

The P-51D/K Mustangs of the Royal Netherlands East Indies Air Force



By Gerard Casius

Picture taken by KLM Constellation crewman A.G. Westendorp over Java in December 1947. P-51D, H-325, from Yellow Flight of 121 Squadron flown by Th. H. Gottschalk provides an escort for the airliner. (All photos from author's collection)

The interest of Dutch Military Aviation (ML) in the Dutch East Indies in the P-51 Mustang dates back to 1941. Urgent attempts by the Netherlands Purchasing Commission (NPC) to buy sufficient fighters for the ML resulted in a request to the U.S. government for delivery of 100 Bell P-39 Airacobras. The request was turned down but accompanied with the message that the Royal Air Force (RAF) would supply 100 P40Es from their consignment. It is unclear why, but the ML did not accept this offer immediately and requested on July 10, 1940, to acquire 100 fighters of North American Aviation's NA73 type instead. Again the U.S. government refused but stated that the offer of the 100 P-40s was still valid, but would expire on October 15, 1941. The ML again requested Airacobras, which was refused again. When the Japanese forces attacked the Dutch East Indies in December 1941 the ML still had no modern fighters.

Mustangs after all

After Java fell in 1942 the ML moved their operations to Australia and New Guinea and by 1943 were flying Curtiss P-40Ns. By 1945, this war-weary fighter was nearing the end of its usefulness and for the reequipping of ML No. 120 Squadron a request (N-2075) was sent to the U.S. for the acquisition of 41 Mustangs. This request for P-51s was finally granted. The aircraft were pulled from U.S. contracts and received Dutch marking while still on the production line. Delivery of the first 10 P-51Ks occurred in March 1945, followed by 10 P-51Ds in April with the remaining 21 P-51Ds arriving in June 1945.

However, only 40 Mustangs actually reached Australia and got ML serials N3-600 to N3-640. The exception was N3-632 (USAFF 44-84795) that was not delivered. In Australia the ML Mustangs were made airworthy at RAAF aircraft depots and the first 19 (N3-600 to N3-618) were speedily delivered during May and June 1945 to the Dutch Personnel and Equipment Pool at Bundaberg, Queensland, located about 300km north of Brisbane well before the Japanese surrender. After VJ Day activities slowed and the remaining aircraft were delivered between October 1945 and March 1946. This slow down may have been a sign of lower priority on behalf of the RAAF and a changed attitude by the Australian government towards the Dutch "colonial" ambitions.

Flying to Java

With the Mustang the ML obtained a top-of-the-line fighter that had proven its worth in battle, as well as one whose faults had been ironed out. The P-51 was heavily armed, had good range and was easy to fly. That there were two different versions did not matter from either a service or operation perspective with the differences being only distinguishable by their props.

During April and May 1946 the 40 Mustangs were flown in three groups from Bundaberg to Tjililitan Airbase at Batavia (now Jakarta). They flew via Cloncurry, Darwin, Timor, Bali and Soerabaja, a distance of 3,200 miles. These flights were commanded by Major Maurenbrecher (departed April 5, 1946), and Captain Tideman (departed April 23 and May 26). A lack of spare parts, pilots and technical staff resulted early on in



The beginning, A RNEIAF P-51D sits on the ramp at North American's production facilities. While painted with the Dutch flag, it is not known if this aircraft was delivered to the RNEIAF. The "88" on the tail probably relates to a production number.



Photo of N3-605 taken in Canberra, Australia, in 1945. This is a P-51K with a "Dallas hood" and Aeroproducts propeller. The pilot is Arie de Jong. Registration number is black and four inches high on nose and tip of the rudder.

only 18 Mustangs being operational. Plans to buy additional Mustangs in Europe to solve this problem came to naught.

New squadrons formed

Although the Mustang was acquired as a replacement for the P-40Ns of No. 120 Squadron, they only flew the Mustangs for a very short while and then reverted back to the P-40N. Only at the very end of the Mustangs operational life within the ML did No. 120 Squadron get its P-51s back. On May 1, 1946, ML 121 Squadron was formed at Tjililitan and was commanded by Major Maurenbrecher, former commander of the old 120 Squadron. The rest of the personnel were also war veterans of 120 Squadron. The urge to fly the new Mustangs was great, not the least among pilots just released from POW camps. They

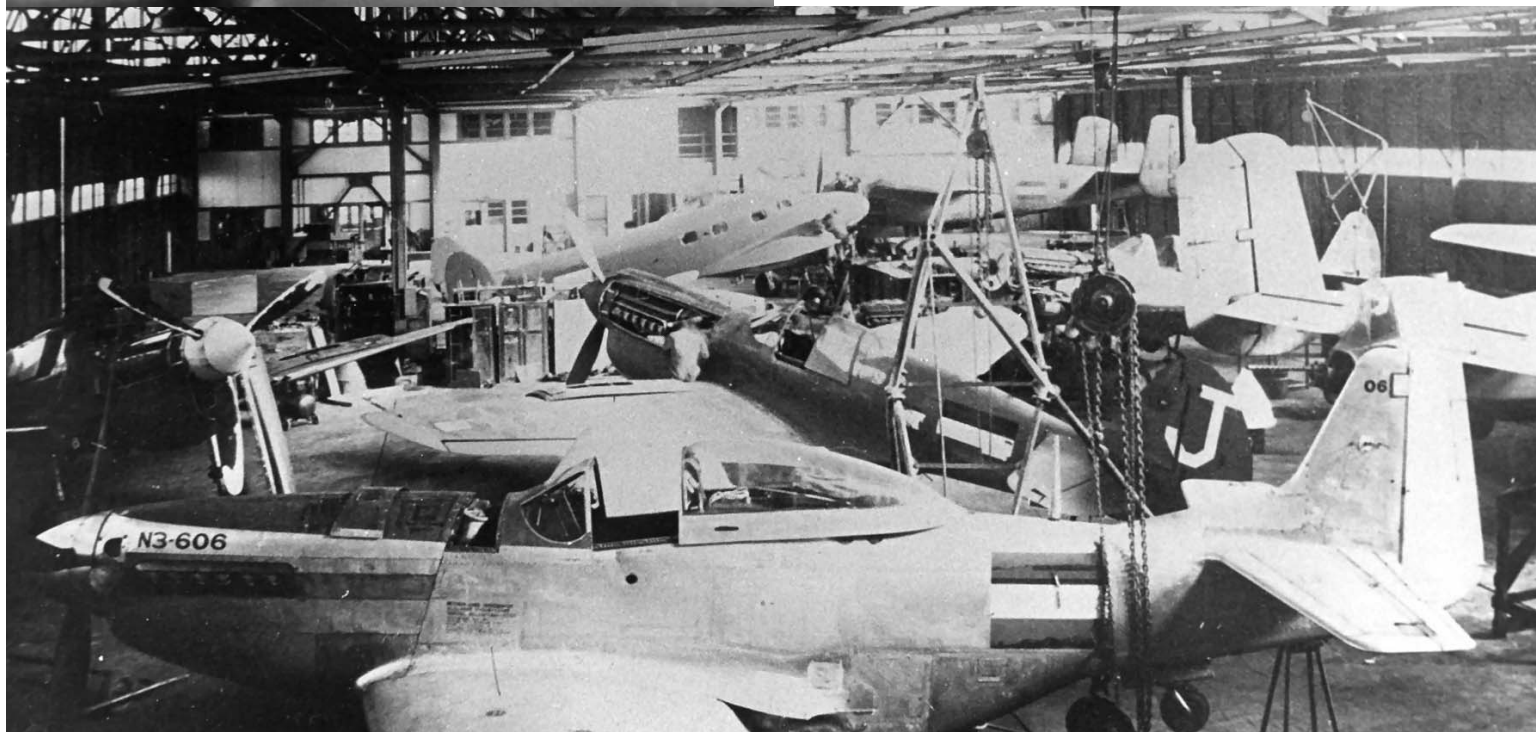
wanted to be "up-to-date" as quickly as possible and the first months were spent on converting pilots to the Mustang and operational training. These training operations included firing rockets at a little island in the bay of Batavia.

Strength of 121 Squadron was officially 16 P-51s of which four were on reserve. However, during early July there were more; 23 and in October even 26 of which 20 were operational with 21 pilots.

During training only one Mustang crashed (N3-623) and it was later used as an instructional airframe with the mechanic school. In order to give Sumatra some air support and to relieve the RAF Spitfire unit at Medan, 122 Squadron was formed on Tjililitan on November 1, 1946. Planes and personnel were drawn from 121 Squadron. Commanded by Captain pilot Guus



A demonstration flight conducted by 122 Squadron on November 18, 1949, celebrating 35 years of the RNEIAF. The pilots (top to bottom) were Manus Mulder (H-319), Lt. Paul Verspoor (H-322) with a newspaper reporter as a passenger, Ronnie van Beers (H-340) and Peit Admas (H-321). Red and Blue Flights are designated by spinner color.



Upper Left: Dutch pilots preparing to leave on ferry flight from Bundaberg AB to Tjililitan AB. Left to right: Maj. H. Maurenbrecher, 1st Lt. Hoekstra, 1st Lt. B. Marchant, 2nd Lt. Boldrik, 1st Lt. G. Fokkinga, 1st Lt. Greene, with Sgt. H. "Boebi" Hays standing behind with an unidentified person. Note the different flying clothes and caps.

Upper Right: P-51Ks, N3-600 and N3-610, of Yellow Flight 121 Squadron, Tjililitan AB. N3-600 became H-310 after the crash of N3-610.

Upper Middle: N3-610 crashed in February 1947 and was repaired as a ground instruction aid.

Lower Middle: P-51D, N3-615, from 121 Squadron's Red Flight escorts a KNILM airliner. Note the shark mouth decoration and small oil leak just behind.

Bottom: P-51K, N3-606, in the Dutch Personnel and Equipment Pool hangar in Bundaberg, Queensland, Australia, in 1945. Note the serial numbers in four-inch black lettering on the nose and two-inch high on tail tip.

Deibel, 12 Mustangs of 122 Squadron flew on November 14 to their new base Polonia near Medan, accompanied by a B-25 technical personnel. On November 19, five Mustangs were added to the strength.

Action at Medan

122 Squadron went straight to work because the borderline between the enclave Medan and Republican Indonesia ran along and across the airfield. The airfield was frequently shot at and for some time the Mustangs were moved to safety in the city of Medan. The period between November 30 and December 2 was critical but after some weeks of intensive action with the Mustangs things quieted down. Fear of the Mustangs by the Indonesia Republicans was so bad that, when nightly shooting started again, starting a Mustang engine and having it run at full power was enough to silence them.

122 Squadron spread its wings across the whole of Sumatra on January 7, 1947, a temporary patrol of Mustangs was stationed at Padang (West-Sumatra) and frequently there were flights made to Sabang. The squadron often assisted the Dutch navy in their search for smuggler boats from Malaya. Long distances were involved. The full length of Sumatra is 1,100 miles, about the distance from Amsterdam to Lisbon.

Reduction

A severe lack of personnel caused the ML to reduce activities in 1947 resulting in all frontline squadrons being halved. Officially the strength was set at 21 fighters with 12 pilots. However, this was never achieved. Nos. 121 and 122 Squadrons only kept nine and 10 pilots respectively and even that was quite good compared with other ML units. With 122 Squadron seven out of 16 Mustangs were stored but from the remainder only four were operational due to a lack of technicians and spare parts.

During the middle of 1947, 121 Squadron had 12 Mustangs and 10 pilots. Being stationed near the repair base of Andir (Bondoeng) gave some relief to the squadron in solving their maintenance problems compared to No. 122 Squadron in Sumatra.

1st Police Action

During 1947 the political situation worsened to such an extent that the Dutch Government initiated a military operation in order to regain control over the economical objects on Java and Sumatra being used to finance the ongoing guerrilla war and to soften up the Indonesian Republicans. This Police Action started on July 21 and both Mustang squadrons filled an important role. First the Republican air bases were attacked in order to eliminate aerial opposition. Under the Name "Aktie Pelikaan" (Operation Pelican) 121 Squadron attacked the airfields of Kali Djati, Tasikmalaja and Serang, on western Java. During the attack on Tasik one Mustang was heavily damaged by enemy anti-aircraft fire.

During this action 121 Squadron operated from Andir with 12 Mustangs and eight pilots. Depending on requests for aerial support, the Mustangs were deployed everywhere; at Poerwakarta, Soemedang, Soekaboemi, Tjikampek, Tegal, Cheribon and many other places. One special mission was the silencing of the coastal artillery on the island of Noesa

Kembangan, which prevented access to the Port of Tjilatjap.

On Sumatra, 122 Squadron started the First Police Action at Medan with only four out of nine aircraft being combat ready. During "Aktie Pelikaan" the airfield of Lho Nga in Atjeh was attacked. The amphibious landing at Koeala Perboeangan, east of Medan, was accomplished under the cover of 122 Squadron. After that the Mustangs supported the advance at Arhemia, Brastagi, Padang, Kotaradja, Tebingtinggi, Parat Lake and the oil fields of Pankalan Bradan.

This "police action" was ended due to pressure from the United Nations and the threatening with sanctions by the United States. Except for damage by ground fire there were no losses among either Mustang squadrons. After the police action these squadrons remained active policing the occupied areas. This activity resulted in a detachment of five Mustangs from 121 Squadron, transferring to Semarang where they remained active for some weeks.

Early in September the squadron came back to home-base Tjilititan but at the end of the month it was again spread over Andir (five P-51s) and Tjililitan (four P-51s).

The operational period of 121 Squadron ended at the end of November. During the period from July 21 to September 20 the squadron flew 238 operational missions encompassing 324 flying hours. 122 Squadron flew 203 sorties accumulating 338 flying hours.

End of 121 Squadron

At the end of the first police action personnel problems at the ML, due to demobilization, were so severe that a new reduction was again needed. 121 Squadron was demobilized. The pilots went to the flying school or were assigned staff functions but were obliged to stay proficient on the Mustang. The fighters were sent combat ready into storage at the depot at Andir. 122 Squadron retained nine P-51s but operated with reduced flying hours.

Operational Training Center

The operational training center was formed on September 1, 1947, on Tjililitan to provide training for pilots from the POW camps. The center operated with P-40Ns and P-51s. The assigned P-51s were H-309 and H-310.

Photo Reconnaissance Unit

Although 121 Squadron was demobilized there was some positive news. During July 1947 a Mustang was added (H-325) to the strength of the Photo Verkenning Afdeling (PVA) or Photo Reconnaissance Unit. This Mustang was equipped with a photo pod that was hung from a bomb rack. Photos could be taken either forward or straight down. This P-51D (H-315) was specially equipped for high altitude work. During 1947 a second Mustang was added (H-325). Most of the photo reconnaissance (PR) work focused on charting Republican territory and to recon possible routes for future actions. The Airfields of Magoewo and Djokja were photographed from a height of 41,200 feet during which Sergeant 'Boebi' Haye set an unofficial altitude record for Indonesia. The official record was set by Sergeant Major Manus Mulder of 122 Squadron when flying Mustang H-321 on September 19, 1949, he reached a true, corrected height of 40,000 feet. During 1949 one of these

In need of a high-altitude photo reconnaissance capability, the RNEIAF adapted available materials to create a camera pod adaptable to the the P-51. Personnel modified a 75-gallon drop tank to hold two Fairchild K-17 cameras - one looking forward and the second straight down. They also manufactured a camera pod from scratch holding the same type cameras.



Left: Open photo pod showing camera positions (pod is upside down to normal installation). The PVA modified two P-51s as camera ships. Note that the armament has been removed (gun ports faired over). **Right:** Cameras being installed in the pod by removing the top half of system.



Left: The first camera pod was hand manufactured and had a different component structure. Here we see the forward looking camera with the nose cone on the ground below. **Above:** Access to the vertical camera was obtained by removing the tail cone. Control of the cameras was obtained by integrating them into the electrical controls for the machine guns that had been removed. **Below:** Technicians working to install the camera pod on H-315 shows this hand-made containers various components. Inset: The camera controls were mounted in the cockpit in place of the normal gunsight.





The flag was introduced as Dutch national markings in early 1942. After the war camouflaged aircraft were required to add a white band around the flag while natural metal aircraft were exempt. This aspect can be seen on the Piper Cub and B-25 in this May 1947 photo taken during an official RNEIAF ceremony. Also of note is the appearance of N3-310 that crashed in February 1947. It appears to have been repaired, but possibly not to flight status.

Photo-Mustangs of the PVA was attached to 122 Squadron on Sumatra to do similar photo reconnaissance. At 122 Squadron, Mustang H-239 was also adapted for PR work during the period August 1948 to January 1949,

2nd Police Action*

** (The Netherlands considered the conflict with the Indonesia Republicans an internal affair and not an officially declared war between sovereign states. Therefore, it used the term "police action." The Indonesians called the two police actions "Agressi I" and "Agressi II.")*

On December 19, 1948, after many months of postponement, the Dutch Government finally gave the order for a renewed military offensive in a final effort to subdue the Republic of Indonesia. Main target was the occupation of the Republican capital Djokjakarta. To strengthen the available aerial forces 121 Squadron was reactivated on December 16 and, with six P-51s, was put under the command of Captain J.H. Knoop. The next day the squadron flew to Semarang from where they attacked, early in the morning of December 19, Magoewo, the airfield of Djokja.

The Indonesian defense was totally disoriented and with a few well aimed rocket hits on the main building and runways resulted in the runways being rendered inoperable. Following this aerial attack, paratroopers jumped from 17 Dakotas and, while being covered by the Mustangs, they quickly occupied the airfield. Another urgent mission was the silencing of the Indonesian radio stations on Central Java and at Boekittinggi, Sumatra, which was used to maintain contact with the Republican 'back-up' Government in this town. In the following days, 121 Squadron flew missions in support of the advancing ground forces. Unfortunately, on December 23, deputy commander Captain Stumpf was shot down over the Lawoe mountains and killed. The squadron had a short but active life during this police action. It went from Semarang to Tjililitan (December 27), then Palembang (December 28), back to Tjililitan (December 30) and to Padang (January 4, 1949).

The missions at Palembang and Padang (Sumatra) were in support of paratroop drops at Djambi and Aer Molek. On January 7, 1949, the P-51s flew back to Tjililitan where the squadron was decommissioned again. During its three weeks of existence the squadron accumulated 286 flying hours with only six pilots, reduced to four after the first week.

122 Squadron during the 2nd Police Action

At the start of the 2nd Police Action, 122 Squadron, led by its new commander Captain Benjamins, saw its nine Mustangs spread over Padang (seven) and home-base Medan (two). On December 25, all P-51s were at Medan again, but three days later six of them joined 121 Squadron at Palembang for the Djambi airborne actions.

On New Year's Day 1949 four Mustangs flew to Padang and on January 7, all were back at Medan with the exception of a flight of two Mustangs that remained at Padang until February 18. Unrest continued in the newly occupied territories on Sumatra resulting in 122 Squadron frequently deploying flights to Padang and Palembang. On May 29, the squadron flew a big attack mission on Indonesian targets at Medan.

The last year

With the end of the 2nd Police Action it became clear that Dutch rule over Indonesia was coming to an end. Increasingly, the activities within the ML were aimed at decommissioning. Many of the personnel were demobilized and returned to the Netherlands. 122 Squadron was reduced to only six pilots until some newly trained ML pilots and a few pilots from the Netherlands reinforced the squadron.

The Photo Verkenning Afdeling lost one of her two Mustangs (H-325) in May 1949 when it crash-landed on Sinkep.

Mustangs for 120 Squadron

The veteran 120 Squadron finally got its Mustangs in February/March 1950 for which it had been waiting since the summer of 1945. The worn P-40Ns were finally replaced by the Mustangs that came from the decommissioned 121 Squadron. At the same time, however, a strict limit on flying hours was ordered. 122 Squadron was limited to 120 hours, 100 hours for 120 Squadron and 30 hours for the PVA. As a result, 120 Squadron could only accomplish a few operational flights beyond familiarization training.

Unfortunately, this period saw some accidents. On October 10, two Mustangs (H-322 and H-331) of 122 Squadron went missing without a trace during a flight from Medan to Andir to have their 300 hours check. On October 12, a newly qualified pilot of 120 Squadron flew into the ground at Bandoeng (H-310 or H-333) and the last Mustang loss came on March 17, 1950, when a pilot of 122 Squadron crashed into the sea while making a farewell flight to a fellow pilot sailing home on the *MV Plancius*.

Airshow and Decommissioning of the ML

On July 2, 1949, a bit late due to circumstances, the ML celebrated its 35th anniversary with a big airshow on Tjililitan. It was an almost symbolical happening at which the P-51s were seen in numbers for the last time. Combat operations ended during December 1949 and the transfer of the ML to Indonesia started. Over a period of six months all air bases and material was handed over one at a time. 122 Squadron made a last flight on April 7, 1950, a farewell flight over the *MV Willem Ruys*. On board was ML Gen. Scholten. On April 15, 1950, the squadron was finally disbanded. The PVA had already been disbanded on May 1, and the last remaining PR Mustang was transferred to the Photo-Flight within 18 Squadron. The last Mustang squadron, 120 Squadron, was kept in service, along with the Dakotas of 20 Squadron, to cover the final retreat of the Dutch and was not disbanded until June 10, 1950, when its equipment was handed over to the Indonesians on Andir. Of the 40 original Mustangs, 27 remained and these would continue to give sterling service to the Indonesian Air Force for many years to come. As late as 1962, during the New Guinea conflict, Mustangs were still very much active, some of them ex-ML aircraft. Among the pilots and ground crew the Mustang left an unequalled impression. The experience gained on this excellent piece of American hardware was an advantage with the RNeth. AF in the Netherlands, especially within the Tactical Air Force, which was equipped with American F-84s, and where many ex-ML members continued their military service.

Camouflage and Markings P-51D/K

The North American P-51D/Ks were delivered in natural aluminum. Fuselage and wings were natural metal as were the moving parts of the wing. The wings themselves were factory-treated with an aluminum paint. The laminar-flow wing profile required a perfectly smooth surface. From the leading edge to at least 40 percent of the wing a zinc-chromate primer was applied over which a second layer of filling primer was applied. This way all surface irregularities were removed. Panel lines were filled and sanded perfectly smooth after which an aluminum coat was applied. Usually the complete wing up to the control surfaces was treated this way. The anti-glare shield in front of the cockpit was a non-reflective dark olive drab.

During delivery, national insignia, the red, white and blue flag, was applied in six positions. As to color codes, the red was most likely "vlaggenrood" FS-1105 and the blue "vlaggenblauw" FS-5044. On January 1, 1948, these flags were replaced by a roundel, again in six positions and most likely the same colors were used. On the vertical stabilizer a small flag, approximately 40cmx30cm was added.

Before delivery from Australia, registration numbers (N3-600 series) were applied in black in several variations on the nose above the exhaust and in very small numbers on the tip of the vertical stabilizer. It was also applied on the fuselage, behind the flag. The Australians used a local letter type. Later, the last two digits of the registration number were applied in a much larger size on the fin.

Through Technical Order TN07-1-H1, it was stipulated that the registration number was to be applied to vertical stabilizer and nose and at the same time the registration system was put in line with that of the Dutch Air Force in the Netherlands. This resulted in the N3-600 series registration of the Mustang being changed into the H-300 series. This change commenced

in September 1947 on Java but 122 Squadron at Medan only started implementing this change during May 1948.

At delivery, propellers were black with four-inch yellow tips. Spinners were natural metal but soon colors representing the individual flight were introduced. These colors were red, yellow and blue. These were first carried on the front end of the spinner but later the entire spinner was painted. The PVA did not use colored spinners.



RNEIAF groundcrew reload the machine guns on a P-51. Note the position of the flag on the upper surface of the wing.



Primary armament for the RNEIAF P-51s in addition to the 50 caliber machine guns included 40 and 70 lb. British rockets and up to 500 lb. bombs. Here we see Ron van Beers' aircraft equipped with six 70 lb. rockets and what appear to be two 500 lb. bombs.

Registrations of P-51D/K of the Royal Netherlands East Indies AF

N3-	Type	USAAF No.	C/N	Date Received Australia	Date Delivered to PEP	H-Number ca. mid-1947	Remarks
N3-600	P-51K-15NT	44-12749	111-30882	09-05-45	30-05-45	H-310	To AURI F-310
N3-601	P-51K-15NT	44-12750	111-30883	09-05-45	07-06-45		To AURI F-301
N3-602	P-51K-15NT	44-12751	111-30884	09-05-45	26-06-45		To AURI F-302
N3-603	P-51K-15NT	44-12752	111-30885	09-05-45	02-06-45	H-303	To AURI F-303
N3-604	P-51K-15NT	44-12753	111-36036	09-05-45	06-06-45	H-304	To AURI F-304
N3-605	P-51K-15NT	44-12754	111-36037	09-05-45	27-06-45	H-305	To AURI F-305
N3-606	P-51K-15NT	44-12755	111-36038	09-05-45	05-06-45		To AURI F-306
N3-607	P-51K-15NT	44-12756	111-36039	09-05-45	03-07-45	H-307	To AURI F-307
N3-608	P-51K-15NT	44-12757	111-36040	09-05-45	27-06-45	H-308	To AURI F-308
N3-609	P-51K-15NT	44-12758	111-36041	09-05-45	27-06-45	H-309	To AURI F-309
N3-610	P-51D-20NT	44-13040	111-36323	01-06-45	11-07-45		Written off 7-2-47
N3-611	P-51D-20NT	44-13041	111-36324	01-06-45	03-08-45	H-311	To AURI F-311
N3-612	P-51D-20NT	44-13042	111-36325	01-06-45	04-07-45	H-312	To AURI F-312
N3-613	P-51D-20NT	44-13043	111-36326	01-06-45	05-07-45		Written off 1-10-46
N3-614	P-51D-20NT	44-13044	111-36327	01-06-45	03-08-45	H-314	To AURI F-314
N3-615	P-51D-20NT	44-13046	111-36329	01-06-45	25-07-45	H-315	
N3-616	P-51D-20NT	44-13047	111-36330	01-06-45	03-08-45		
N3-617	P-51D-20NT	44-13048	111-36331	01-06-45	03-08-45	H-317	
N3-618	P-51D-20NT	44-13049	111-36332	01-06-45	07-07-45	H-318	
N3-619	P-51D-20NT	44-13045	111-36328	30-08-45	29-03-46	H-319	To AURI F-319
N3-620	P-51D-25NT	44-84469	124-44325	30-08-45	12-02-46	H-320	
N3-621	P-51D-25NT	44-84470	124-44326	29-08-45	21-02-46	H-321	To AURI F-321
N3-622	P-51D-25NT	44-84471	124-44327	30-08-45	13-02-46	H-322	
N3-623	P-51D-25NT	44-84472	124-44328	29-08-45	29-03-46		Written off 11-6-46
N3-624	P-51D-25NT	44-84473	124-44329	30-08-45	25-10-45	H-324	To AURI F-324
N3-625	P-51D-25NT	44-84474	124-44330	23-08-45	15-10-45	H-325	Written off 1-5-49
N3-626	P-51D-25NT	44-84475	124-44331	30-08-45	11-10-45	H-326	
N3-627	P-51D-25NT	44-84476	124-44332	29-08-45	21-02-46	H-327	
N3-628	P-51D-25NT	44-84477	124-44333	30-08-45	25-10-45	H-328	To AURI F-328
N3-629	P-51D-25NT	44-84478	124-44334	29-08-45	13-02-46	H-329	To AURI F-329
N3-630	P-51D-25NT	44-84793	124-44649	30-08-45	13-02-46	H-330	To AURI F-330
N3-631	P-51D-25NT	44-84794	124-44650	23-08-45	15-10-45	H-331	
N3-632	P-51D-25NT	44-84795	124-44651	Not Delivered to ML			To AURI F-332
N3-633	P-51D-25NT	44-84796	124-44652	30-08-45	11-10-45	H-333	To AURI F-333
N3-634	P-51D-25NT	44-84797	124-44653	29-08-45	13-02-46		Written off 16-12-46
N3-635	P-51D-25NT	44-84798	124-44654	23-08-45	15-10-45	H-335	To AURI F-335
N3-636	P-51D-25NT	44-84799	124-44655	29-08-45	11-10-45	H-336	To AURI F-336
N3-637	P-51D-25NT	44-84800	124-44656	29-08-45	21-02-46	H-337	
N3-638	P-51D-25NT	44-84801	124-44657	30-08-45	25-10-45	H-338	To AURI F-338
N3-639	P-51D-25NT	44-84802	124-44658	29-08-45	12-02-46		Written off 30-5-47
N3-640	P-51D-25NT	44-84803	124-44659	29-08-45	12-02-46	H-340	To AURI F-340

H-315 and H-325 were converted to photo a/c.

H-322 and H-335 were converted to two seaters.



Disbanded! The last picture from 122 Squadron, Andir AB, in 1950. Blue Flight colors on the spinners. Visible are H-338 and H-340 along with four unidentified companions.