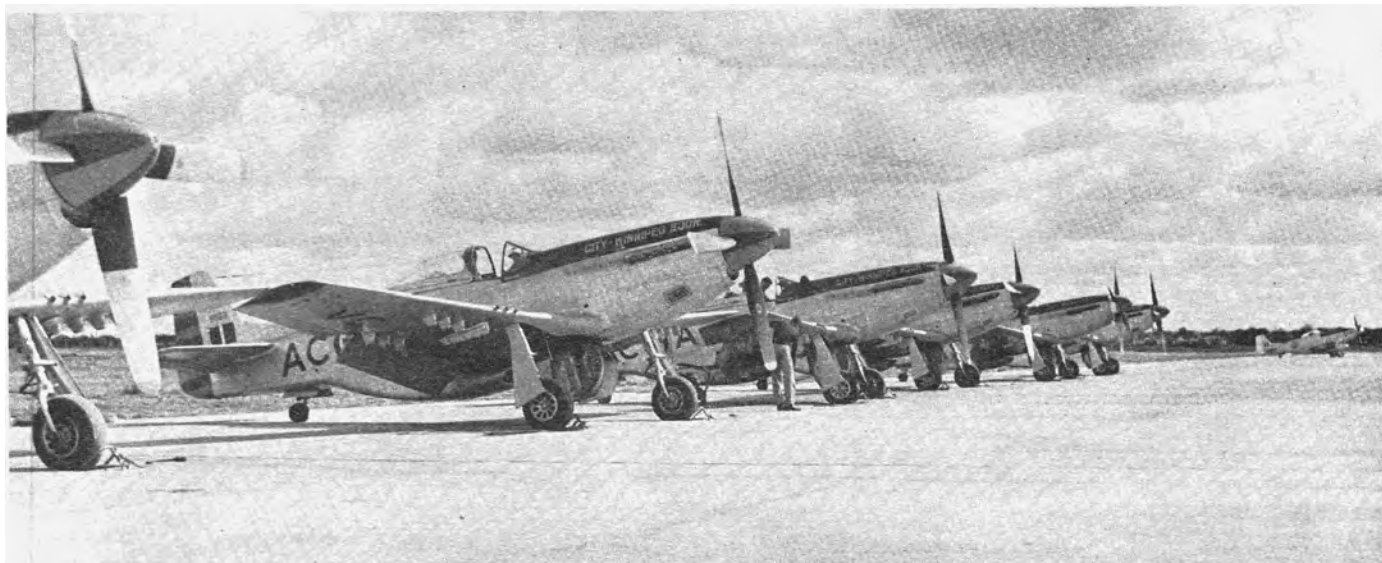




THE RCAF MUSTANGS 1947-1956

By K. A. McLEAN

INTRODUCTION

In this article an attempt has been made by the author to present material collected to date on the Mustang fighter as it was used in the Royal Canadian Air Force Auxiliary (Reserve Air Force) Fighter Squadrons in the years immediately following World War Two. It is not intended to be a complete history of the operational activities of the Auxiliary units, but rather to present previously unpublished photographs and marking information as it has been determined to date; the surface has only just been scratched.

The author is Editorial Consultant on his Specialty, the North American P-51 Mustang for A.A.H.S. All photographs shown here from author's collection or by author except as noted.

The RCAF Auxiliary began operating P-51D Mustangs in 1947, arrangements having been made with the United States Government to purchase one hundred and thirty in all. The first 32 Mustangs arrived in Canada in June of that year; Two more were taken on strength in July 1947, a further five in October 1950, twenty-five in November and twenty-five again in December of that same year. The remaining forty-three were added over the early months of 1951.

Serial numbers were allocated in two blocks, 9221 to 9300 inclusive and 9551 to 9600 inclusive. The airplanes in each block were fitted with Packard-built Rolls-Royce "Merlin" V-1650-3 and V-1650-7 engines, respectively.

The standard colorscheme and marking program laid down for the Mustang by RCAF General Headquarters called for an all-natural aluminum finish with red outer wing surfaces, upper and lower, red stabilizers, also upper and lower surfaces, and a black anti-glare panel ahead of the cockpit.¹ In actual practice the red recognition markings, to facilitate spotting if downed in a snow-covered area, do not appear to have been applied to more than a few. The last three digits of the airplane serial number were to be repeated on both fuselage sides, aft of the national insignia on the starboard side. This again was not followed stringently, some airplanes having code or call letters and serial digits (e.g. AC-258) and others having an individual letter assigned by the operating unit (e.g. AC-T). The individual letter was a carryover from wartime practice and was largely dropped later in favor of the "call letter-serial digits" arrangement. All RCAF Mustangs retained their natural aluminum finish.

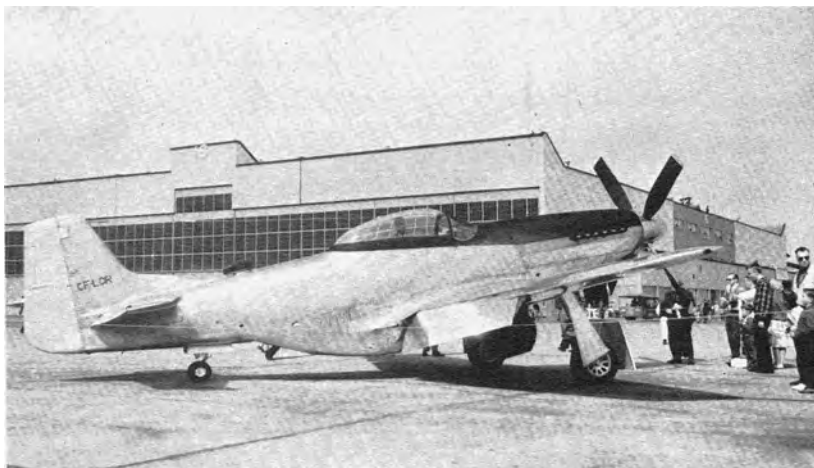
Individual unit markings gradually appeared on many

Mustangs during the 1950's. As far as is known, however, no personal names were ever carried (as was so widespread on combat aircraft during WWII).

The RCAF applied the designation "Tactical Fighter Mark IV" to the Mustang, the "Mark IV" undoubtedly being used by virtue of the Royal Air Force's similar designation of its P-51Ds during World War Two. Some comment about the technical characteristics of the Mustang 4 should be made, although the type remained basically unchanged from the form in which it arrived from the United States.

It is interesting to note that to date, no photographs have come to light of an RCAF Mustang fitted with external fuel tanks. One usual RCAF modification was the fitting of a streamlined fairing over the loop antenna for the radio compass on the rear fuselage, just ahead of the fin fillet. For the VHF radio, the usual canopy-to-fin antenna was fitted. Propeller "cuffs" were installed on some.

Above, No. 402 City of Winnipeg Squadron's flight line, circa 1952. Sunday was always a noisy day around Winnipeg. Below, CF-LOR, ex-9223 in September 1962. One of few civil Canadian Mustangs.



RCAF UNITS USING MUSTANG, 1947-1956²

UNIT	NAME	CODE	BASE
	Central Flying School	DD	Uplands, Ottawa
	Air Armament School	BZ	Trenton, Ont.
	No. 1 Flying Training School	GM	Centralia, Ont.
	Central Experiment & Proving Establishment	FB	Arnprior, Ont.
	CJATC, Rivers	OU, AT	Rivers, Man.
402	City of Winnipeg	AC	Stevenson Fd., Winnipeg
403	Calgary	PR, AD*	Calgary, Alb.
417	Central Air Command Composite Flight	CB	Trenton, Ont.
420	City of London	AW, QJ**	Crumlin Arpt. London, Ont.
424	City of Hamilton	BA, PV	Mt. Hope Arpt. Hamilton, Ont.
442	City of Vancouver	?	Sea Is. Airport, B.C.
443	Sea Island	PF	Sea Is. Airport, B.C.

* AD replaced PR in 1954.

** QJ replaced AW in mid-1950's

Other call letters have been seen on Mustangs of RCAF, including PX and CM, but it is not known to which units the airplanes belonged. Also, No. 416 was assigned, but call letters and base are unknown, believed to be Saskatoon.

In 1955 the RCAF began reorganizing the Auxiliary, and Mustangs were phased out of service by the end of 1956. The most of the airplanes then in serviceable condition were sold to private buyers in the United States. Thirty-nine aircraft had been lost in accidents, and many of the balance were to be cannibalized to refit the best airframes for sale in the years following their official retirement. Many sat on deserted airfields, some as late as 1961, before being picked up by their new owners.

A newspaper clipping in mid-1961 alerted the curious to the fact there were fifteen Mustangs sitting on the unused Carberry, Manitoba, airstation.³ (Carberry was a BCATP Station during WWII but closed shortly after the War ended). They were reportedly sold by the Canadian Government for less than \$500 each, then resold to an American firm which "expected to get from \$6,000 to \$50,000 per aircraft." The author visited the site on 18 June 1961, and noted the airplanes, along with some notes on condition and markings. Most of them had major flight instruments removed.

It had been earlier reported that sale of the airplanes was to be halted pending the outcome of a dispute within the Canadian Government because it was felt that "Canada, perhaps unwittingly, was supplying arms to foment or prolong civil strife in the Central American countries, notably Haiti and the Dominican Republic."⁴ It was confirmed however that eighteen "demilitarized" Mustang fighters, and nine airframes, together with eight engines, were sold by the Crown Assets Disposal Corporation during 1958 to a buyer in the United States.

The sales, of course, continued in the end. Fourteen more aircraft were spotted parked beside the main highway at Conastota, New York, on 1 July 1959: numbers 9225, 9228, 9253, 9261, 9263, 9285, 9289, 9292, 9294, 9553, 9565, 9569, 9583, 9591. Most markings had been scraped off.

With the retirement of the Mustang from the Auxiliary Squadrons, the RCAF re-equipped most of the units with Canadair Sabres, C-45 Expeditors, and in some cases, T-33 jet trainers. The re-assessment of the Auxiliary's role was due largely to two things: (a) economy, and (b) a gradual

changing in official attitude that the Auxiliary should perform a transport role rather than an offensive/defensive fighter activity.

A great many of the Mustangs returned to the land of their birth to live out their final years out of uniform, and they can still be seen kicking up their heels at many local airfields.

In the following tables it should be noted that the dates are in the English order, i.e., day, month and year, rather than month, day, year. Also, the same numbered airplane shows up in various tables, its having been reassigned several times.

SQUADRON NOTES

No. 402 CITY OF WINNIPEG



MUSTANGS OF No. 402 CITY OF WINNIPEG

RCAF NO. T.O.S.*		DISPOSAL
9221 15/11/50	44-74435	re assigned 417 Sq.
9222 15/1150	44-74444	crashed 30/5/53
9223 1 5/11 /50	44.74446	became CF-LOR
9235 6/12/50	44-74409	became N6319T in US
9239 6/12/50	44.74499	sold 11 /60 to US buyer
9246 6/1 2/50	44-73979	grounded 5/51 by accident
9258 10/1/51	44-74865	became N8677E
9265 10/1/51	44-74829	became N8675E
9273 11/1/51	44-74908	became N1070Z
9278 23/1 /51	44-73848	sold .11 /60 to US buyer
9282 23/1 /51	44-73990	sold 5/59 to US buyer
9284 23/1 /51	44-73691	crashed 19/6/54
9288 8/2/51	44-73028	sold 5/59 to US buyer
9290 8/2/51	44-73435	sold 11/60 to US buyer
9292 8/2/51	44-73448	became N6521 D
9293 16/3/51	44-73460	crashed 26/5/54
9295 4/4/51	44-73362	crashed 1/11/51
9297 16/3/51	44-74739	became N8672E
9299 16/3/51	44-74544	crashed 1 5/3/54
9558 7/6/47	44-63868	crashed 10/7/52
9563 7/6/47	44-72826	Became N6344T; was AC-U
9564 7/6/47	44-72902	Was AC-F, became N335
9565 7/6/47	44-72924	ex TEX ANG; sold 6/58 to US
9569 7/6/47	44-73216	Was AC-S sold 6/58 to US buyer
9570 7/6/47	44-73234	sold 9/60 to US buyer
9571 7/6/47	44-73254	became N6328T; was AC-0
9588 8/11 /50	44-74430	became N8673E
9598 8/11 /50	44-74429	sold 10/60 to US buyer
9600 8/11 /50	4474459	became N9151 R

T.O.S. = Taken Off Strength

Distinctive markings were carried by this unit during all the years it operated Mustangs. Twelve horizontal stripes, six yellow and six blue, were carried on the rudders, and five similar stripes were carried on the spinners, two yellow and three blue. The inscription "City of Winnipeg Sqdn." appeared in the same yellow tone on both sides of the upper cowling on the black anti-glare panel, at first in block capital letters, later in script lettering.

It appears the unit altered their marking method in the 1954-55 period, at which time the script characters were applied to the cowling and the individual aircraft lettering system discontinued. When the unit's aircraft were disposed of after 1956, nearly all had the last three digits of the serial number on the fuselage, together with "AC" and the new spinner striping vertical rather than horizontal. Wing-tips were painted blue during the entire period. Call letters and serial numbers were black. Some aircraft repeated the call letters and individual aircraft letter on the upper wing surfaces (e.g. AC-T), the AC on the port, and the T on the starboard wing.

Those Mustangs regularly flown by reserve pilots who considered a specific airplane theirs personally generally bore the pilot's name on the canopy frame in black lettering. AC-U was flown by F/O "Timberwolf" Patterson and was so marked, as was AC-F, the airplane of F/O D. "Tubby" Campbell



9564, then AC-F, at Carberry in August 1960. Later N335, owned by late Ed Weiner. (See *NEWSLETTER*, AAHS, October 1969)

N6522D at Baltimore, Oct. 1960 and N6526D at Phoenix, Dec. 1962, were 9289 and 9591 of No. 403 Sqdn respectively.

No. 403 CALGARY SQUADRON

All 403 Squadron's Mustangs bore white rudders, wing-tips, elevators, and spinners apart from their natural aluminum finish. On both sides of the fuselage just aft of the firewall position a "demon" emblem was placed. This consisted of a red circle enclosing the head, which was also in red, the color being a "fire-engine" tone. At least one, No. 9281, carried the WW II-style "roundel" national insignia until it was retired from service.

MUSTANGS OF No. 403 CITY OF CALGARY

RCAF T.O.S. NO.	AAF NO.	DISPOSAL
9221 15/11/50	44-74435	sold 4/58 to US buyer
9225 15/11/50	44-74452	sold 4/58 to US buyer
9233 6/12/50	44-74505	sold 12/56 to US buyer
9235 6/12/50	44-74409	re assigned 402 Sqdn.
9238 6/12/50	44-74481	damaged 9/54; sent US crated
9244 6/12/50	44-73857	sold 11 /60 to US buyer
9256 10/1/51	44-74868	crashed 11 /54
9263 10/1/51	44-74781	sold 4/58 to US buyer
9267 10/1/51	44-74848	crashed 11 /53
9274 11 /1 /51	44-74008	sold 5/59 to US buyer
9279 23/1/51	44-73877	became N6320T
9280 23/1 /51	44-73954	crashed 8/53
9281 23/1/51	44-73973	sold 4/58 to US buyer
9285 8/2/51	44-73163	became N6300T
9289 8/2/51	44-73415	became N6526D
9291 8/2/51	44-73437	crashed 5/52
9562 7/6/47	44-72382	ex 4th FG, 8th AAF QP-H
9573 7/6/47	44-73322	crashed 7/51
9575 7/6/47	44-73463	sold 9/60 to US buyer
9590 8/11 /50	44-74451	sold 11 /60 to US buyer
9591 8/11/50	44-74425	became N6522D
9592 8/11 /50	44-74427	became N9148R
9593 8/11/50	44-74441	became N9149R
9594 8/11 /50	44-74445	became N4132A

No. 416 SQUADRON

Nothing is known about this unit, or where it was based. It is recorded here for the sake of including those aircraft which are known to have been attached to it.

RCAF T.O.S. NO.	AAF NO.	DISPOSAL
9241 6/12/50	44-73978	re assigned 420 Sqn.
9242 6/1 2/50	44-73885	crashed 5/51
9243 6/12/50	44-74012	sold 8/59 US buyer



N6314T, ex-9251 at Dunlap, Ind., 1961 (Photo - Paul D. Stevens)

9244 6/12/50	44-73857 re assigned 417 Sqn.
9245 6/12/50	44-73871 re assigned 417 Sqn.
9246 6/12/50	44-73979 re assigned 402 Sqn.
9247 6/12/50	44-73849 re assigned 420 Sqn.
9248 6/12/50	44-74480 re assigned 420 Sqn.
9249 6/12/50	44-73864 became N6316T
9250 6/12/50	44-73027 became N9146R
9251 6/12/50	44-74843 became N6314T

No. 417 SQUADRON

This unit was activated on July 1, 1947, and initially equipped with four Mustangs. The Federal Cabinet had authorized thirty aircraft for the squadron, and the first Commanding Officer was S/L Mitchener, DFC.⁵

RCAF NO.	T.O.S.	AAF NO.	DISPOSAL
9221	15/11 /50	4474435	re assigned 403 Sqn.
9228	15/11 /50	44-74483	became N6523D
9231	6/12/50	4474506	became N335J
9232	6/12/50	4474502	became N6321T
9234	6/12/50	44-74517	Was with No. 1 Flying School as GM-X, crashed 5/54
9235	6/12/50	4474409	re assigned 403 Sqn.
9236	6/12/50	44-74468	crashed 8/55
9237	6/12/50	4474494	became N6313T
9238	6/12/50	4474481	re assigned 403 Sqn.
9239	6/12/50	4474499	re assigned 402 Sqn.
9244	6/12/50	44 73857	re assigned 403 Sqn.
9245	6/12/50	4473871	crashed 5/56
9284	23/1 /51	4473691	re assigned 402 Sqn.
9294	16/3/51	4473458	re assigned Chatham, Ont.
9555	7/6/47	4463606	crashed 7/52
9560	7/6/47	4463893	re assigned CJATC Rivers
9565	7/6/47	4472924	sold 6/58 US buyer
9569	7/6/47	44-73216	sold 6/58 US buyer
9578	7/6/47	4474376	grounded by accdt. 2/53
9580	7/6/47	4474389	became N6346T
9595	8/11 /50	4474423	became N182XF

N335J, bronze, black & white, Long Beach, 1966. (Photo-Matthews)



WINTER - 1969



N9146R, ex-9250 at Long Beach, 1965, (Photo - Birch Matthews)

No. 420 CITY OF LONDON SQUADRON

This unit carried no particularly distinctive markings, apart from a red spinner, the color being applied to the forward two-thirds only. Individual aircraft letters were assigned within the squadron, e.g. AW-L (9229) and AW-X (9256).

RCAF NO.	T.O.S.	AAF NO.	DISPOSAL
9223	15/11/50	44-74446	re assigned 402 Sqn.
9224	15/11 /50	4474362	AW-N; crashed 10/52
9225	15/11 /50	4474452	re assigned Chatham
9226	15/11/50	4474458	re assigned Sea Island
9227	15/11/50	4474466	became N10607
9228	15/11 /50	4474483	re assigned Trenton
9229	15/11 /50	4474486	AW-L; crashed 3/56
9230	15/11 /50	4474497	sold 11 /60 US buyer
9233	6/12/50	44-74505	sold 12/56 US buyer
9241	6/12/50	4473978	became N89E
9246	6/12/50	4473979	grounded by accdt. 5/51
9247	6/12/50	4473849	sold 12/57 US buyer
9248	6/12/50	4474480	crashed 2/54
9256	10/1/51	4474868	AW-X; to 403 Sqn.
9260	10/1 /51	4474836	became N69X
9266	10/1 /51	44-74851	crashed 9/54
9286	8/2/51	44-73411	became N550D



Clay Lacy's N182XF at Ontario, Calif., 1965. (Photo — D.W. Carter)





Exec-Air's N89E, ex-9241.

(Right) - N988C, ex-9275, in white with yellow trim, at Reading, Pa., 1962. (Photo-Roger Besecker).

9287	18/1 /51	44-73422	became N103T
9291	8/2/51	4473437	crashed 5/52
9580	7/6/47	4474389	reassigned Trenton
9581	12/10/50	44-74162	crashed 3/51
9582	12/10/50	44-74314	crashed 11 /53
9599	8/11 /50	44-74454	crashed 4/56

No. 424 CITY OF HAMILTON SQUADRON

Hamilton, Ontario, is famed for its professional football team, the "Tigercats." It was only natural that the Auxiliary Air Force Squadron operating there chose that name and designed an appropriate emblem which flew on the fuselages of the unit's Mustangs.

Call letters were BA when the Squadron was activated in 1947, but were subsequently changed to PV with the new letters being applied directly over the old. The unit was officially disbanded as a fighter squadron in 1956, at which time it had eight Mustangs on its inventory.⁶ During its nine year operational period as a fighter squadron, 424 flew sixteen different aircraft.

RCAF NO.	T.O.S.	AAF NO.	DISPOSAL
9252	6/12/50	4474543	sold 12/59 US buyer
9253	6/12/50	4474582	reassigned CEPE
9254	6/12/50	4474325	sold 9/57 US buyer
9255	6/12/50	4474602	BA-U; became N6318T
9259	10/1 /51	4474878	sold 9/59 US buyer
9264	10/1/51	4474860	sold 9/57 US buyer
9277	11 /1 /51	4474472	sold 9/57 US buyer
9557	7/6/47	4473843	ex L2-F, 479th FG
9577	7/6/47	44-74311	sold 12/57 US buyer
9583	12/10/50	4474327	became N6309T
9584	1 3/10/50	44-74341	crashed 11/52
9585	12/10/50	44-74360	sold 9/57 US buyer
9587	8/11 /50	44-74421	reassigned CJATC Rivers
9588	8/11 /50	44-74430	reassigned 402 Sqn.
9589	8/11 /50	4474438	crashed 7/52
9590	8/11 /50	4474451	reassigned 403 Sqn.

PV-264 of Hamilton Sq., with Tiger insignia. (Photo - Gary Kuhn).



No. 442 CITY OF VANCOUVER

Based on the west coast of Canada, this unit's aircraft did not carry any distinctive markings as far as can be determined. Only nine Mustangs are known to have served with the unit:

RCAF NO.	T.O.S.	AAF NO.	DISPOSAL
9266	10/1 /51	4474851	reassigned 420 Sqn.
9268	10/1/51	44-74831	became N9152R
9269	10/1 /51	4474832	became N6310T
9274	11/1 /51	4474008	reassigned 403 Sqn.
9275	11/1 /51	4474009	reassigned 443 Sqn.
9276	11/1 /51	4474404	became N4132A
9277	11/1/51	4474472	reassigned 424 Sqn.
9554	7/6/47	4463507	became N6345T
9572	7/6/47	44-73312	destroyed 2/53

No. 443 SEA ISLAND SQUADRON

This Auxiliary unit shared Sea Island Airport with 442 Squadron. Only six Mustangs have been identified as having served with the unit:

RCAF NO.	T.O.S.	AAF NO.	DISPOSAL
9226	15/11/50	44-74458	became N9145R
9275	11/1/51	4474009	became N988C
9293	16/3/51	4473460	crashed 5/54
9298	16/3/51	4473347	to Cndn War Museum
9596	8/11 /50	4474426	crashed 7/52
9597	8/11 /50	4474453	became N1335

It was from Sea Island Airport that the last Mustang to be flown by the RCAF was officially retired, and flown, along with a retiring deHavilland "Vampire," to Lethbridge, Alberta, for storage.⁷

44-47380 at air show, 1947. Later 9579 of CJATC, Rivers, Manitoba.



CJATC RIVERS

During the 1950's, Rivers, Manitoba was the home of the Canadian Joint Air Training Center (CJATC) and functioned as a training center for Army "birddog" pilots and paratroops, in addition to its normal air operations. The Tactical Fighter Flight based there operated Mustangs.

The lettering "Tactical Fighter Flight — CJATC Rivers" was inscribed on both sides of the fuselage, immediately below the exhaust ports, on Mustangs operating from this base. Call were OU on some aircraft (e.g. OU-287), and AT on others (e.g. AT-F). Three-quarters of the spinner of each aircraft was painted a dark red, the shade being close to the USAAF "Bright Red" official color tone; the front one-quarter was left unpainted.

RCAF NO.	T.O.S.	AAF NO.	DISPOSAL
928 6	8/12/51	44-73411	re assigned 420 Sqn.
9287	18/1/51	44-73422	re assigned 420 Sqn.
9552	10/7/47	44-63872	Had been DD-P of CFS, Uplands became N6518D
9555	7/6/47	44-63606	re assigned 417 Sqn
9556	7/6/47	44-63827	crashed 10/49
9560	7/6/47	44-63893	sold 9/60 US buyer
9561	7/6/47	44-64005	ex E9-Z of 361st FG
9566	7/6/47	44-73097	crashed 11/53
9567	7/6/47	44-73140	became N6337T
9573	7/6/47	44-73322	crashed 7/51
9574	7/6/47	44-73457	crashed 6/48
9576	7/6/47	44-73553	crashed 2/52
9577	7/6/47	44-74311	re assigned 424 Sqn.
9578	7/6/47	44-74376	re assigned 417 Sqn.
9579	7/6/47	44-74380	crashed 1/53
9580	7/6/47	44-74389	re assigned 420 Sqn.
9581	12/10/50	44-74162	re assigned 420 Sqn.
9582	12/10/50	44-74314	re assigned 420 Sqn.
9583	12/10/50	44-74327	re assigned 424 Sqn.



9584 13/10/50 44-74341	re assigned 424 Sqn.
9585 12/10/50 44-74360	re assigned Sea Island
9587 8/11/50 44-74421	crashed 4/53

OTHER AIRCRAFT IN SERVICE

The official RCAF record lists other aircraft which were on strength during the 1947-1956 period and which are unique in that they were never apparently attached to any regular Auxiliary unit. These were posted to various stations throughout the country.⁸

RCAF NO.	T.O.S.	AAF NO.	POSTING & DISPOSAL.
9240	6/12/50	44-74504	Uplands (Ottawa); crashed 5/51
9257	10/1 /51	44-74859	Uplands; crashed 11/51
9261	10/1 /51	44-73813	Chatham, Ont.; sold 7/59 US buyer
9262	10/1 /51	44-75006	Uplands, crashed 1 /52
9270	11/1 /51	44-74774	became N6341T; ADC
9271	11/1 /51	44-73843	Uplands; became N10601
9272	11/1/51	44-74854	ADC; became N9147R
9283	23/1 /51	44-72990	ADC; became N6322T
9296	4/4/51	44-73474	TC; crashed 2/52
9300	16/3/51	44-73436	TC; sold 11/60 US buyer
9551	10/7/47	44-73130	Rockcliffe Air Station, Ont.; NRC; crashed 8/51
9553	7/6/47	44-63481	CEPE; sold 12/57 US buyer
9559	7/6/47	44-63875	TC; crashed 4/50
9568	7/6/47	44-73149	Suffield, Alberta; became N6340T
9586	2/11 /50	44-74417	Chatham; became N6327T

(The abbreviations used above are: ADC = Air Defence Command; TC = Training Command; NRC = National Research Council; CEPE = Central Experimental Proving Establishment)



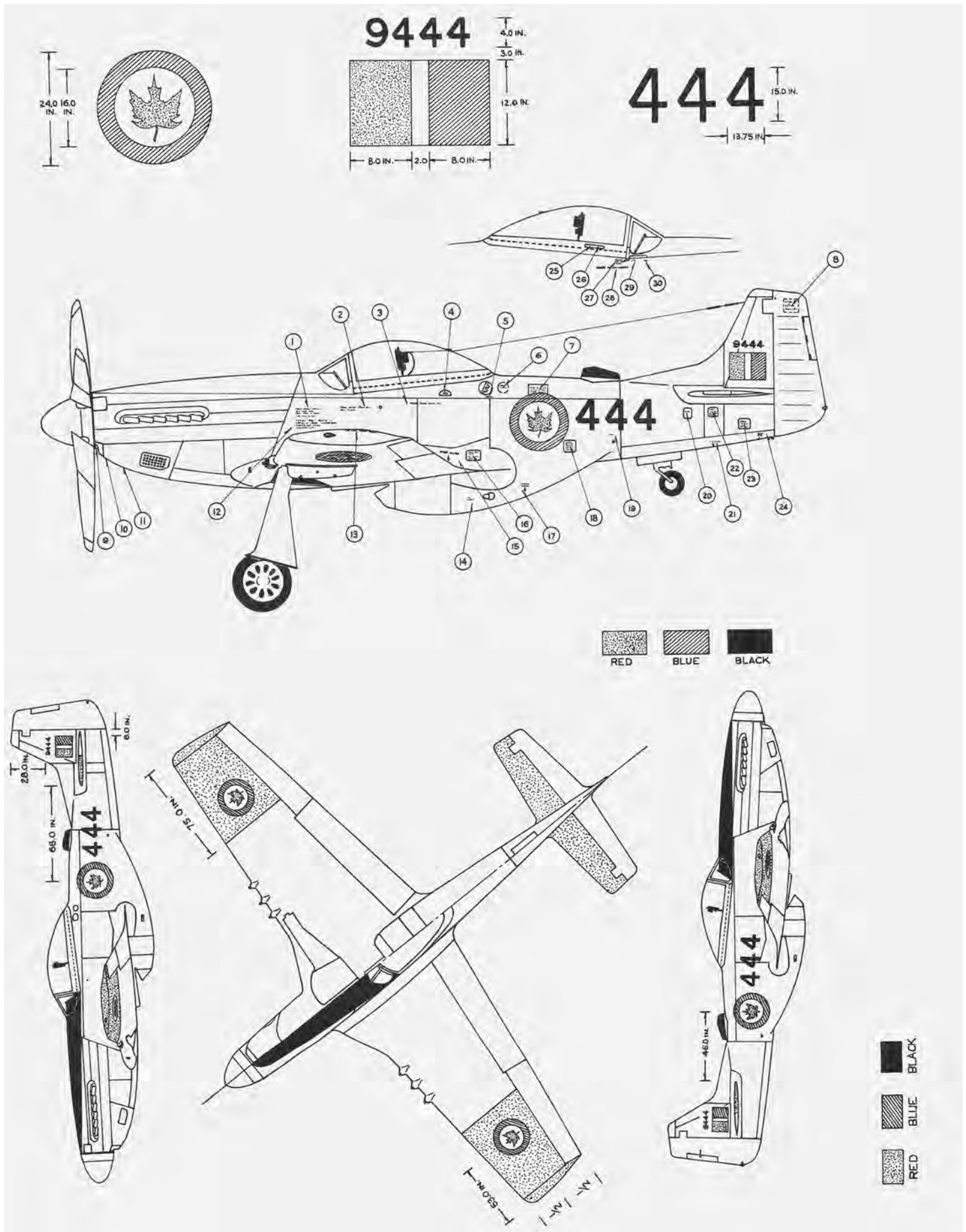
ABOUT THE AUTHOR:

Ken A. McLean served in the RCAF, with some time in B-25s but, regretfully, none in P-51s, his specialty now and for which he has been collecting data for over ten years. In this, his field of interest has narrowed temporarily to place particular emphasis on P-51s of the RAF and RCAF during the early days of WWII. In preparation are a series of drawings of the Mustang in various air arms in which it has served, and an airplane-by-airplane research.

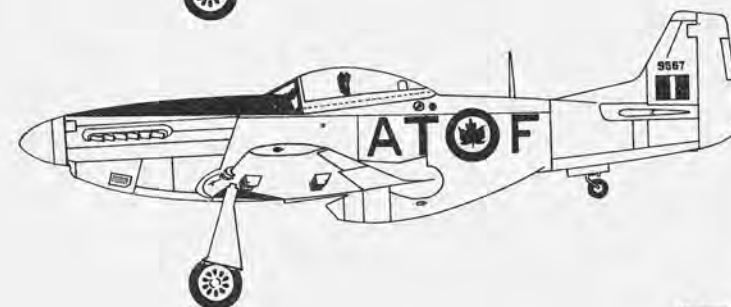
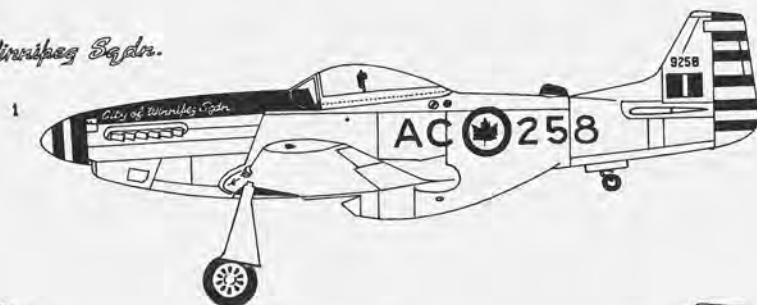
Ken is married, lives in South Burnaby, British Columbia, and is an insurance executive by vocation.

WINTER - 1969





City of Winnipeg Sqdn.



**TACTICAL FIGHTER FLIGHT
CJATC RIVERS**



RED PANNELLING DETAIL, AND PLACEMENT OF NATIONAL
INSIGNIA, AS STIPULATED ON E.O. 05-55C-2 (1 OCT 55)
DESCRIPTION AND MAINTAINENCE INSTRUCTIONS -
MUSTANG 4.

NOTES ON PROFILE DRAWINGS

1. P-51D-30-NA, 44-74865, as 9258.
2. P-51D-25-NA, 9281 of 403 Sq., 1956; used WWII "roundel" national insignia, with red center, white circle inner, navy blue outer circle.
- 2A. Demon head emblem carried on both fuselage sides, just aft of firewall position.
3. P-51D-25-NA in CJATC Rivers colors, 1952. Spinner three-quarters red; cowl lettering on both sides in black.
4. P-51D-30-NA, 9224 of 420 London Squadron, 1952, with aerial mast.
5. P-51D-30-NA, 9264 of 424 Hamilton Squadron. Tigercat emblem believed carried only on port side. Bright orange tiger with black stripes and background; base on which tiger stands dark green.

STENCILLING AND MARKING DETAILS

The dimensions of the national insignia and fuselage numbers given are as stipulated by the RCAF for this aircraft.

All stencilling was done in one-half inch solid capital black letters except as noted. The format which follows duplicates exactly the layout on the airplane, including punctuation, and spacing:

- (1) MUSTANG TACTICAL FIGHTER MARK 4
R.C.A.F. SERIAL NO 9444
A.A.F. SERIAL NO 44-71000

CREW WEIGHT 200 LBS

(Note that above serials are fictitious, and for example purposes only).

- (2) CANOPY EMERGENCY RELEASE
OTHER SIDE

(This appeared in red one inch letters, and was alternately placed on port canopy frame).

- (3) BASIC WEIGHT 7935 (4) HAND (5) LOCKED
HOLD

- (6) GROUND (7) HIGH PRESSURE
HERE PRIMING
FUEL TANK
CAP. 2 IMP. GALS.

- (8) R/MBA
7/52
1GP31CN

(Enclosed in broken lined square; on right side of rudder only in position indicated).

- (9) CAMERA
GUN SIGHT

(At right angles to fuselage center-line, inside air scoop behind spinner).

- (10) REMOVE FOR (11) TIMING GEAR
GROUND HEATER INSPECTION
DUCT

- (12) SERVICE THIS AIRPLANE WITH 100/130
OCTANE FUEL IF NOT AVAILABLE CONSULT
O.E. 10A-1-2P FOR EMERGENCY ACTION

SUITABLE FOR AROMATIC FUEL

- (13) CAUTION (14) OIL (15) STEP HERE
DO NOT PUSH HERE DRAIN

- (16) EXTERNAL POWER (On right hand wingroot only)
SOCKET
24 VOLTS
DC

- (17) COOLANT (18) OXYGEN (19) LIFT (20) INSP.
DRAIN FILLER
FILLING
INSTRS.
INSIDE (21) JACK HERE

- (22) TAIL (23) RESIN (24) BATTERY
WHEEL LENSES VENT
LOCK INSIDE DRAIN
INSIDE

(On right hand side of fuselage only)

- (25) PULL
(26) PUSH

- (27) PUSH TO
RELEASE
CANOPY

- (28) CANOPY EMERGENCY RELEASE (29) PULL
(In one inch red lettering) (30) PUSH

REFERENCES:

- 1 Royal Canadian Air Force E.O. 05-55C-2 (1 Oct 55) Description and Maintenance Instructions — Mustang 4
- 2 Letter from RCAF GHQ to author, dated 22 Aug 1962, plus addenda by author.
- 3 Winnipeg Free Press, June 15, 1961.
- 4 Winnipeg Tribune news item, dated February 7, 1959.
- 5 Letter from RCAF GHQ to author, dated 22 Aug 1962.
- 6 Canadian Aviation Feb. 1962.
- 7 Vancouver The Province, December 4, 1956.
- 8 RCAF Air Material Command history cards of individual airplanes.

ACKNOWLEDGEMENTS:

Thanks are expressed to several fellow-collectors including John Preston (whose Mustang profile drawings have been a constant inspiration), Robert T. O'Dell, Art Kreiger, Paul Stevens, Hugh Halliday, late of RCAF Historical Section, Birch Matthews, and the RCAF Public Relations Department who have always gone out of their way to assist in the recording of aeronautical history. Unfortunately, official records are incomplete regarding the operational history of individual units (one Squadron diary had a ten year gap in it between entries!) and there is yet much research to be done into the Mustang in the RCAF Auxiliary Air Force. The author has photographs of only fifty-three of the one hundred and thirty Mustangs originally delivered. Further information or photographs concerning this aspect of the Mustang's history would be sincerely appreciated.



40th ANNIVERSARY - COMMERCIAL AVIATION

Albuquerque, N.M., celebrates this anniversary year with a commemorative medal sponsored by the Optimist Clubs and Chamber of Commerce, 1.5" in diameter, it presents a bust portrait of an aviator of the 1929 period in leather flying jacket and, on the obverse, a trimotor airplane over the Tijeras Canyon north of Albuquerque. Available in silver at \$10 or bronze at \$1.50 plus postage from P.O. Box 3727, Albuquerque, N.M. 87110.

BENOIST PLAQUE DEDICATED

On 4 Dec. 1968 the Benoist Plaque was formally dedicated in its new permanent location, the Kitty Hawk Room at Parks College, E. St. Louis, Ill. An address by College Dean Leon Seltzer concerned the life of Benoist, his company, and pilots, four of whom are still living. A souvenir program had as its cover design the Benoist Flying Boat.

Reginald D. Woodcock (AAHS), Chairman of the Benoist Group (memorial organization) unveiled the plaque in front of Benoist relatives and Parks students. It had originally been in the terminal building of Lambert-St. Louis Airport but extensive changes, and refusal of the Airport to give it permanent location, resulted in its removal to this new appropriate location at Parks College.