillet Assy—Empennage front LH	(ALL)	1
7-52	109-20012-1		Fillet Assy—Empennage front RH	(ALL)	1

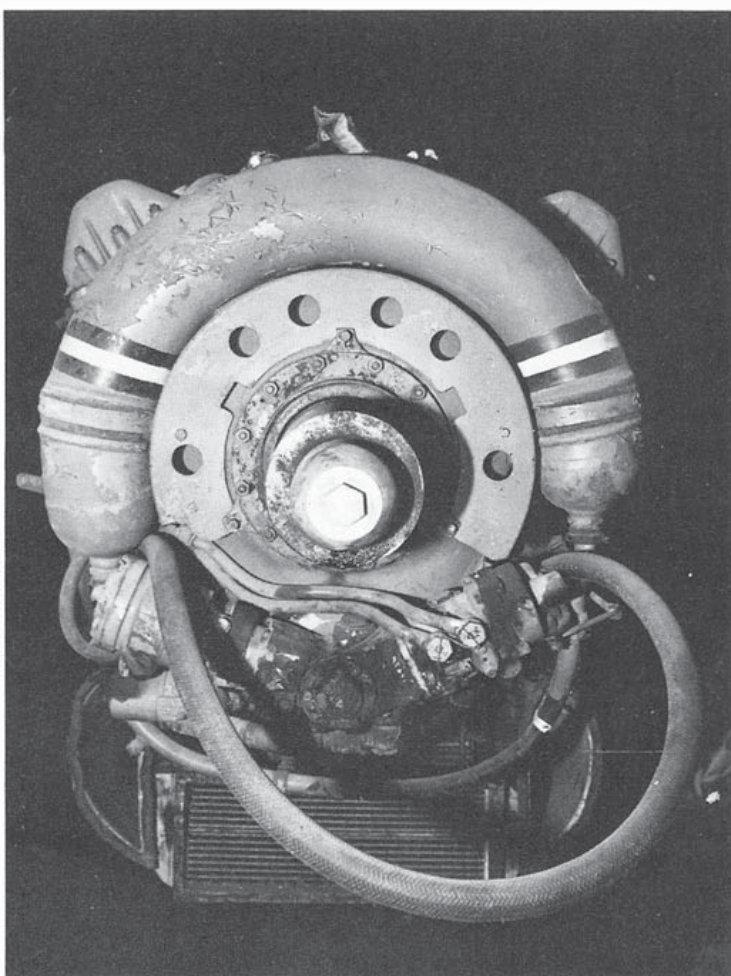
* Items 34 and 47 replace items 6 and 7 per Technical Order 01-40J8-8.



The empennage of Guatemalan Air Force F-51D, FAG 354 (N-41749). This aircraft bears a slightly more weather-worn appearance than FAG 315, but otherwise the camouflage pattern is similar. Antenna variation is apparent between the two aircraft.

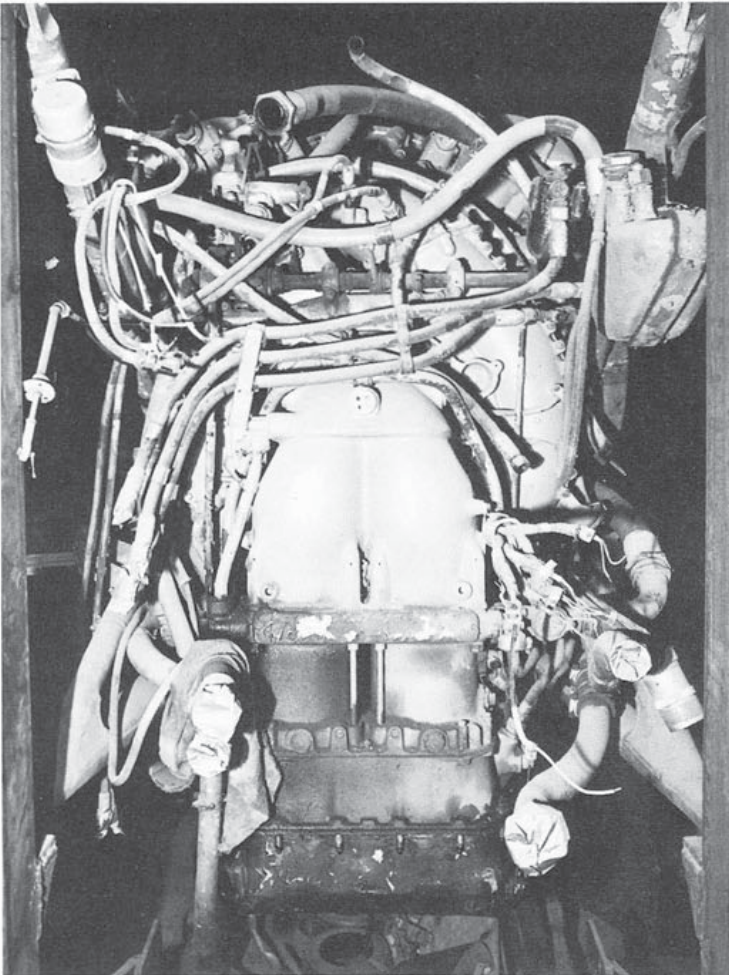


The V1650-7 had a total displacement of 1,647 cubic inches and weighed approximately 1,700 lbs., depending on auxiliary equipment attached. It was 87.2 inches long, 30.5 inches wide, and approximately 42 inches in height.



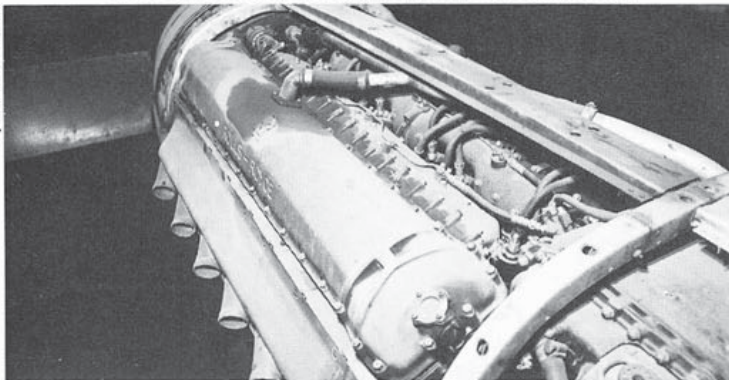
Front view of the Rolls Royce "Merlin" 60-series engine. The particular configuration usually found in the stock F-51D, was the V1650-7 which was nominally rated at 1,490 hp. Readily visible in this view is the sausage-shaped coolant tank.

Jay Miller/Aerofax, Inc.



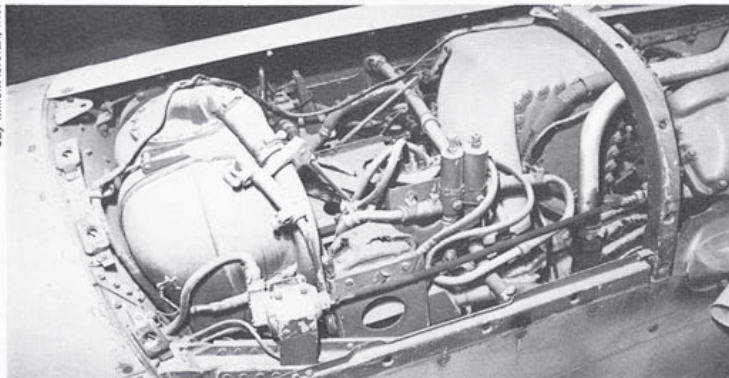
The V1650-7 had a two-speed blower mounted on its aft end. This blower provided boost at both low and high altitudes, giving a maximum of 1,720 hp at 6,200 feet (low blower) and a minimum of 1,065 hp at 23,400 feet.

Jay Miller/Aerofax, Inc.



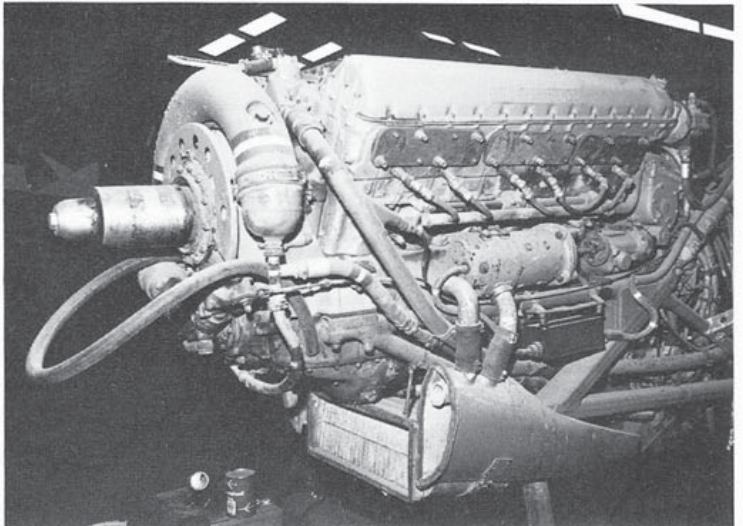
The Rolls Royce-labeled valve covers, when properly mounted on top of their respective cylinder heads, were provided little clearance under the aluminum cowl panels. An oil line can be seen protruding from the left valve cover.

Jay Miller/Aerofax, Inc.



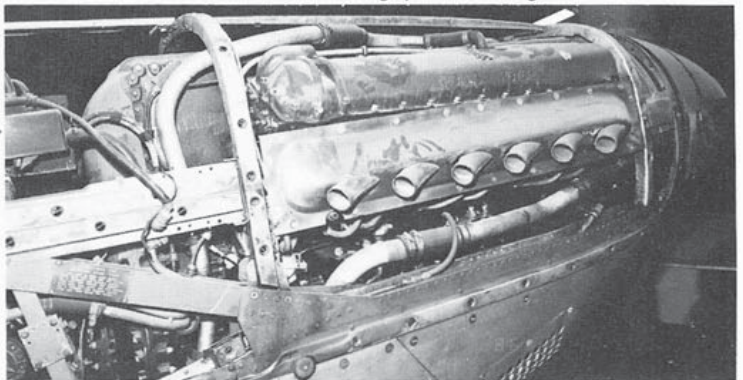
Removable paneling provided almost unrestricted access to the compartment aft of the engine. Unfortunately, once into the compartment, obtaining access to its contents was not quite so easily accomplished.

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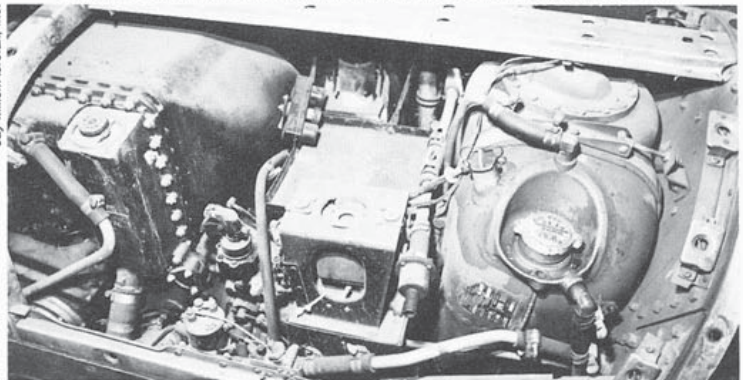
Cooling for the V1650-7's oil and glycol systems was provided by radiators mounted just aft of the wing trailing edge directly underneath the fuselage. A conspicuous duct underneath the fuselage provided cooling air.

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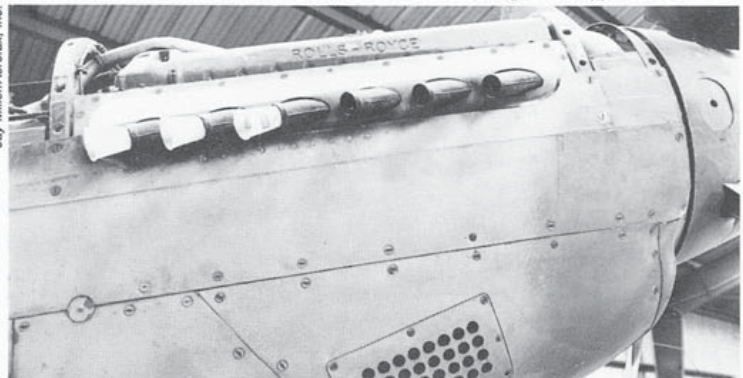
The V1650-7 was tightly cowed. Its short exhaust stacks (one for each cylinder) protruded through the cowling and directly into the airstream. Coolant lines and related peripheral equipment were contained within the cowl dimensional constraints.

Jay Miller/Aerofax, Inc.



The rather large oil tank, magneto, and carburetor assembly were mounted to the rear of the engine, over the supercharger. Space was provided to accommodate this equipment, which also made it decidedly more accessible for ground support crews.

Jay Miller/Aerofax, Inc.



The "Mustang's" engine cowling was designed for almost total removal without significant effort. The perforated panel at the bottom is the cover over the opening for the ram air duct which accommodates the need for carburetor air heat.

ENGINE MOUNT

FIGURE AND INDEX NUMBER	PART NUMBER	1	2	3	4	5	6	7	NOMENCLATURE	USAGE CODE	UNITS PER ASSEMBLY
9-1	102-31901-100								Mount Assy—Engine	(ALL)	1
9-2	104-318202								Edge Assy—Fuelage carburetor air duct leading (Supersedes 102-318202)	(ALL)	1
9-3	102-31909-50								Frame Assy—Engine cool station 3-716 to 3-715 (Supersedes 102-31909-50)	(ALL)	1
9-4	102-31902-100								Beam Assy—Engine mount LH	(ALL)	1
9-5	102-31902-101								Beam Assy—Engine mount RH	(ALL)	1
9-6	102-31920								Fitting—Engine mount firewall lower	(ALL)	1
9-7	106-31904-4								Lug—Airplane bolting engine mount	(ALL)	1
9-8	102-31996								Frame Assy—Engine mount canard	(ALL)	1
9-9	102-31961								Plate—Engine mount beam torsion LH	(ALL)	1
9-10	102-31961-1								Plate—Engine mount beam torsion RH	(ALL)	1
9-11	102-31975-1								Brace—Engine mount jury LH	(ALL)	1
9-12	102-31948								Strut Assy—Engine mount diagonal brace complete LH	(ALL)	1
9-13	102-31948-1								Strut Assy—Engine mount diagonal brace complete RH	(ALL)	1
9-14	102-31939								Fitting—Engine mount diagonal brace LH	(ALL)	1
9-15	102-31939-1								Fitting—Engine mount diagonal brace RH	(ALL)	1
9-16	102-31942-100								Housing Assy—Engine mount lord bushing front LH	(ALL)	1
9-17	102-31942-101								Housing Assy—Engine mount lord bushing front RH	(ALL)	1
9-18	102-31943-101								Housing Assy—Engine mount lord bushing rear LH	(ALL)	1
9-19	117-319101								Nut—Lord bushing (Supersedes 102-31943-1)	(ALL)	3
9-20	102-31958-50								Bushing Assy—Engine shock support front	(ALL)	3
9-21	102-31958-51								Plate—Engine shock support front bushing and (LORD J-1767-3 Reworked)	(ALL)	2
9-22	102-31958-2								Washer—Engine shock support front bushing (LORD J-1767-2 Reworked)	(ALL)	2
9-23	102-31958-3								Bushing—Engine shock support front bushing assembly (LORD J-1767-1 Reworked)	(ALL)	1
9-24	102-31958-4								Washer—Engine shock support front bushing (LORD J-1891-1 Reworked)	(ALL)	1
9-25	102-31958-5								Housing Assy—Engine mount lord bushing rear LH	(ALL)	1
9-26	102-31958-6								Housing Assy—Engine mount lord bushing rear RH	(ALL)	1
9-27	117-319101								Nut—Lord bushing (Supersedes 102-31958-6)	(ALL)	3
9-28	102-31958-50								Bushing Assy—Engine shock support front	(ALL)	3
9-29	102-31958-2								Plate—Engine shock support front bushing and (LORD J-1767-3 Reworked)	(ALL)	2
9-30	102-31958-3								Washer—Engine shock support front bushing (LORD J-1767-2 Reworked)	(ALL)	2
9-31	102-31958-4								Bushing—Engine shock support front bushing assembly (LORD J-1891-1 Reworked)	(ALL)	1
9-32	AN310-8								Nut—Aircraft	(ALL)	18
9-33	AN900-816								Washer—Plain	(ALL)	18
9-34	AN900-816								Adapter—Engine mount lord bushing housing to engine front	(ALL)	2
9-35	AN8-56								Bolt—Aircraft, 1/2-20	(ALL)	4
9-36	AN8-56								Bolt—Aircraft, 1/2-20	(ALL)	6
9-37	102-31906								Adapter Assy—Engine mount lord bushing housing to engine rear	(ALL)	2
9-38	102-31947-2								Bushing—Engine foot rear LH	(ALL)	2
9-39	102-31947-4								Bushing—Engine foot rear RH	(ALL)	2
9-40	AN8-52								Bolt—Aircraft, 1/2-20, LH	(ALL)	2
9-41	AN8-51								Bolt—Aircraft, 1/2-20, RH	(ALL)	2
9-42	102-31412								Bolt—Aircraft, 1/2-20, RH	(ALL)	2
9-43	102-31412								Bushing—Fuelage forward engine mount lower hole	(ALL)	2
9-44	102-31412								Nut—Engine mount firewall lower attaching bolt	(ALL)	2
9-45	102-31412								Angle—Fuelage firewall to wing nose beam attaching LH	(ALL)	1
9-46	102-31412								Angle—Fuelage firewall to wing nose beam attaching RH	(ALL)	1
9-47	102-31412								Fitting—Fuelage lower longeron to firewall LH	(ALL)	1
9-48	102-31412								Fitting—Fuelage lower longeron to firewall RH	(ALL)	1
9-49	102-31412								Washer—Engine mount lower attaching bolt	(ALL)	2
9-50	102-31412								Bolt—Engine mount firewall lower attaching	(ALL)	2
9-51	102-31412								Bolt—Engine mount firewall upper attaching	(ALL)	2
9-52	102-31412								Washer—Engine mount attaching bolt	(ALL)	2
9-53	102-31412								Bushing—Fuelage forward engine mount hole	(ALL)	2
9-54	102-31412								Fitting—Fuelage upper longeron engine mount attaching LH	(ALL)	1
9-55	102-31412								Fitting—Fuelage upper longeron engine mount attaching RH	(ALL)	1
9-56	102-31412								Washer—Engine mount fitting	(ALL)	2
9-57	102-31412								Nut—Engine mount fuelage attaching	(ALL)	2

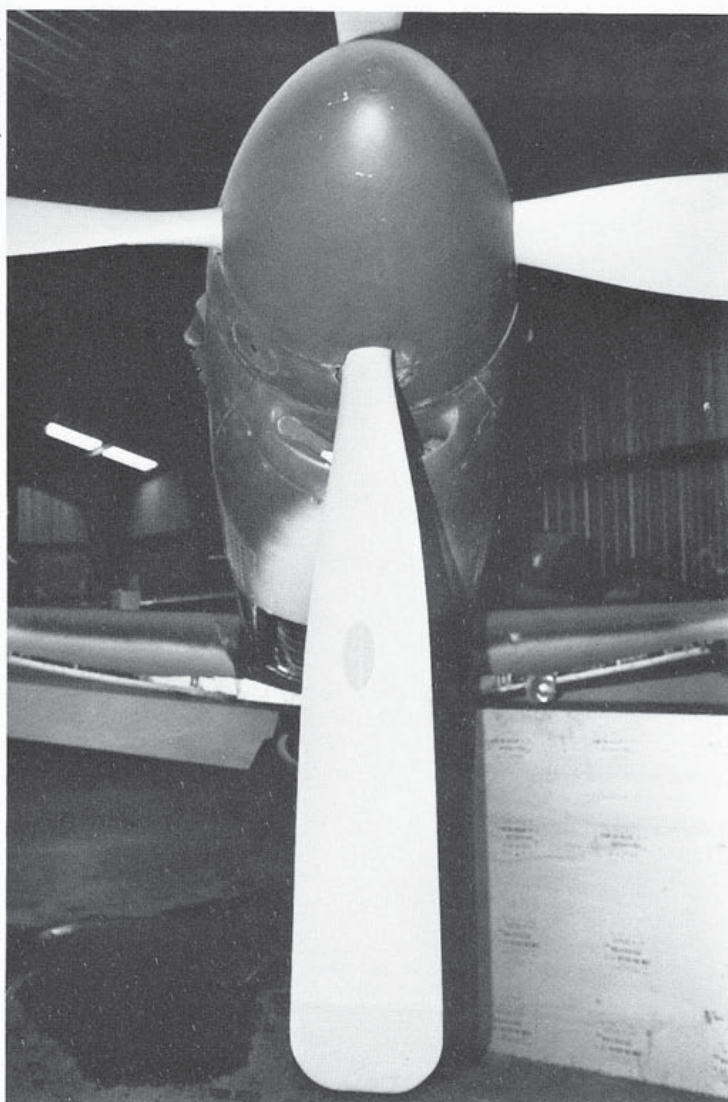
* 102-31958-50 and 117-319101 together supersedes 102-31958.

ENGINE, ENGINE ACCESSORIES AND SPINNER INSTALLATION

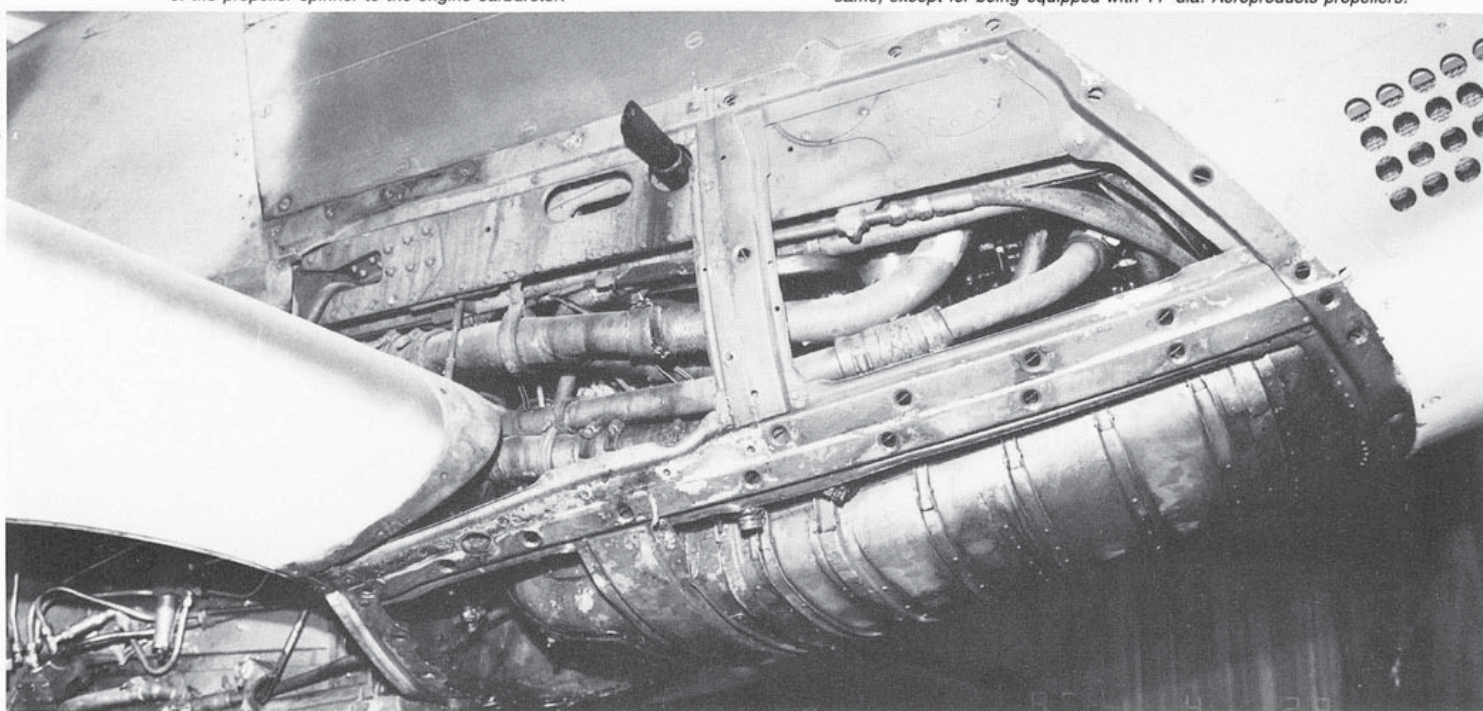
FIGURE AND INDEX NUMBER	PART NUMBER	1	2	3	4	5	6	NOMENCLATURE	USAGE CODE	UNITS PER ASSEMBLY
22-1	106-14001							Installation Power Plant	(ALL)	NP
22-2	653A324							Blade Assy—Propeller (Hamilton) (GFE)	(A-J, P, R, RC)	4
22-3	A23-146-20K							Blade Assy—Propeller (Hamilton) (GFE)	(K-N)	4
22-4	654746							Blade Assy—Propeller (Hamilton) (GFE)	(RD-T)	4
22-5	24255-45							Hub Assy—Propeller (Hamilton) (GFE)	(A-J, P-Q)	1
22-6	A5142-1							Hub Assy—Propeller (Hamilton) (GFE) (Includes governor)	(K-N)	1
22-7	104-40002							Spinner Assy—Complete	(A-J, P-Q)	1
22-8	109-40002							Spinner Assy—Complete	(K-N)	1
22-9	104-40002-4							Spinner Assy—Propeller front	(A-J, P-Q)	1
22-10	109-40002-2							Spinner Assy—Propeller front	(K-N)	1
22-11	75-40029							Plug—Spinner nose clamping	(A-J, P-Q)	1
22-12	102-40014							Bracket Assy—Spinner attaching	(A-J, P-Q)	8
22-13	104-14005							Bracket—Spinner attaching	(A-J, P-Q)	8
22-14	104-14004							Bracket—Spinner attaching	(A-J, P-Q)	8
22-15	4019C211D							Bracket Assy—Spinner attaching (Aircraftmen) (Used on spinner 109-40002-2 only)	(K-N)	8
22-16	4019C211D							Clevis—Spinner attaching (Aircraftmen) (Used on spinner 109-40002-5 only)	(K-N)	8
22-17	104-40002-5							Spinner Assy—Propeller rear	(A-J, P-Q)	1
22-18	109-40009							Spinner Assy—Propeller rear	(K-N)	1
22-19	104-40009							Cover Assy—Propeller spinner governor access hole	(ALL)	1
22-20	104-40009							Seal Assy—Spinner air Superseals 102-40008 and 102-40009	(ALL)	8
22-21	104-40009							Spacer—Spinner mounting bolt outer	(ALL)	8
22-22	104-40009							Spacer—Spinner mounting bolt inner	(ALL)	8
22-23	4019C211D							Governor Assy—(Hamilton) (GFE)	(A-J, P-Q)	1
22-24	4019C211D							Gasket—Governor (Hamilton) (GFE)	(A-J, P-Q)	1
22-25	757547							Power Plant Assy	(B-C, J-L)	1
22-26	106-40002							Power Plant Assy	(D-E, M-S)	1
22-27	106-40002							Power Plant Assy	(T)	1
22-28	106-40002							Equipment Inlet—Engine and accessories engine section	(ALL)	NP
22-29	102-42005							Equipment Inlet—Engine exhaust sys. LH	(ALL)	NP
22-30	102-42005-1							Equipment Inlet—Engine exhaust sys. RH	(ALL)	NP
22-31	102-42005-2							Shroud Assy—Engine exhaust LH (See figure 8-28)	(ALL)	1
22-32	102-42005-3							Shroud Assy—Engine exhaust RH (See figure 8-28)	(ALL)	1
22-33	104-42009-1							Stack Assy—Jet type bulged exhaust LH	(ALL)	6
22-34	104-42009-2							Stack Assy—Jet type bulged exhaust RH	(ALL)	6
22-35	102-42005							Fairing Assy—Exhaust stack LH (See figure 8-21)	(ALL)	1
22-36	102-42005-1							Fairing Assy—Exhaust stack RH (See figure 8-21)	(ALL)	1
22-37	V1650-7							Engine Assy—Puckard (GFE)	(A-S)	1
22-38	V1650-8A							Engine Assy—Puckard (GFE)	(A-S)	1
22-39	AN878-70							Line—Boost mixture drain to overboard second section (Supersedes 106-42171)	(ALL)	1
22-40	AN878-70							Flow—Oil and coolant synthetic (Supersedes 102-42170)	(ALL)	1
22-41	AN878-70							Fitting Assy—Generator blast tube lower	(ALL)	1
22-42	AN878-70							Flow—Oil and coolant synthetic	(ALL)	1
22-43	106-42171							Equipment Inlet—Electrical sys. engine section (See figure 7-3)	(E, J-K)	NP
22-44	106-42171							Equipment Inlet—Electrical sys. engine section (See figure 7-3)	(C-D, L-P, F)	NP
22-45	106-42171							Equipment Inlet—Electrical sys. engine section (See figure 7-3)	(G)	NP
22-46	106-42171							Equipment Inlet—Electrical sys. engine section (See figure 7-3)	(H, R-S)	NP
22-47	106-42171							Equipment Inlet—Instrument sys. engine section (See figure 7-3)	(T)	NP
22-48	106-42171							Equipment Inlet—Instrument sys. engine section (See figure 7-3)	(B-C, J-L)	NP
22-49	106-42171							Equipment Inlet—Instrument sys. engine section (See figure 7-3)	(D, F-G, M-P)	NP
22-50	106-42171							Equipment Inlet—Instrument sys. engine section (See figure 7-3)	(H, R-S)	NP
22-51	106-42171							Equipment Inlet—Instrument sys. engine section (See figure 7-3)	(T)	NP
22-52	102-42140							Tube Assy—Plug blank LH	(ALL)	1
22-53	102-42140-1							Tube Assy—Plug blank RH	(ALL)	1
22-54	102-42150							Fitting Assy—Generator blast tube upper	(ALL)	1
22-55	AN878-70							Flow—Oil and coolant synthetic (Supersedes 102-42140)	(ALL)	1
22-56	106-31512							Cowling Inlet—Engine removable (See figure 8-1)	(ALL)	NP
22-57	106-42111							Equipment Inlet—Carburetor air induction system (See figure 2-3)	(ALL)	NP
22-58	106-42111							Equipment Inlet—Engine compartment engine (See figure 2-3)	(A-S)	NP
22-59	106-42111							Equipment Inlet—Engine compartment engine (See figure 2-3)	(T)	NP
22-60	106-42111							Equipment Inlet—Coolant sys. engine compartment (See figure 2-3)	(ALL)	NP
22-61	106-42111							Equipment Inlet—Oil sys. engine compartment (See figure 2-3)	(ALL)	NP
22-62	106-42111							Equipment Inlet—Fuel sys. engine compartment (See figure 2-3 and 2-4)	(ALL)	NP
22-63	106-42111							Equipment Inlet—Hydraulic system section (See figure 2-3)	(ALL)	NP
22-64	102-31901-100							Mount Assy—Engine (See figure 9)	(ALL)	Ref.



The duct intermediate section is located underneath the engine and serves, with the rest of the duct, to funnel air from an intake located below and just aft of the propeller spinner to the engine carburetor.



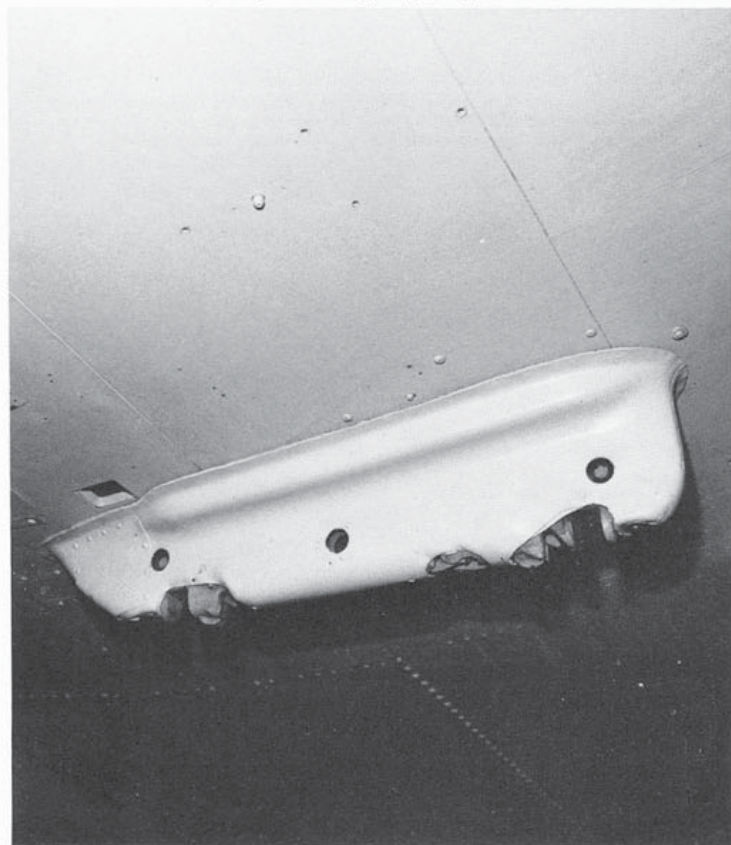
Most F-51D's, when rolled from the North American factory, were completed with 11'2" dia. Hamilton Standard propellers. F-51K's are reported to have been exactly the same, except for being equipped with 11' dia. Aeroproducts propellers.



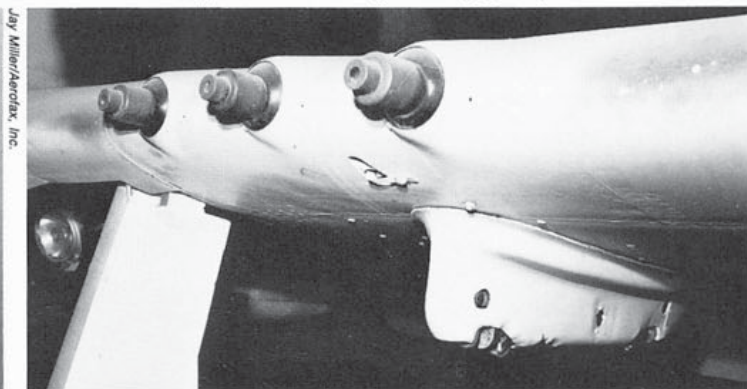
Because of the dictates of aerodynamics and an extraordinary attempt on behalf of the "Mustang's" chief design engineers "Dutch" Kindelberger and Edgar Schmued to keep its frontal area to a minimum, all plumbing and ducting was routed as judiciously as possible to their respective objectives. Even placement of the oil and glycol cooling radiators, underneath the center fuselage, was dictated by the frontal area requirement; and the carburetor was placed at the rear of the engine for similar reasons.



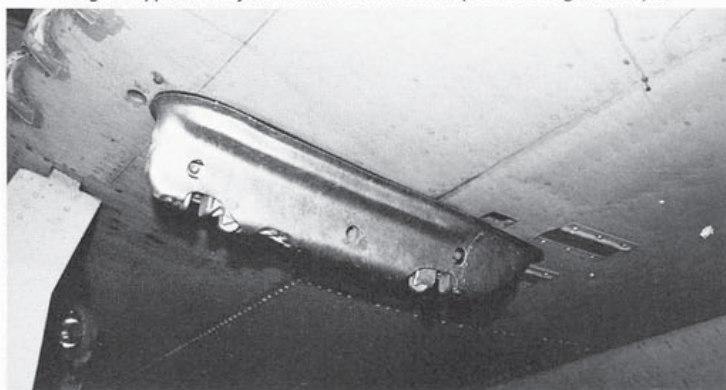
Barely visible in this view is a round, flat metal plate mounted just behind the propeller spinner. This plate was found necessary in order to prevent propeller seal oil leak accumulations on the aircraft windscreen. The wind blast forced the oil onto the plate which caused oil spray to accumulate there. In this way, the windscreen was spared, thus allowing the pilot a good forward view. This minor modification is not often applied to civil "Mustangs" seen flying today.



The inboard wing bomb racks could accommodate conventional free fall iron bombs (500 lbs. was normal) or external fuel tanks. Internal shackles could be activated from the cockpit to release either the bombs or the fuel tanks.

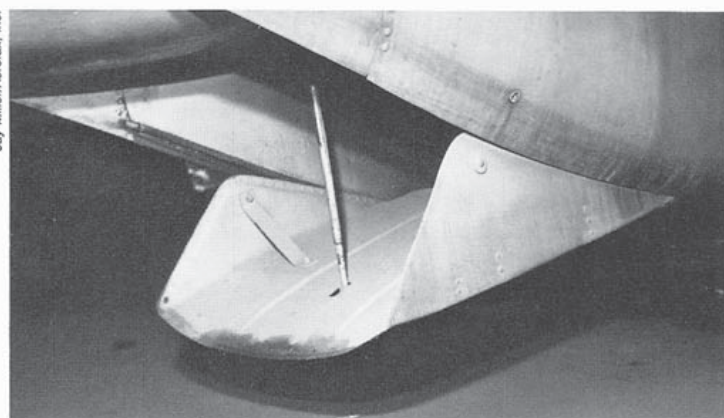


Three .50 cal. Browning M2HB machine guns were normally accommodated in the gun bay of each wing. This short recoil weapon had an over-all length of 65 inches and weighed approximately 65 lbs. installed. It was capable of firing at 550 rpm.

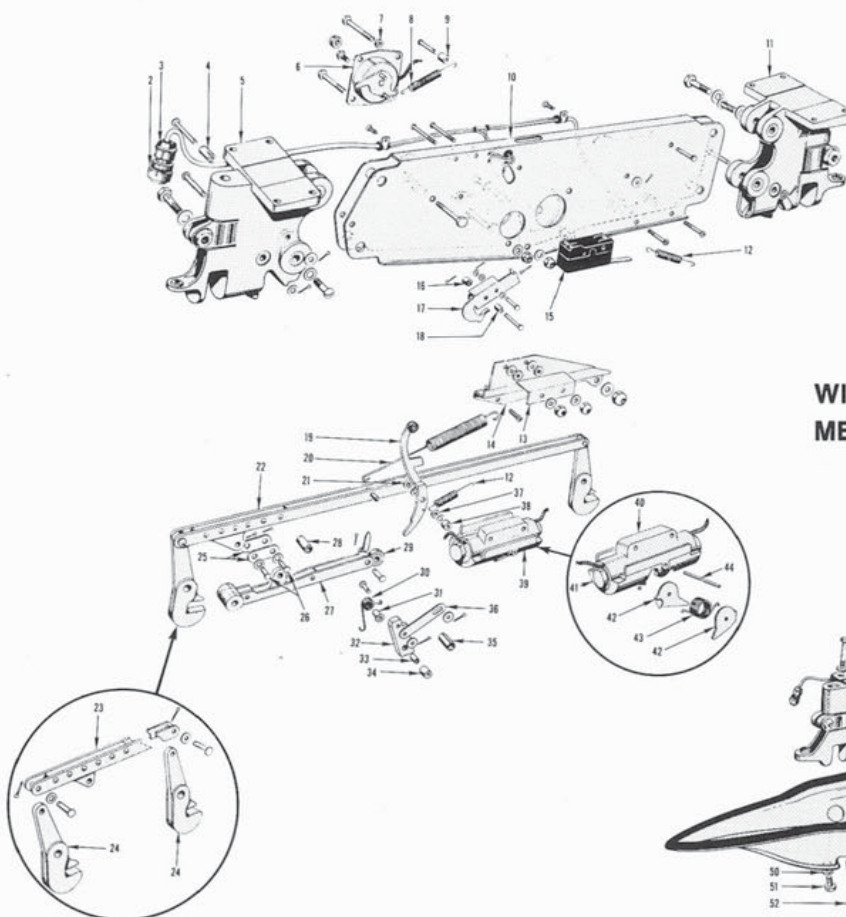


The faired bomb rack was, internally, a rather complex mechanical device consisting of an aft support bracket, a transfer switch, a salvo arm, a front support bracket, a connector plug, an adjustable sway brace, a rocker, a link assembly, and a rotary solenoid.

Ray Miller/Aerotax, Inc.



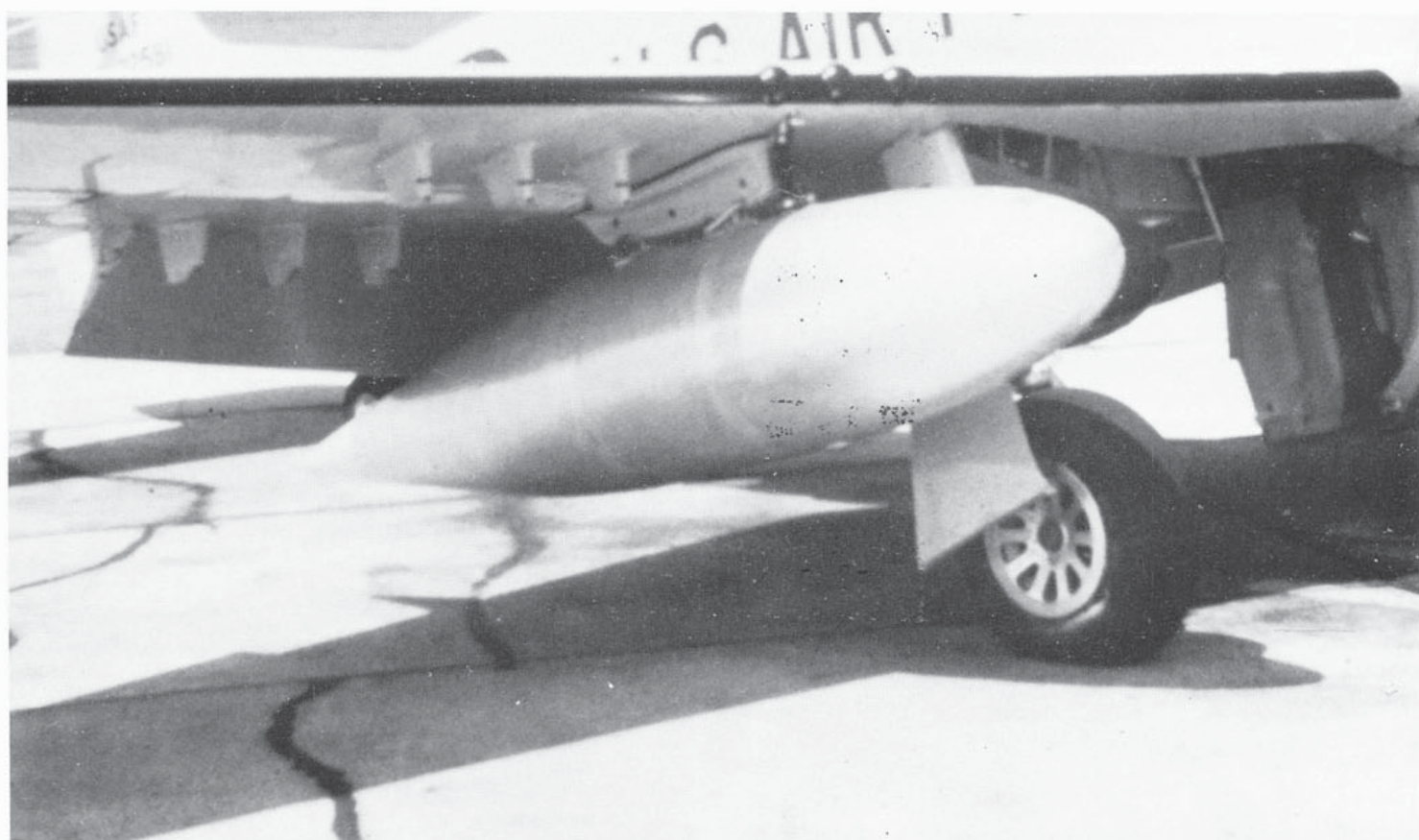
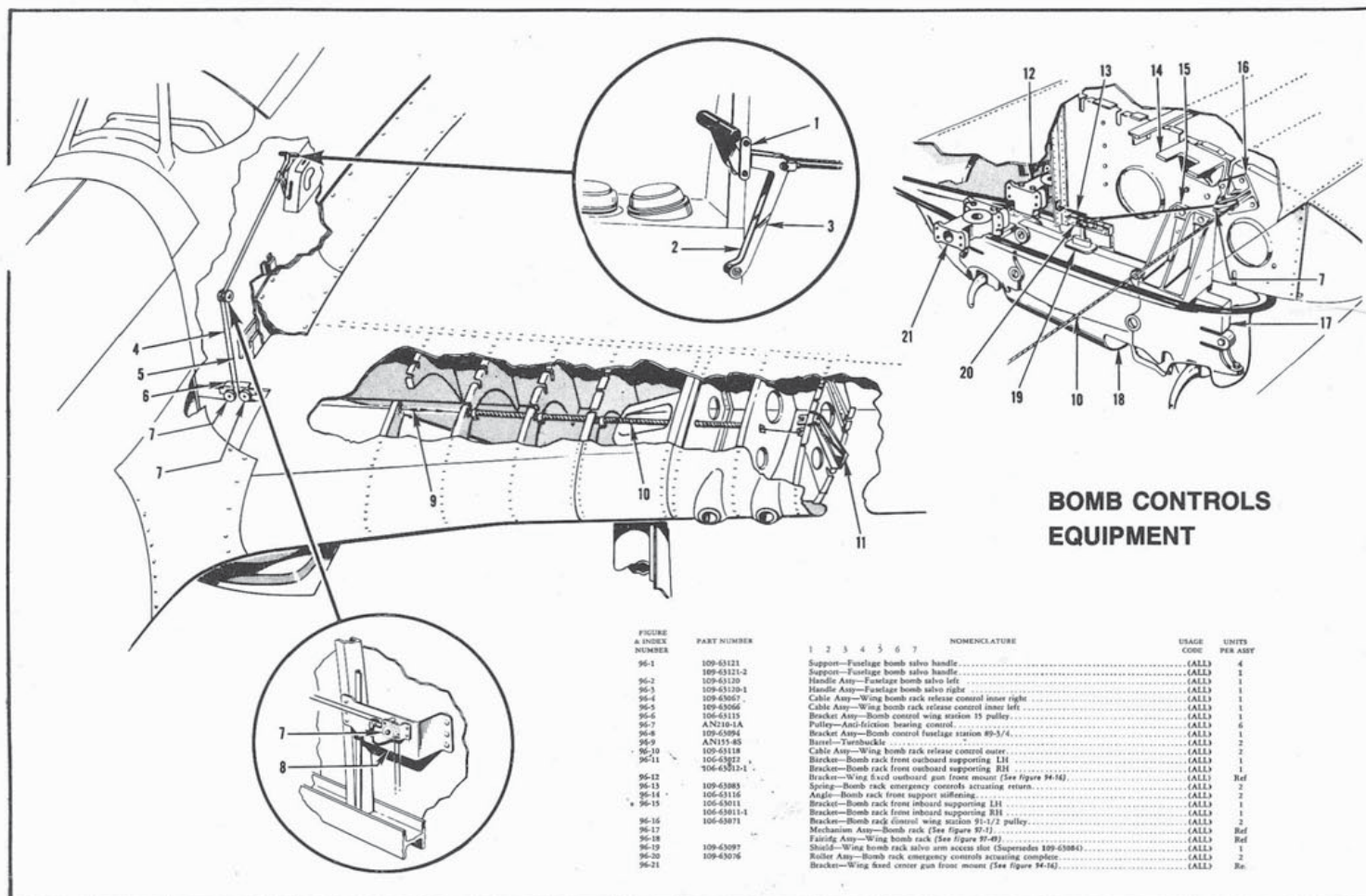
In order to regulate the cooling air flowing through the oil and glycol radiators, a cooling flap, manually actuated by the pilot from the cockpit, was built into the aft section of the fuselage to the rear of the radiator ventral intake.



WING BOMB RACK MECHANISM ASSEMBLY

A INDEX NUMBER	PART NUMBER	1	2	3	4	5	6	7	NOMENCLATURE	USAGE CODE	UNITS PER ASY							
97-1	109-63218								Mechanism Assy—Bomb rack RH (Supersedes 109-63018).....	(ALL)	1	97-29	K335			Hearing (KILLIAN)	(ALL)	1
	109-63218-1								Mechanism Assy—Bomb rack LH (Supersedes 109-63018-1).....	(ALL)	1	97-30	109-63042			Spring—Wing bomb rack rocker.....	(ALL)	1
97-2	AN106-452P								Plug—Type PA straight electrical connector.....	(ALL)	1	97-31	109-63070			Spacer—Wing bomb rack rocker spring.....	(ALL)	1
	AN106-452								Adapter—Electrical cable to cable.....	(ALL)	1	97-32	109-63083			Lock—Wing bomb rack.....	(ALL)	1
97-3	109-63138								Bushing—Wing bomb rack trip arm.....	(ALL)	1	97-33	AS15N11			Bushing (CHRYSLER)	(ALL)	1
	109-63137								Support Assy—Wing bomb rack rear LH (Supersedes 109-63017).....	(ALL)	1	97-34	109-63084			Spacer—Wing bomb rack rocker.....	(ALL)	1
97-4	109-63117-2								Support Assy—Wing bomb rack rear RH (Supersedes 109-63017-1).....	(ALL)	1	97-35	435-10-27			Spacer—Bolt.....	(ALL)	1
	2402								Solenoid (ELAND)	(ALL)	1	97-36	109-63085			Lock—Wing bomb rack.....	(ALL)	1
97-5	454-6-2								Spacer—Rivet.....	(ALL)	1	97-37	4016-3-4			Bushing—Spacer.....	(ALL)	1
97-6	109-63041								Spring—Wing bomb rack solenoid.....	(ALL)	1	97-38	0814-3-20			Bushing—Spacer.....	(ALL)	1
97-7	454-12-2								Spacer—Bolt.....	(ALL)	1	97-39	109-63200			Use Assy—Wing bomb rack fusing (Supersedes 109-63003).....	(ALL)	1
97-8	109-63116								Beam Assy—Wing bomb rack mechanism support.....	(ALL)	1	97-40	109-63101			Housing—Wing bomb rack (4081)	(ALL)	1
97-11	109-63114								Support Assy—Wing bomb rack front LH (Supersedes 109-63016).....	(ALL)	1	97-41	A2115			Solenoid (COLF)	(ALL)	2
	109-63116-1								Support Assy—Wing bomb rack front RH (Supersedes 109-63016-1).....	(ALL)	1	97-42	109-63132			Latch Assy—Wing bomb rack fusing unit.....	(ALL)	2
97-12	109-63064								Spring—Wing bomb rack.....	(ALL)	1	97-43	109-63153			Spring—Wing bomb rack fusing unit.....	(ALL)	2
97-13	109-63064-1								Guard—Wing bomb rack transfer switch terminal (LH only).....	(ALL)	2	97-44	109-63064			Pin—Wing bomb rack fusing unit.....	(ALL)	1
97-14	109-63025								Cover—Wing bomb rack switch (LH only).....	(ALL)	1	97-45	AN25-31A			Bolt—Alenox, 5/16-24 (Magnetic impeded).....	(ALL)	4
97-15	XD-54								Switch—(LACRO) (LH only) (MICRO SWITCH B2BLTC may be substituted).....	(ALL)	1	97-46	AN25-31A			Bolt—Alenox, 5/16-24 (Magnetic impeded).....	(ALL)	4
97-16	109-63064								Spacer—Rivet (LH only).....	(ALL)	1	97-47	AN25-31A			Bolt—Alenox, 5/16-24 (Magnetic impeded).....	(ALL)	4
97-17	109-63028								Arm Assy—Wing bomb rack trigger (LH only).....	(ALL)	1	97-48	AN25-31A			Bolt—Alenox, 5/16-24 (Magnetic impeded).....	(ALL)	2
97-18	454-11-2								Spacer—Rivet (LH only).....	(ALL)	1	97-49	109-63215			Fusing Assy—Wing bomb rack LH (Supersedes 109-63015).....	(ALL)	1
97-19	109-63096								Arm Assy—Wing bomb rack salvo LH.....	(ALL)	1	97-50	109-63215-1			Fusing Assy—Wing bomb rack RH (Supersedes 109-63015-1).....	(ALL)	1
97-20	109-63064								Arm Assy—Wing bomb rack salvo RH.....	(ALL)	1	97-51	109-63051			Gasket—Wing bomb rack front support.....	(ALL)	1
97-21	109-63172								Spring—Wing bomb rack actuating.....	(ALL)	1	97-52	109-63052			Gasket—Wing bomb rack rear support.....	(ALL)	1
	4016-3-3								Bushing—Spacer.....	(ALL)	1	97-53	2W-13-32-64			Washer—Plain.....	(ALL)	4
97-22	109-63219								Hook Assy—Wing bomb rack complete.....	(ALL)	1	97-54	580-10			Bolt—Adjustment, 1/4-28.....	(ALL)	1
97-23	109-63219-1								Rivet Subassembly—Wing bomb rack.....	(ALL)	1	97-55	127-03-013			Pin—Wing bomb rack trigger brace (supersedes 109-63151).....	(ALL)	1
97-24	109-63139								Lock—Wing bomb rack.....	(ALL)	2	97-56	117-63219			Rig Assy—Swalence storage.....	(ALL)	1
97-25	109-63209								Latch—Wing bomb rack trip arm.....	(ALL)	1	97-57	122-03090			Swalence Assy—Wing bomb rack (Supersedes 109-63090, 109-63092, and 109-63101).....	(ALL)	4
97-26	109-63099								Pin—Wing bomb rack trip arm.....	(ALL)	2							
97-27	109-63217								Arm Assy—Wing bomb rack trip.....	(ALL)	1							
97-28	109-63212								Guide—Wing bomb rack hook lock.....	(ALL)	1							
*109-63039 may be substituted for and is interchangeable with 109-63139.																		

*100-5032 may be substituted for and is interchangeable with 100-6119



A large variety of external drop tanks were hung from the F-51D throughout the course of its operational and civilian careers, these varying in both quantity of fuel carried, and construction materials. In this view, a Cavalier-modified F-51D, 67-22581, is seen equipped with what appear to be oversized 100 gallon tanks. Additionally, this aircraft, which would eventually become Bolivian Air Force FAB 523, is equipped with missile pylons (sans rails), and the stock complement of .50 cal. machine guns.

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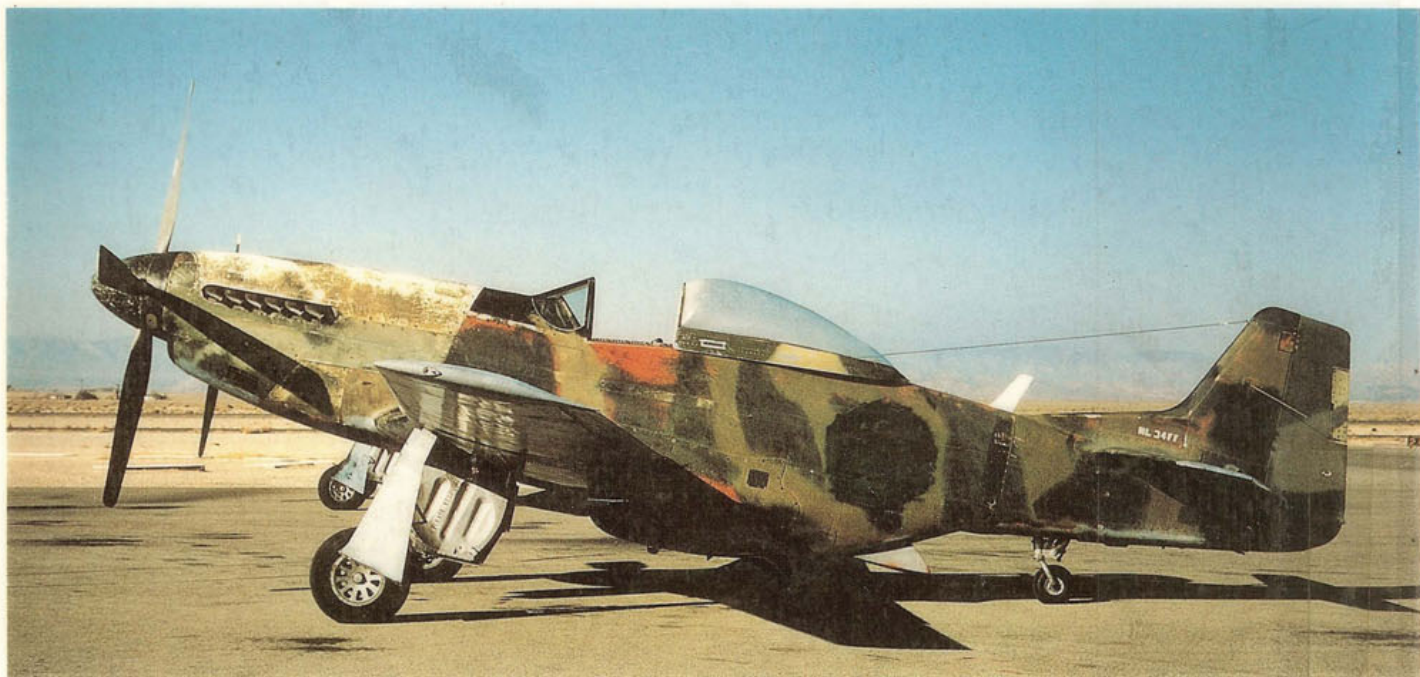
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AEROFAX looks forward to hearing from you.

Thanks for your interest,

Jay Miller and
the **AEROFAX, INC.** Staff



Seen on November 17, 1974, and at the time, civil-registered N-34FF, this F-51D is thought to be ex-Salvadoran Air Force. Obviously, very weathered, very little of this aircraft's pre-civil-registration identity remains. The orange paint, visible under the camouflage, appears to be from an earlier civil scheme that was overpainted once the aircraft was delivered to its Latin American destination. Undersurface details appear to be gray or off-white.