

item No. R0021

P-51D Mustang™

The P-51 Mustang is one of the best fighters of all time and although an American airplane, its genesis owes a lot to Great Britain.

It started in 1940, when British Buying Committee asked North American Aviation (NAA) to build the Curtiss P-40s for the RAF. NAA president James Kindelberger offered Britons the development of a much better plane instead. Britons agreed and the design team led by chief designer Edward Schmued, who was a German immigrant with Austrian roots, started to work. The preliminary design was approved on May 4, 1940, final assembly and engine installation began on September 9 (just 127 days after approval) and the first flight of the NA-73X prototype followed on October 26.

Innovative fighter

The Allison V-1710-39 one-stage, one-speed supercharged liquid cooled in-line engine rated at 1,100 HP was chosen for the new fighter and the designers creating as narrow and sleek a fuselage as possible did their best to lower the drag. For the same reason they decided to use an innovative laminar flow airfoil, which lowers the drag indeed, but, on the other hand, requires smooth surface. That necessitated to putty and sand the leading area of the wing. Another design novelty was the radiator belly under the fuselage. Armament consisted of two guns in the nose and four in the wings, all of them .50 caliber Brownings (the Mk. Ia variant had four 20mm cannons). Britons chose the name Mustang for the new aircraft, later adopted by US side as well. The RAF received the first Mustangs Mk.I in October, 1941. The performance was found satisfactory, as the Mustang was faster than the Spitfire Mk.V and had more than double the range. On the other side, the Allison engine reached its maximum power at only 11,800 ft (3597 m) because of its one stage supercharger. Above this level the engine performance decreased rapidly. As the aerial combats occurred much higher, the RAF decided to use their Mustangs in the reconnaissance role and the US Army Air Corps, interested in the new type as well (but bound to the contract to build P-40, P-39 and P-38 pursuits), asked the NAA to convert the Mustang as a dive bomber with wing dive brakes (the A-36 variant).

Merlin magic

To solve the high altitude weakness, the work began in Great Britain to fit the Mustang with the two-stage, two-speed supercharger Merlin 61 engine. The trials of the Mustang X prototype, fitted with Merlin 65 finally, found the level speed increased to 433 mph (697 km/h) at 22,000 ft (6,700 m), 100 mph (161 km/h) faster than Mustang Mk.I. As it was obviously the way to further develop the Mustang, NAA started its own work, using license built Packard-Merlin engine. The need of an intercooler for the

two-stage supercharger necessitated a bigger radiator duct. Another change included the removal of the fuselage guns. The production started at the Inglewood plant as P-51B on May 1943 and at the new production line at NAA Dallas plant as P-51C in August 1943. Also, the supplies to RAF continued as Mustang Mk. III.

The P-51B/C were great fighters but lacked backward visibility and suffered with gun jamming. The RAF found some improvement to the visibility issue with a "Malcolm Hood" semi-bubble canopy, but the design team of NAA decided to rework the Mustang again. The main change was the bubble canopy with lowered rear fuselage. The wing was reworked to accommodate six .50 cal guns, and the new arrangement of ammo chutes eliminated the jam problem. Together with some other changes, the new P-51D was born at the end of 1943 and the production started at both Inglewood (serials with -NA suffix) and Dallas (-NT) plants. Due to the short supply of the Hamilton Standard alloy propellers used on Merlin powered P-51s, the Dallas Factory was fitting Aeroproduct ones with steel hollow blades to their Mustangs, these being marked P-51K. The P-51D/K became the true ruler of the skies, serving as escort and patrol fighter, and also in ground attack or reconnaissance role (F-6 conversion). In total, 8,102 units of P-51D and 1,500 of P-51K were produced. The Mustang stayed operational after the War and served in pursuit and attack role even during the Korean War. The last P-51 retired from USAF service in 1978, while in foreign services it stayed operational until 1984 (Dominican Republic). Some 55 nations used the Mustang.

Ace maker and infinite warrior

The first Mustang aerial victory was achieved on August 19, 1942, when Flight Officer Hills shot down an Fw 190. It was the beginning of the incredible tally of 4,950 enemy aircraft shot down by Mustang pilots during World War II. Of them, 251 achieved the "ace" status. The most successful pilot of P-51 was George Preddy Jr., recording 24 of his 27 aerial victories flying Mustang, followed by John C. Meyer and John J. Woll with 21 kills each. Famous Charles Yeager, the first man to break the sonic barrier in 1947, was the first pilot of P-51D to become ace in just one day, after recording five kills on October 12, 1944.



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Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



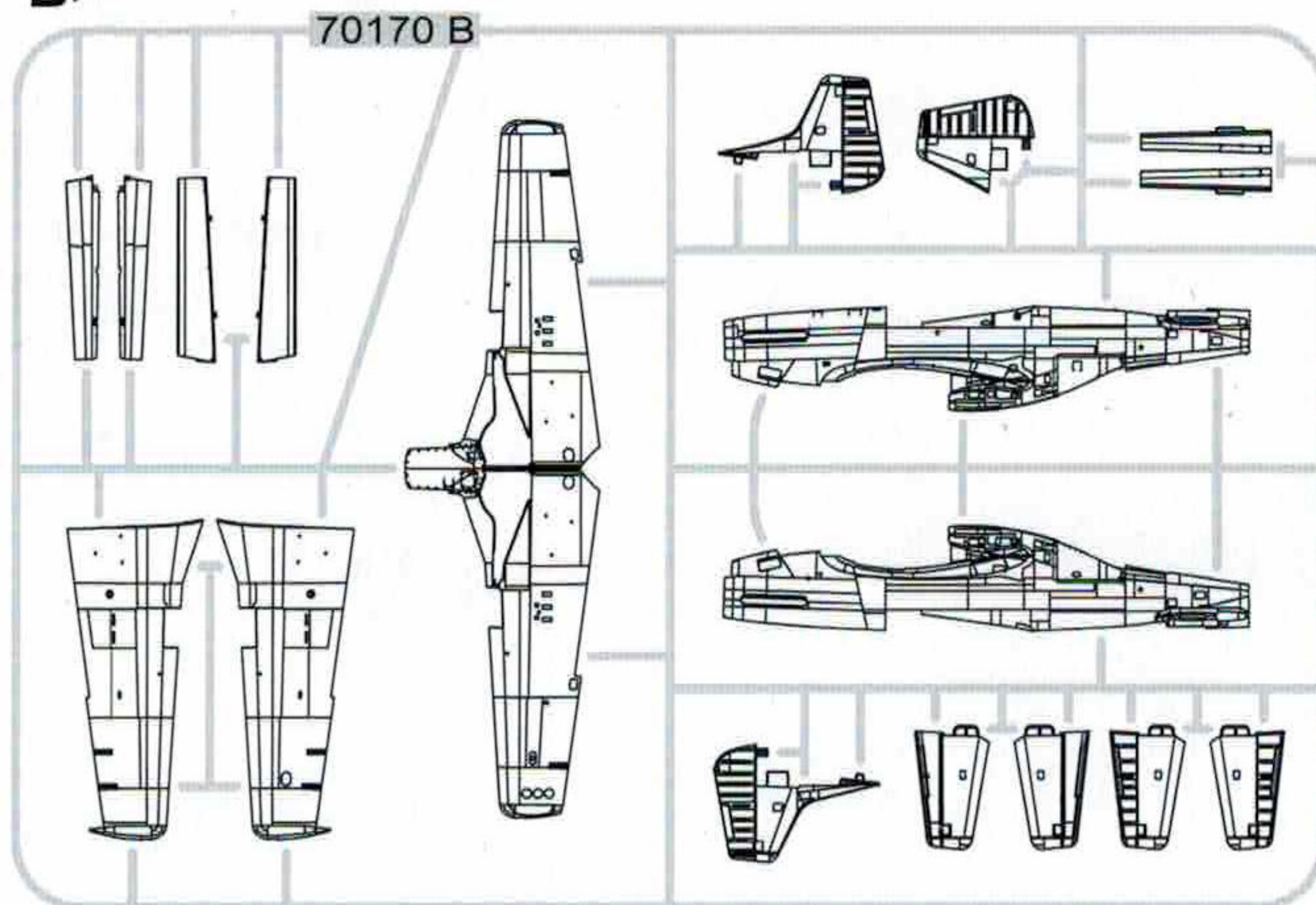
PIÈCES



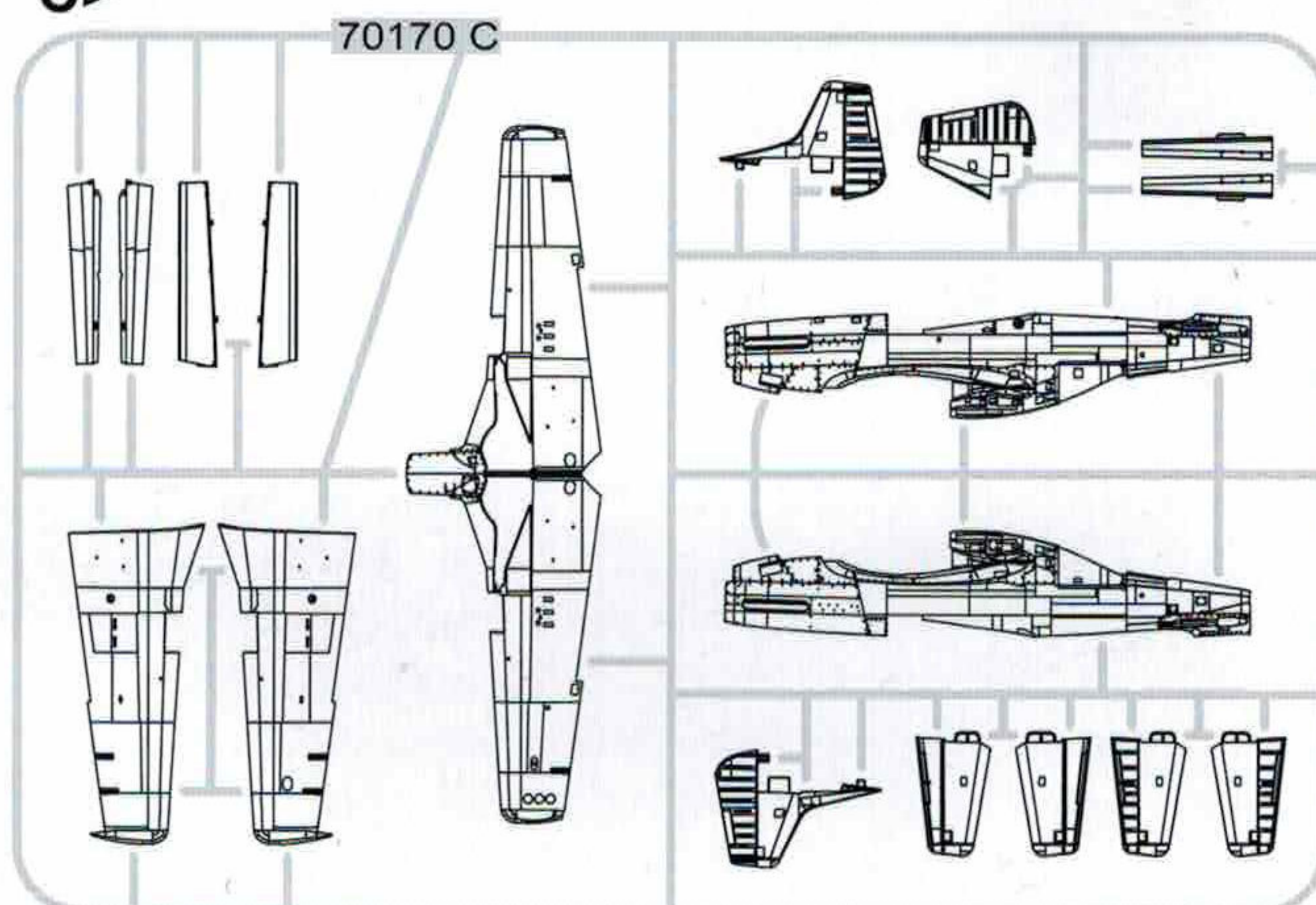
部品

PLASTIC PARTS

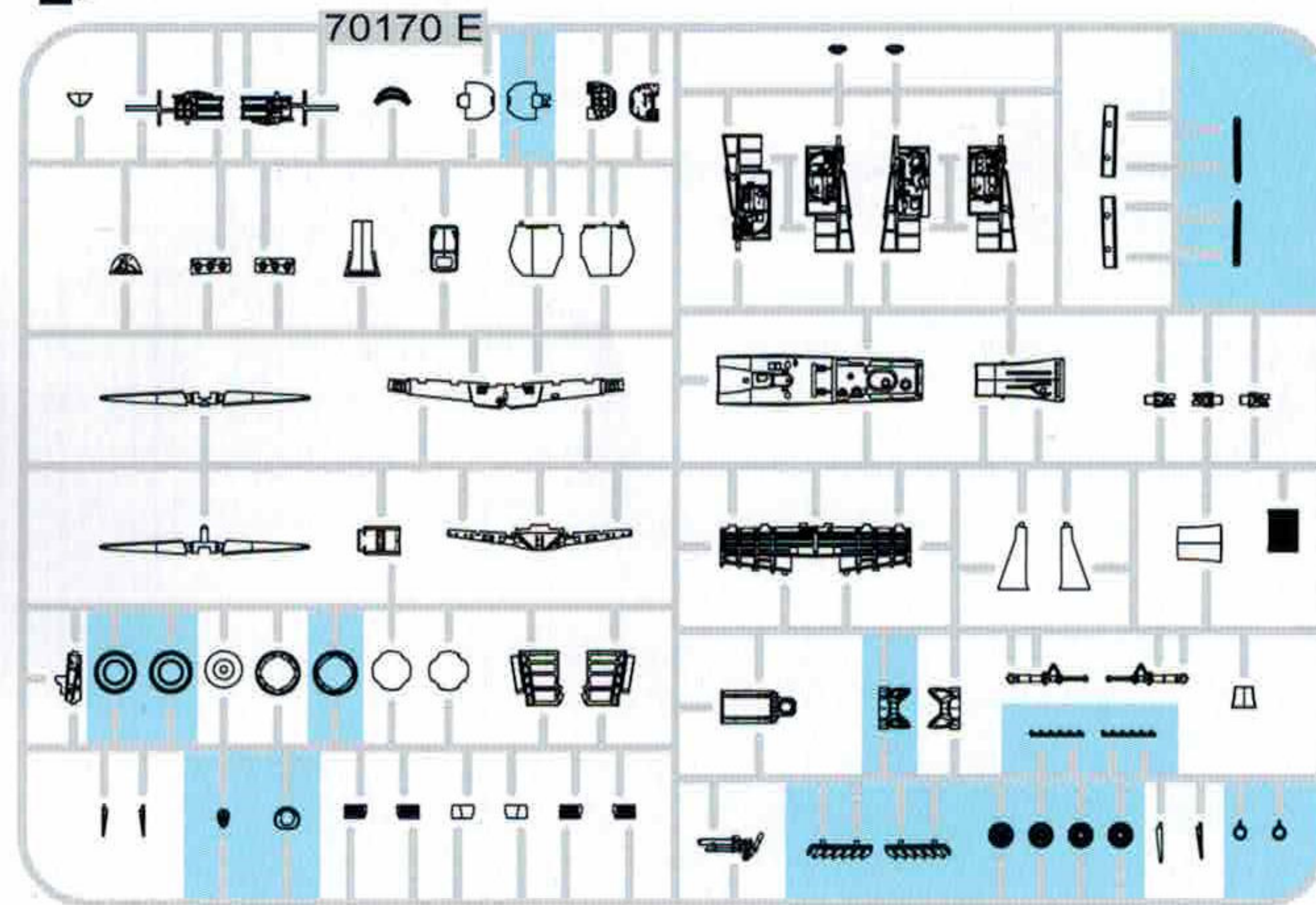
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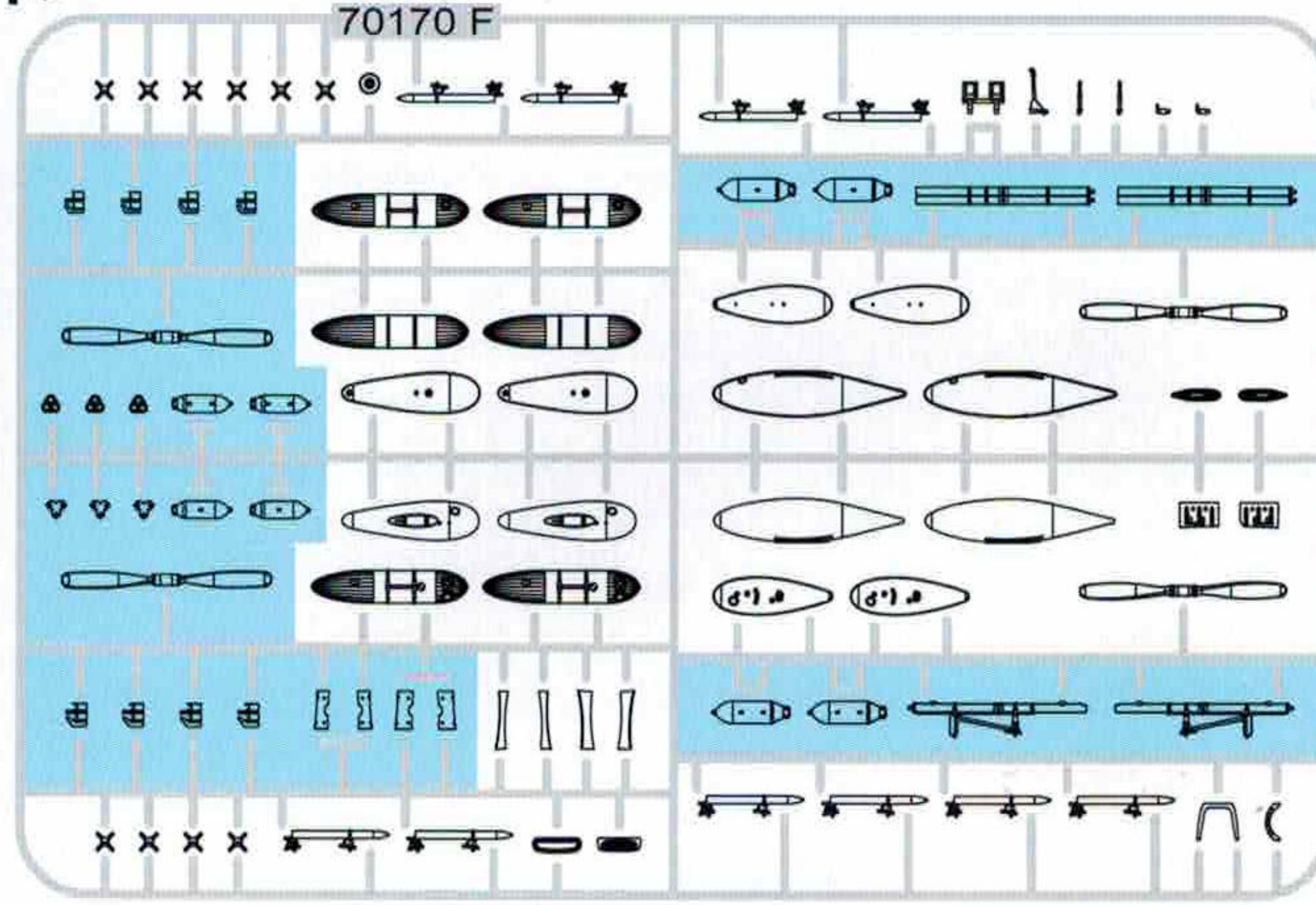
C>



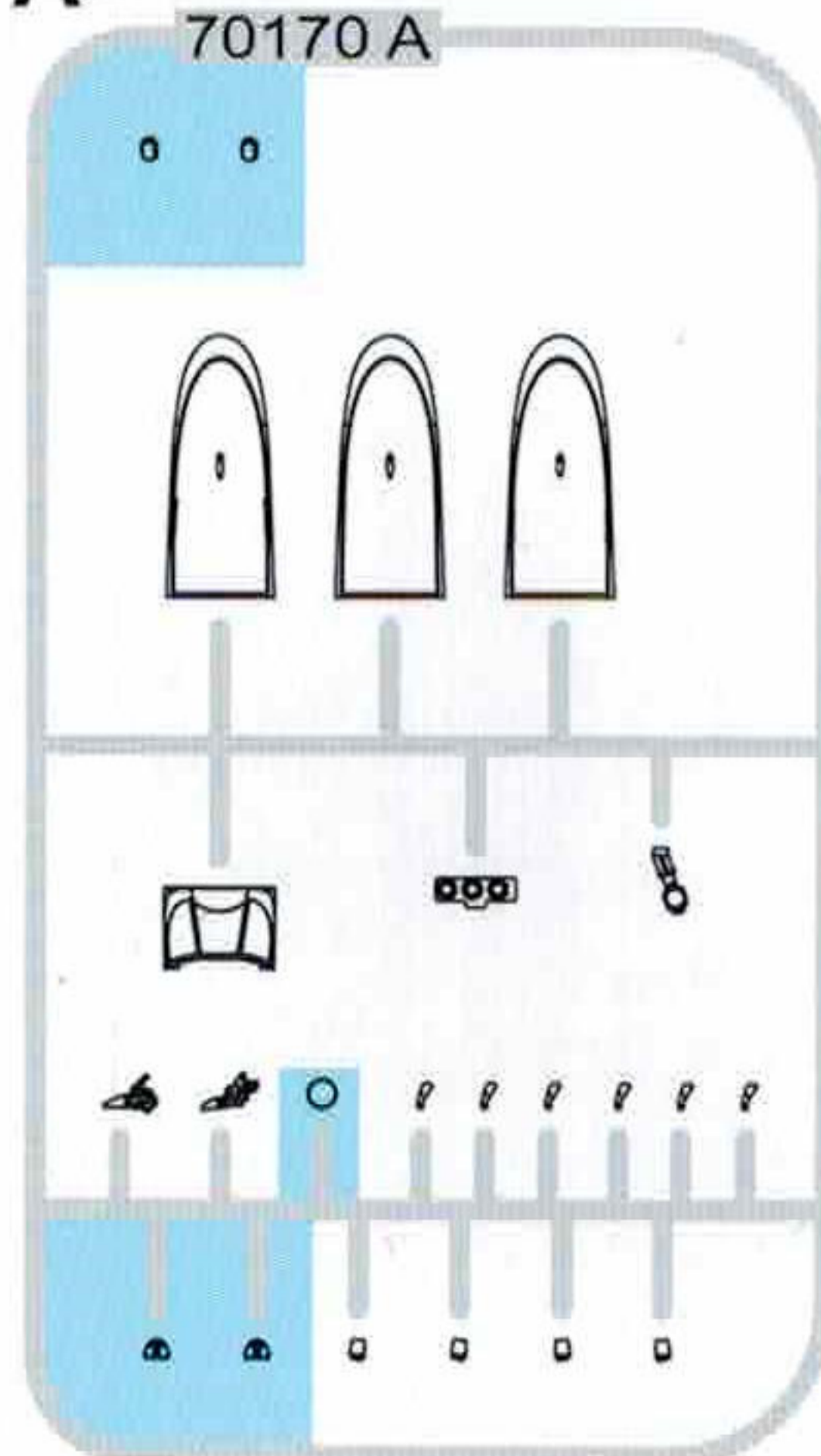
E>



F>



A>





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PARTS



DÍLY



TEILE



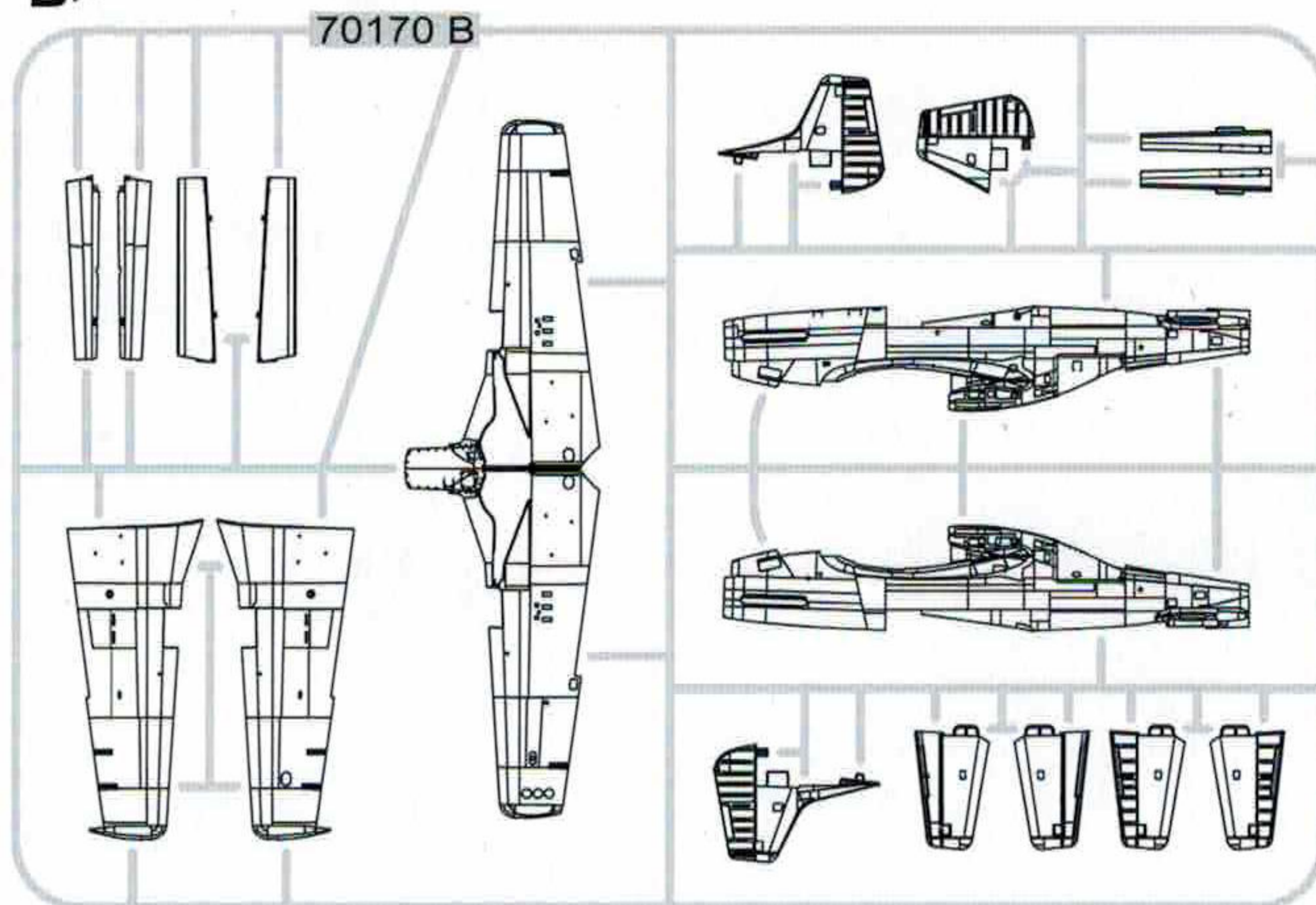
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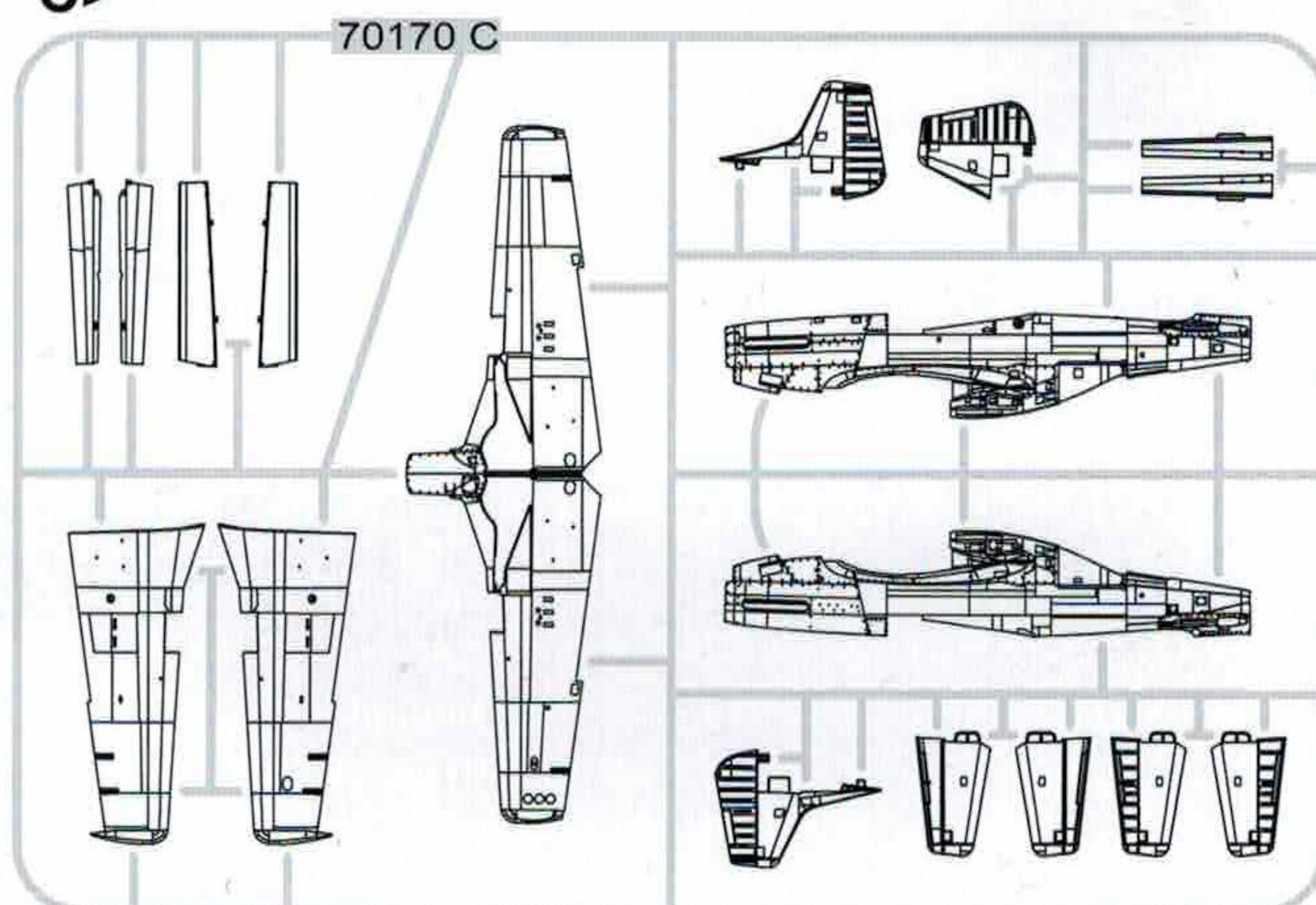
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PLASTIC PARTS

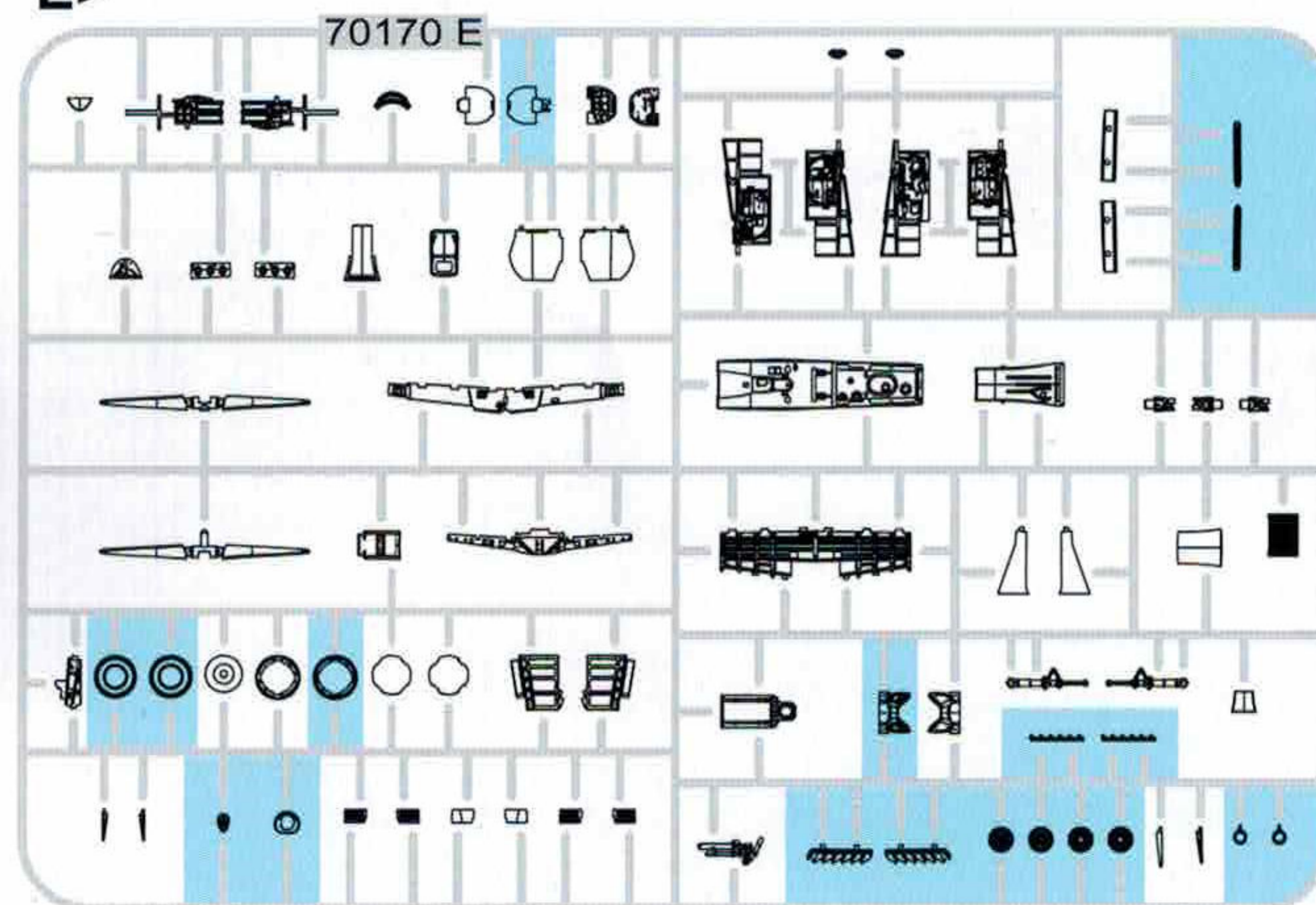
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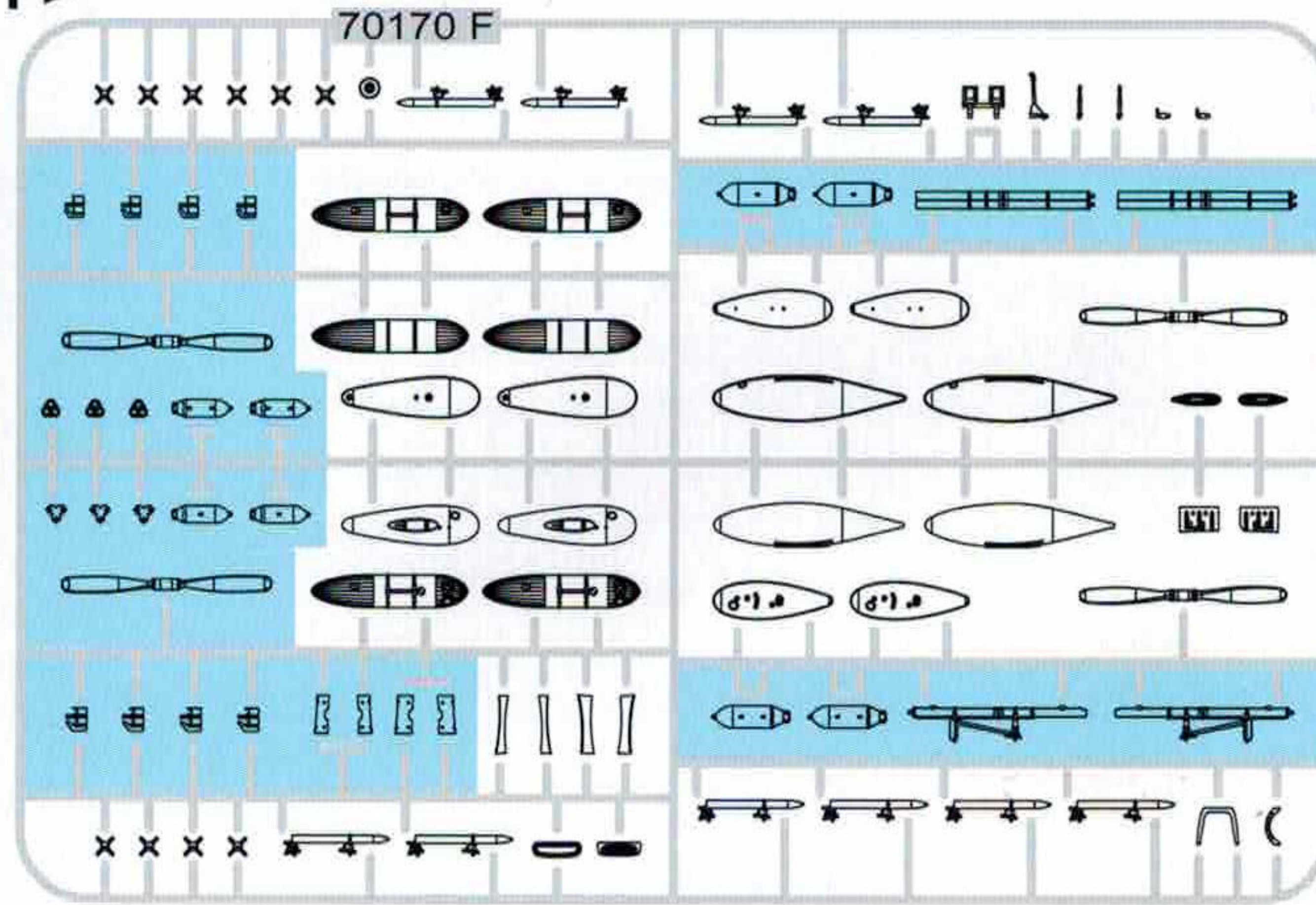
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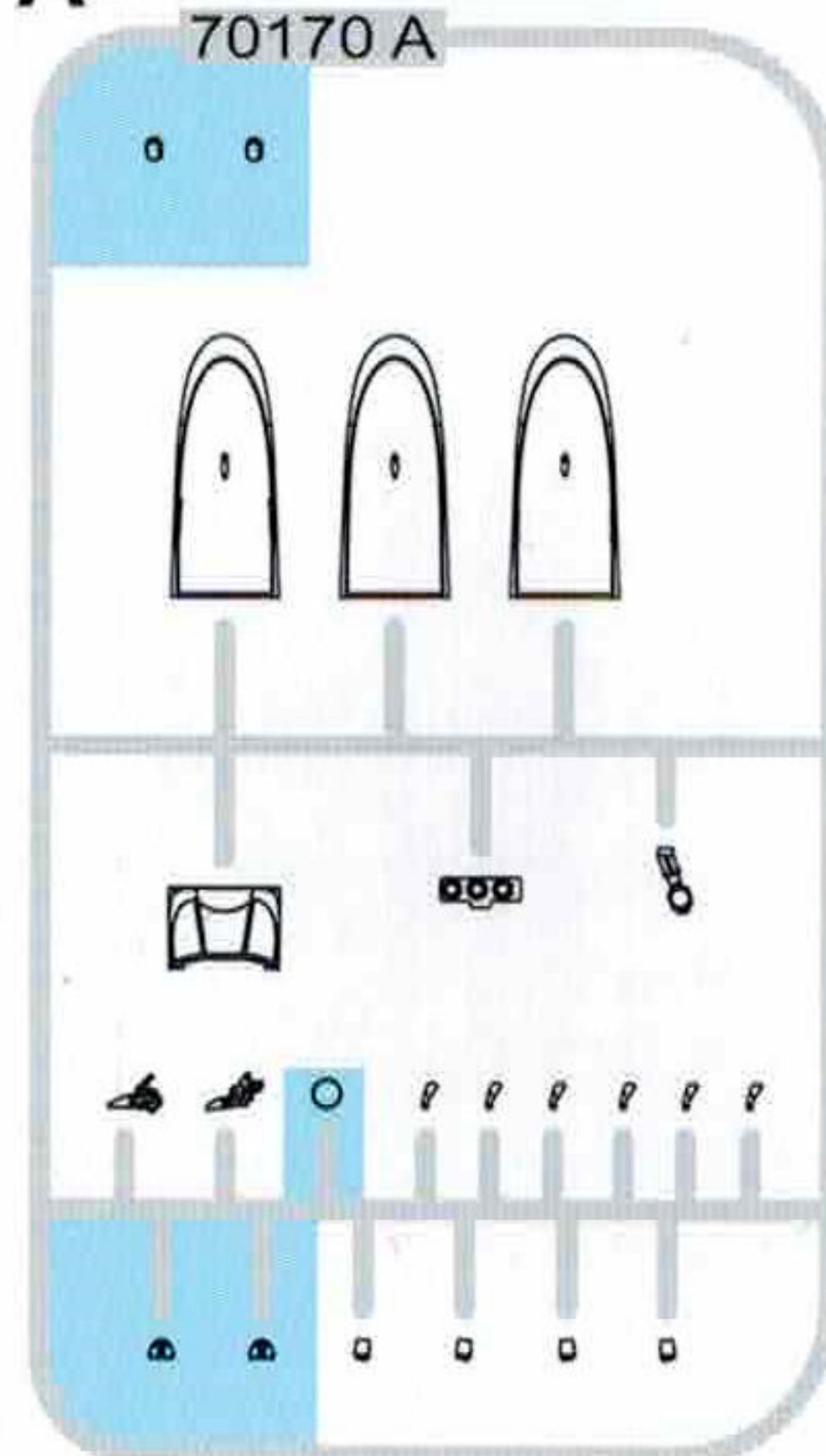
E>



F>



A>



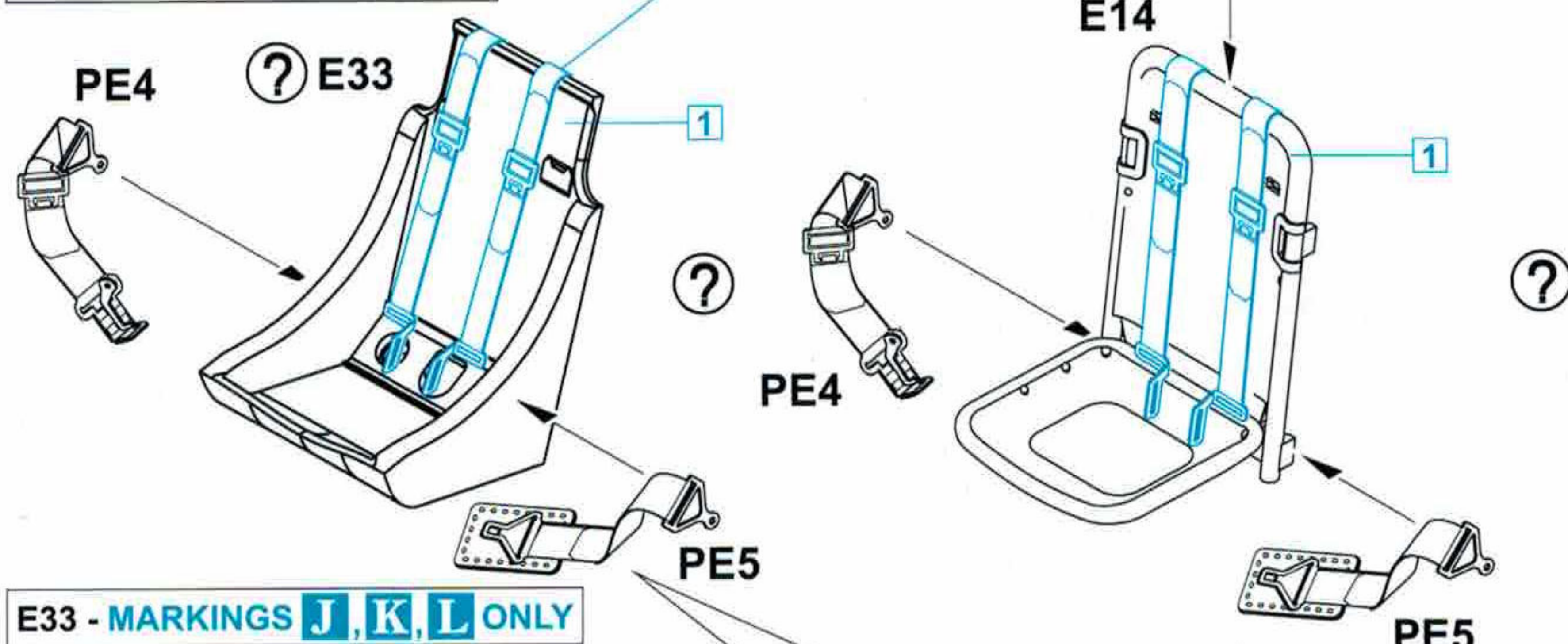
90% + 10%

H58 C351 INTERIOR GREEN H12 C33 FLAT BLACK

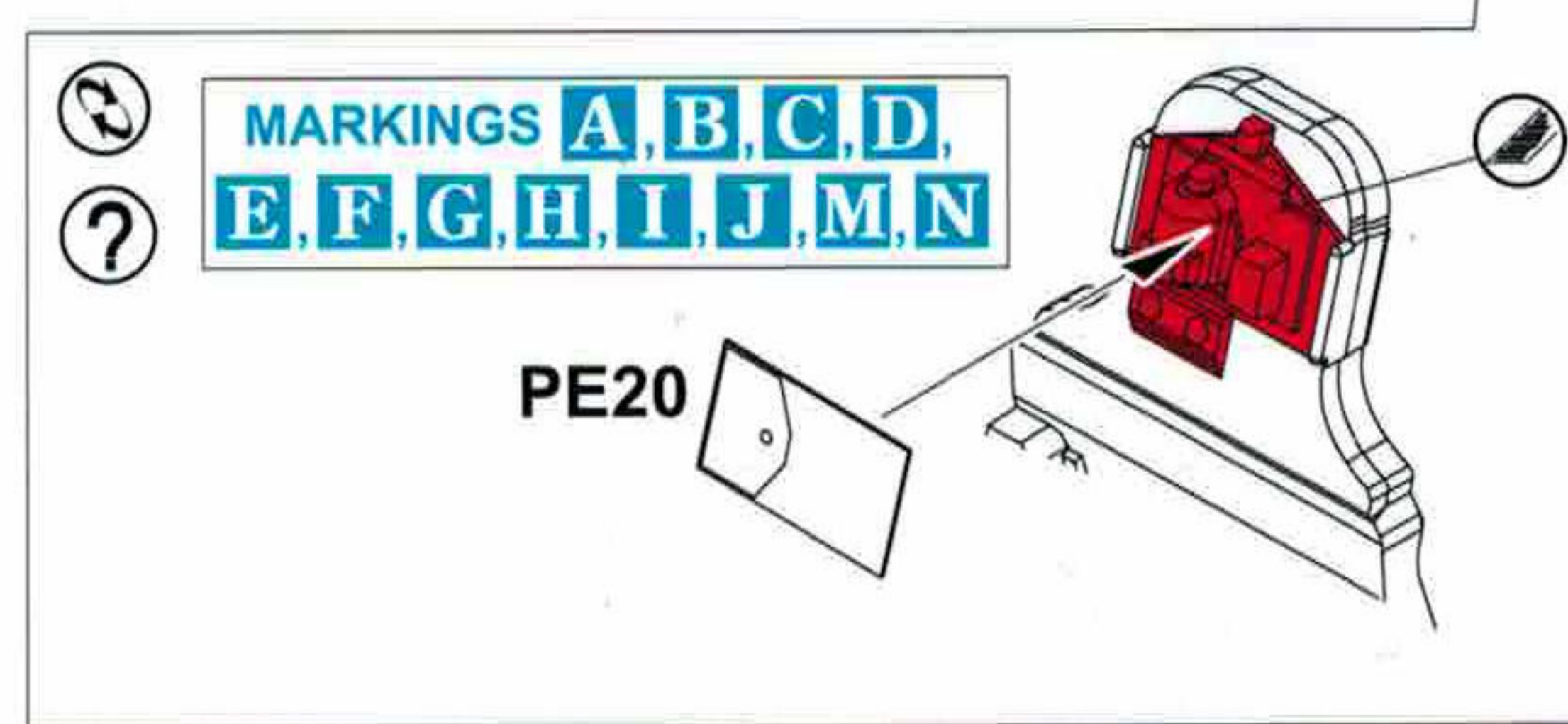
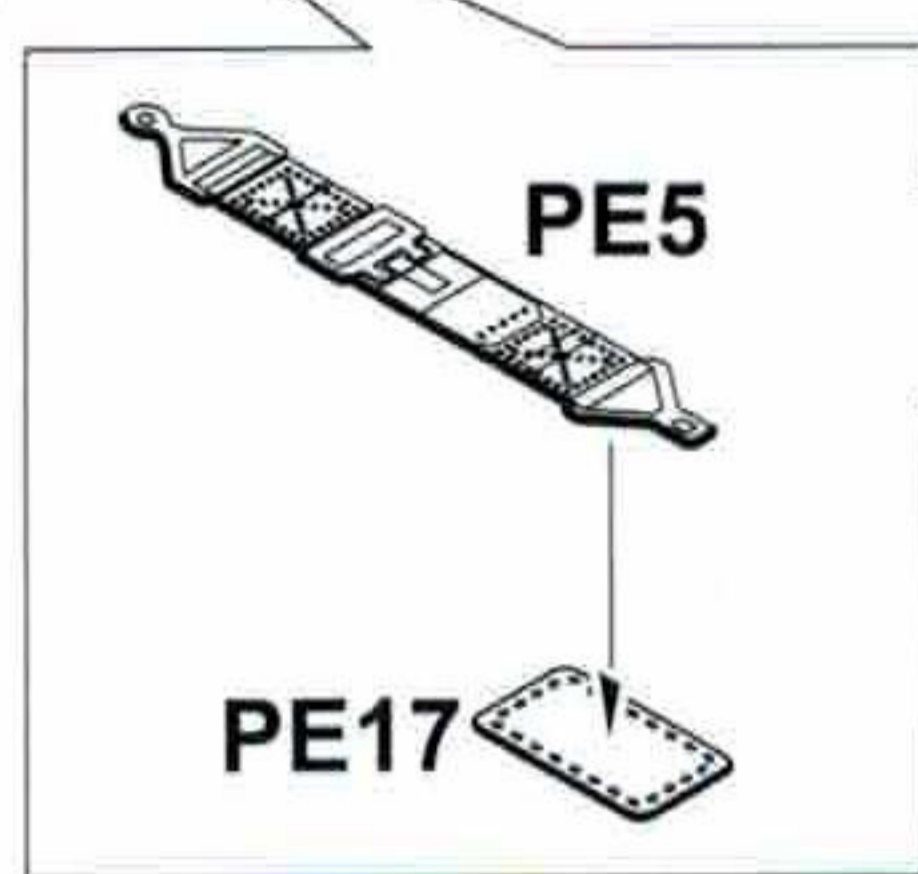
1 = ?

H52 C12 OLIVE DRAB

H58 C351 INTERIOR GREEN

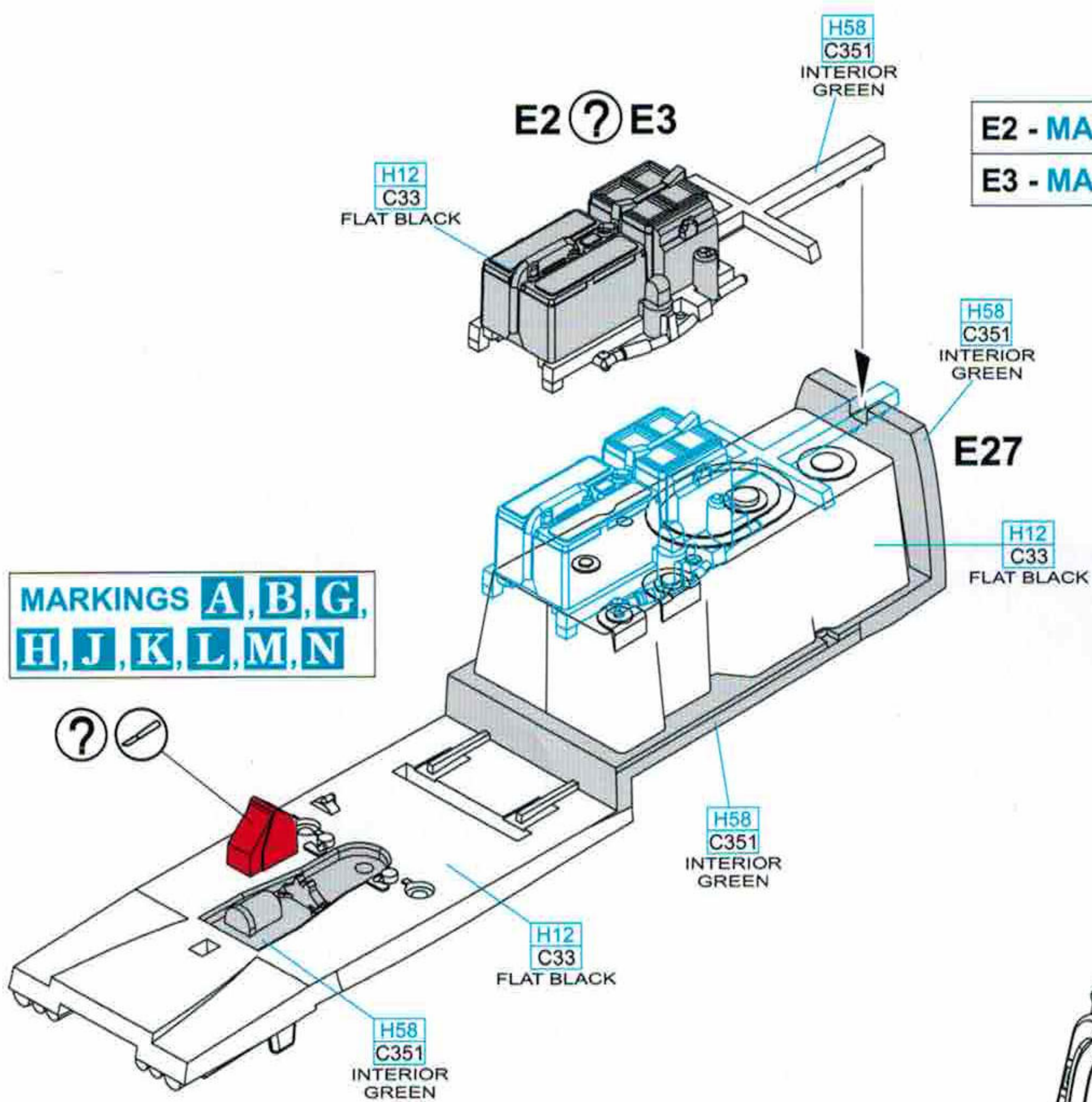


E33 - MARKINGS J, K, L ONLY



MARKINGS A, B, C, D, E, F, G, H, I, J, M, N

PE20



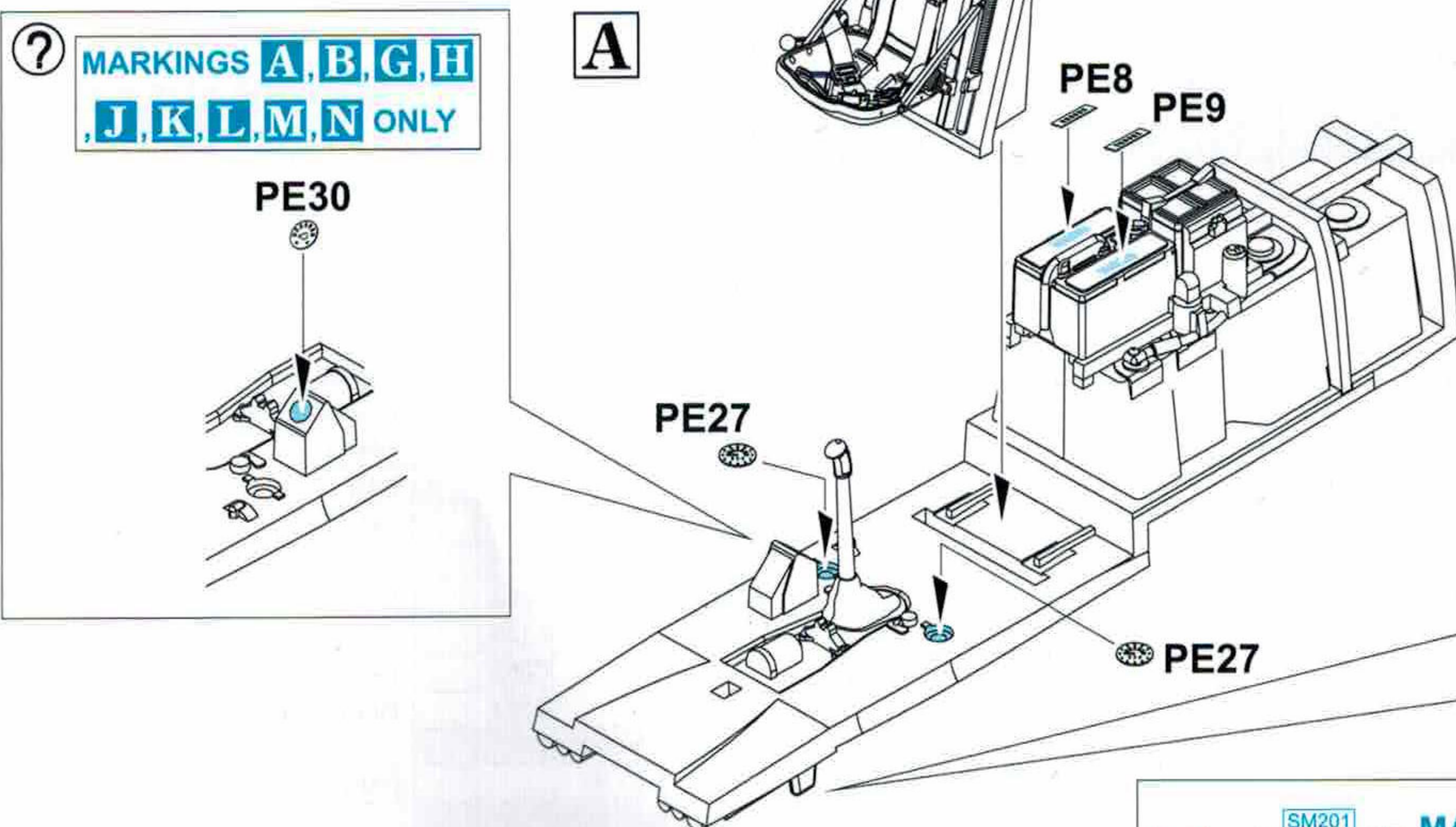
MARKINGS A, B, G, H, J, K, L, M, N

E2 - MARKINGS A, B, C, D, E, F, G, H, I, J, M, N

E3 - MARKINGS K, L

MARKINGS A, B, G, H, J, K, L, M, N ONLY

PE30



BOTTOM OF E27 PART

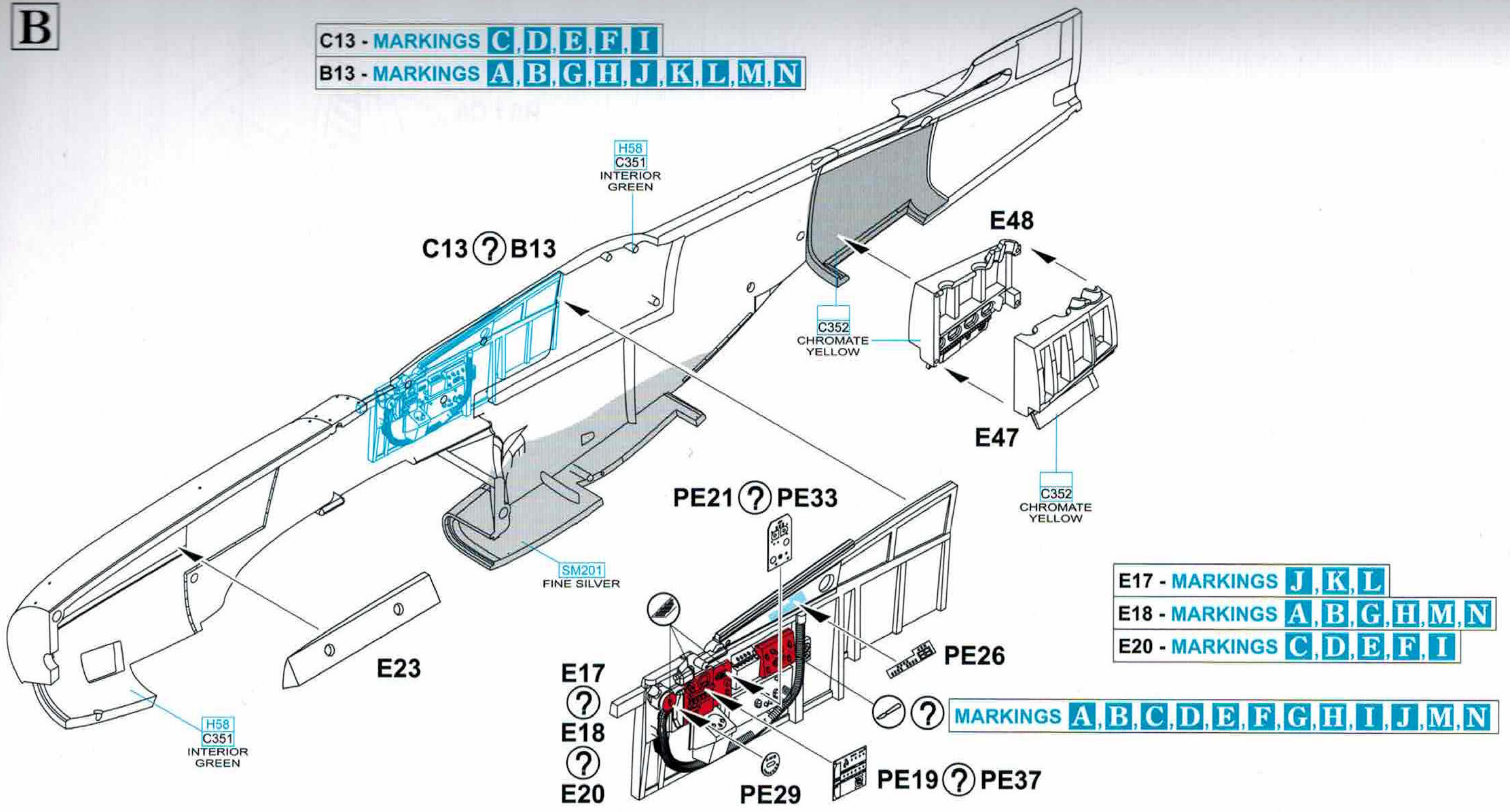
2 = SM201 FINE SILVER - MARKINGS B, C, D, E, F, H, I, M, N

C352 CHROMATE YELLOW - MARKINGS A, G, J, K, L

B

C13 - MARKINGS C, D, E, F, I

B13 - MARKINGS A, B, G, H, J, K, L, M, N



E17 - MARKINGS J, K, L

E18 - MARKINGS A, B, G, H, M, N

E20 - MARKINGS C, D, E, F, I

PE21 - MARKINGS A, B, C, D, E, F, G, H, I, M, N

PE33 - MARKINGS J, K, L

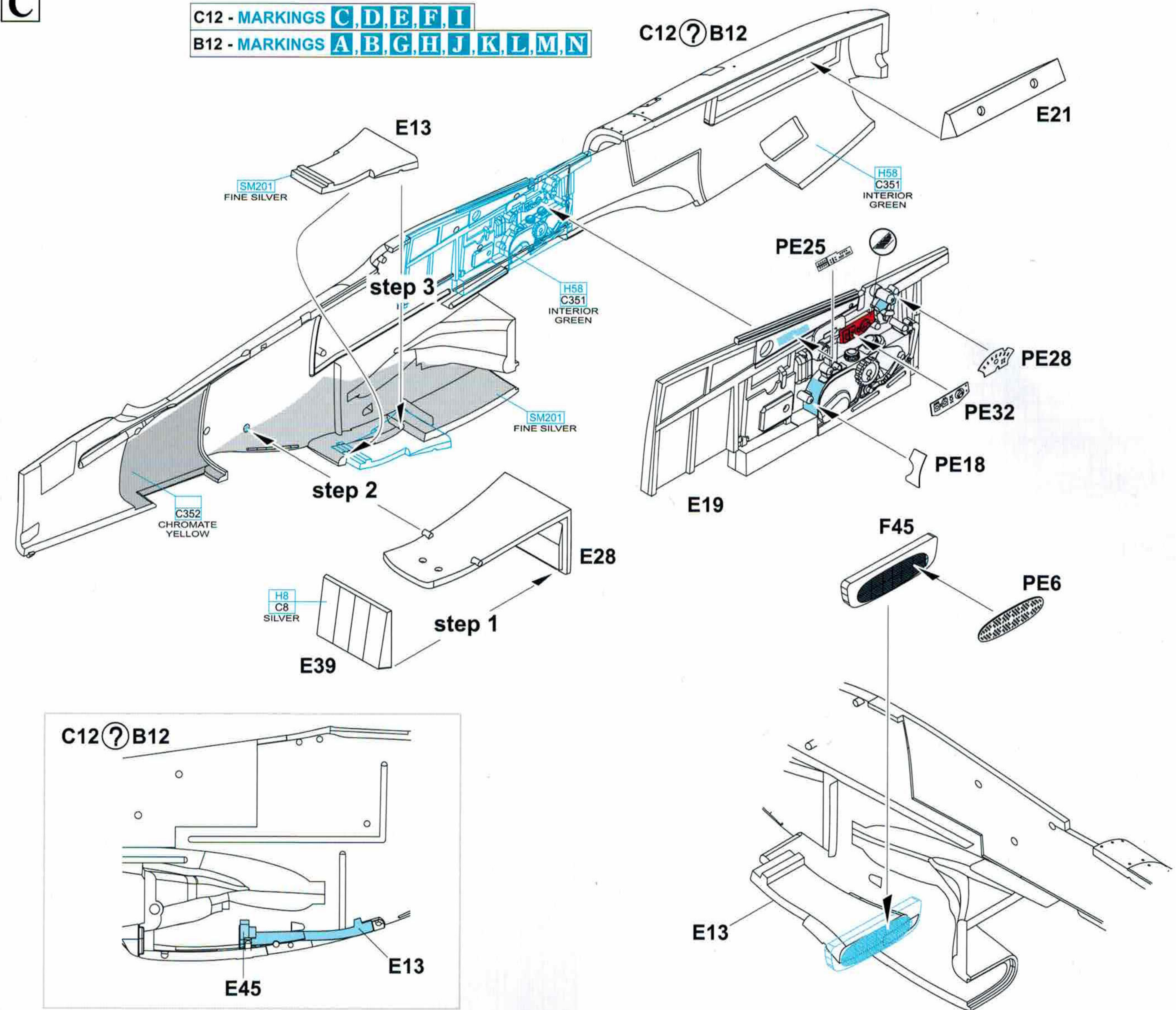
PE19 - MARKINGS C, D, E, F, I

PE37 - MARKINGS A, B, G, H, J, K, L, M, N

C

C12 - MARKINGS C, D, E, F, I

B12 - MARKINGS A, B, G, H, J, K, L, M, N



C12 B12

E45

E13

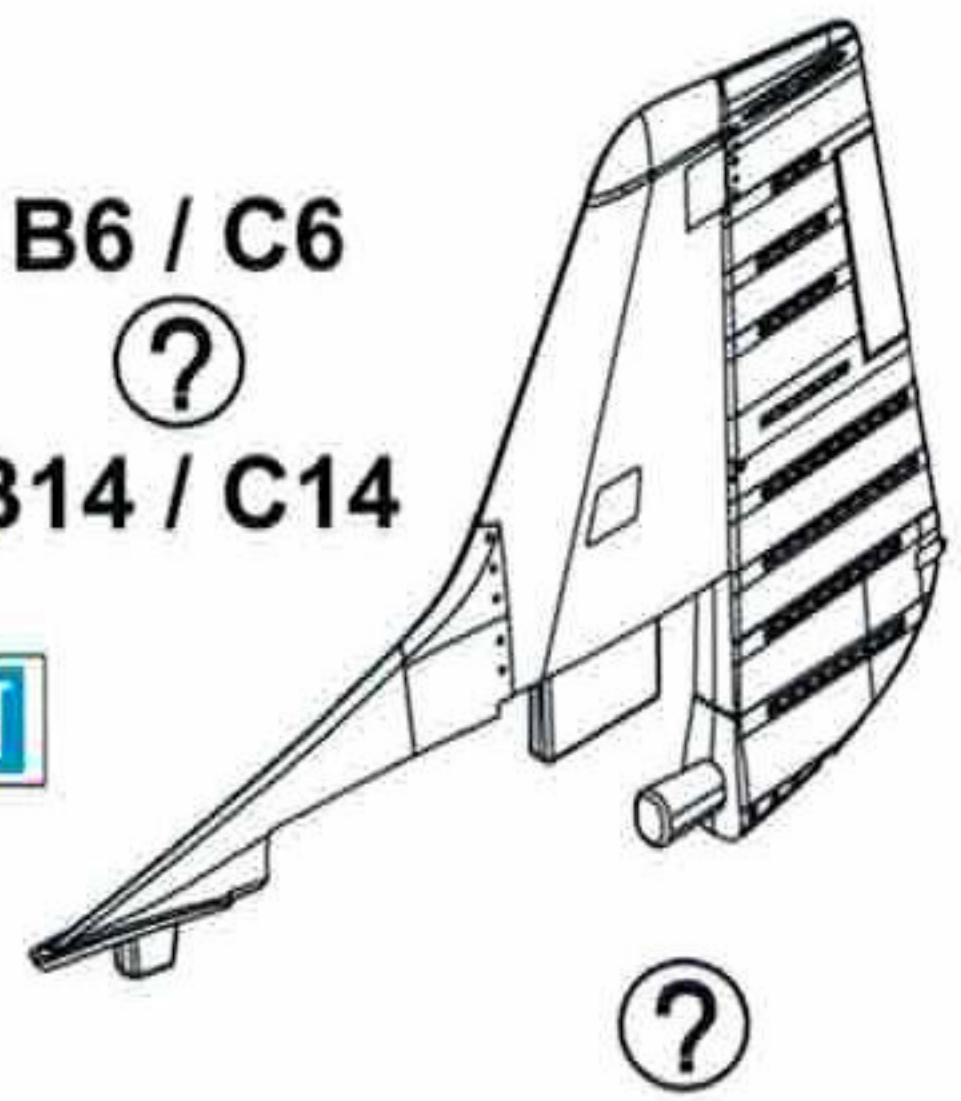
B6 / C6

?

B14 / C14

B6, C6 - MARKINGS **A, B, D, F, G, H, M, N**

B14, C14 - MARKINGS **J, K, L**



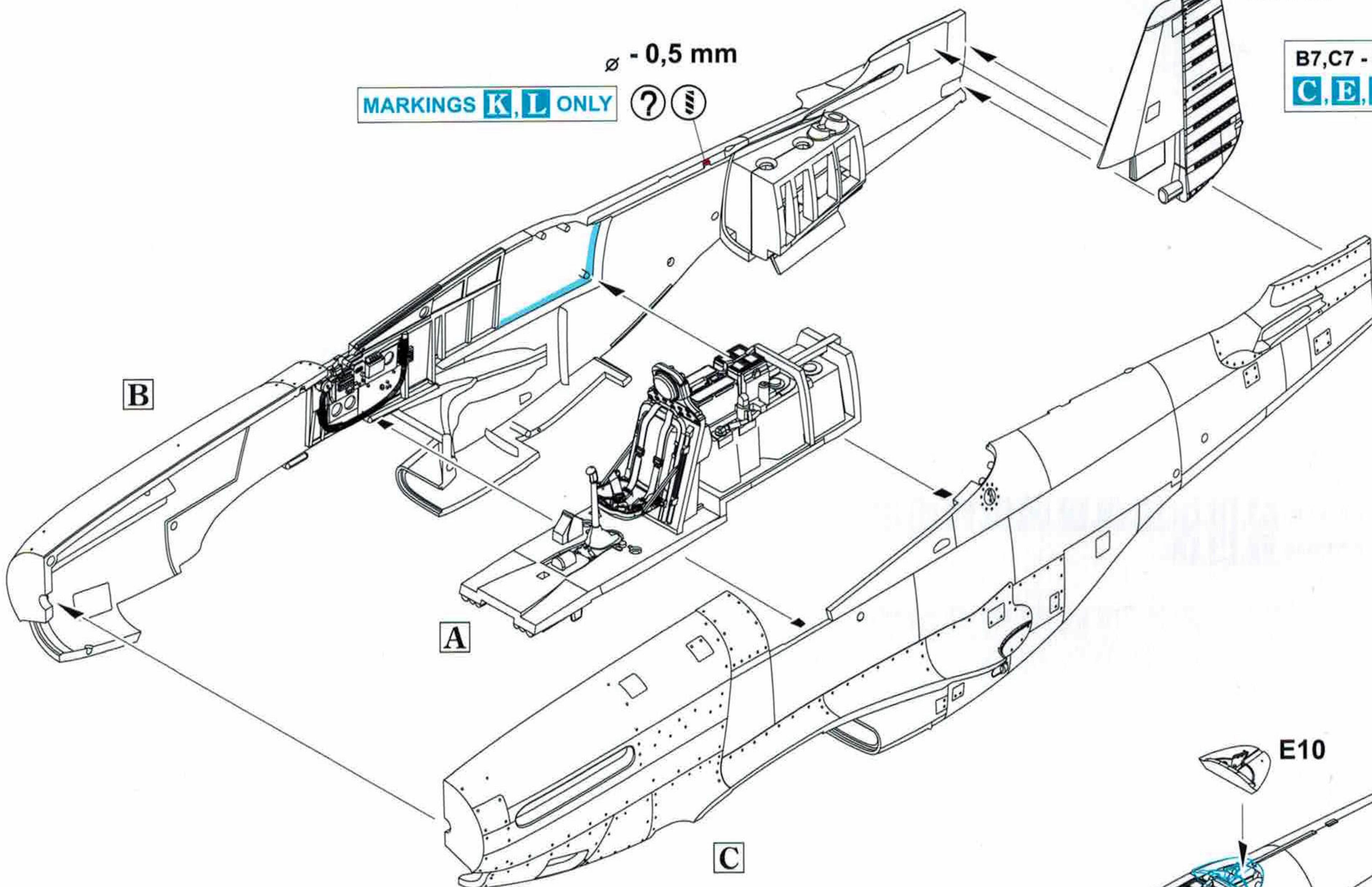
B7 / C7

B7, C7 - MARKINGS **C, E, I** ONLY

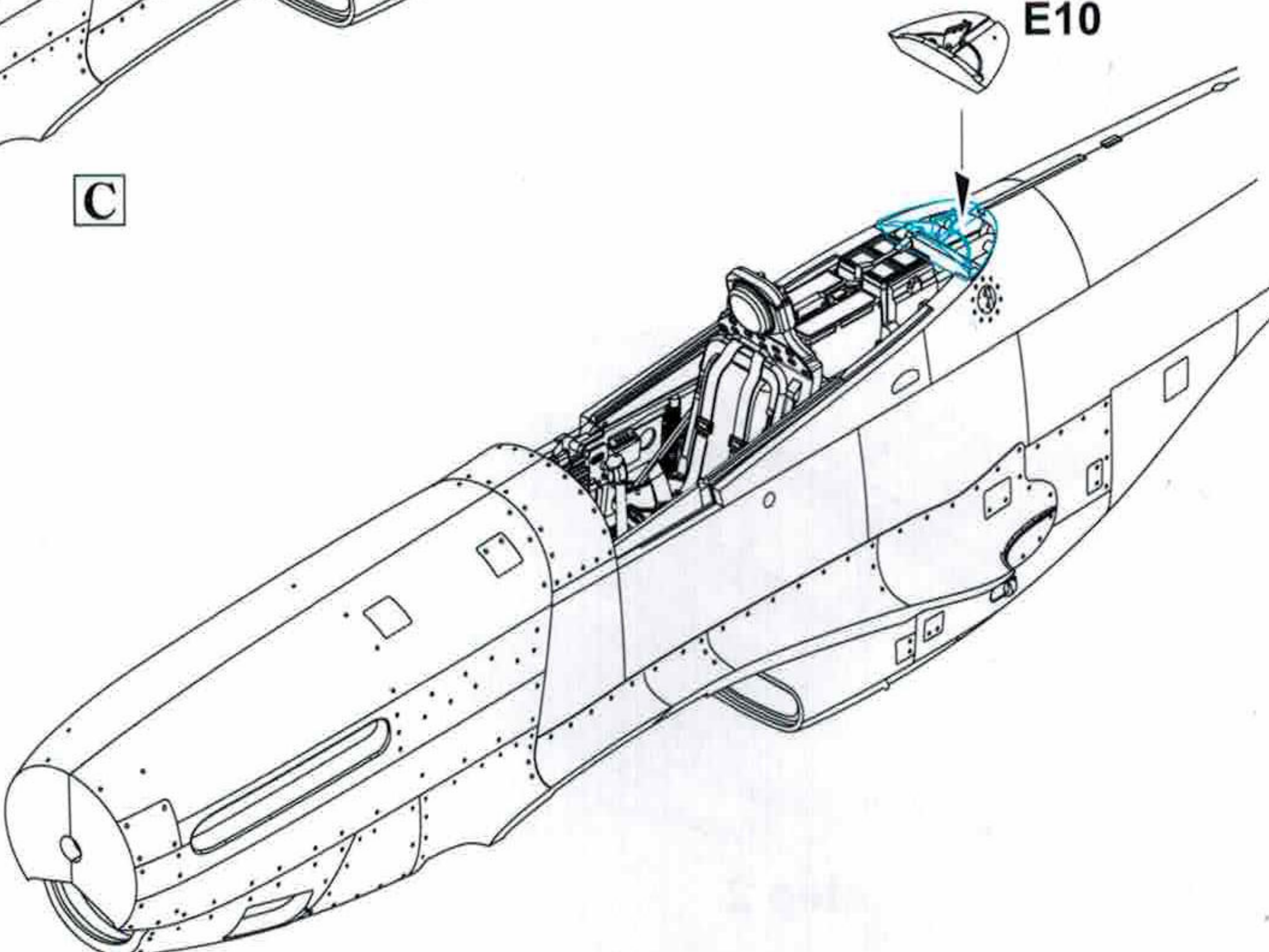
∅ - 0,5 mm

MARKINGS **K, L** ONLY

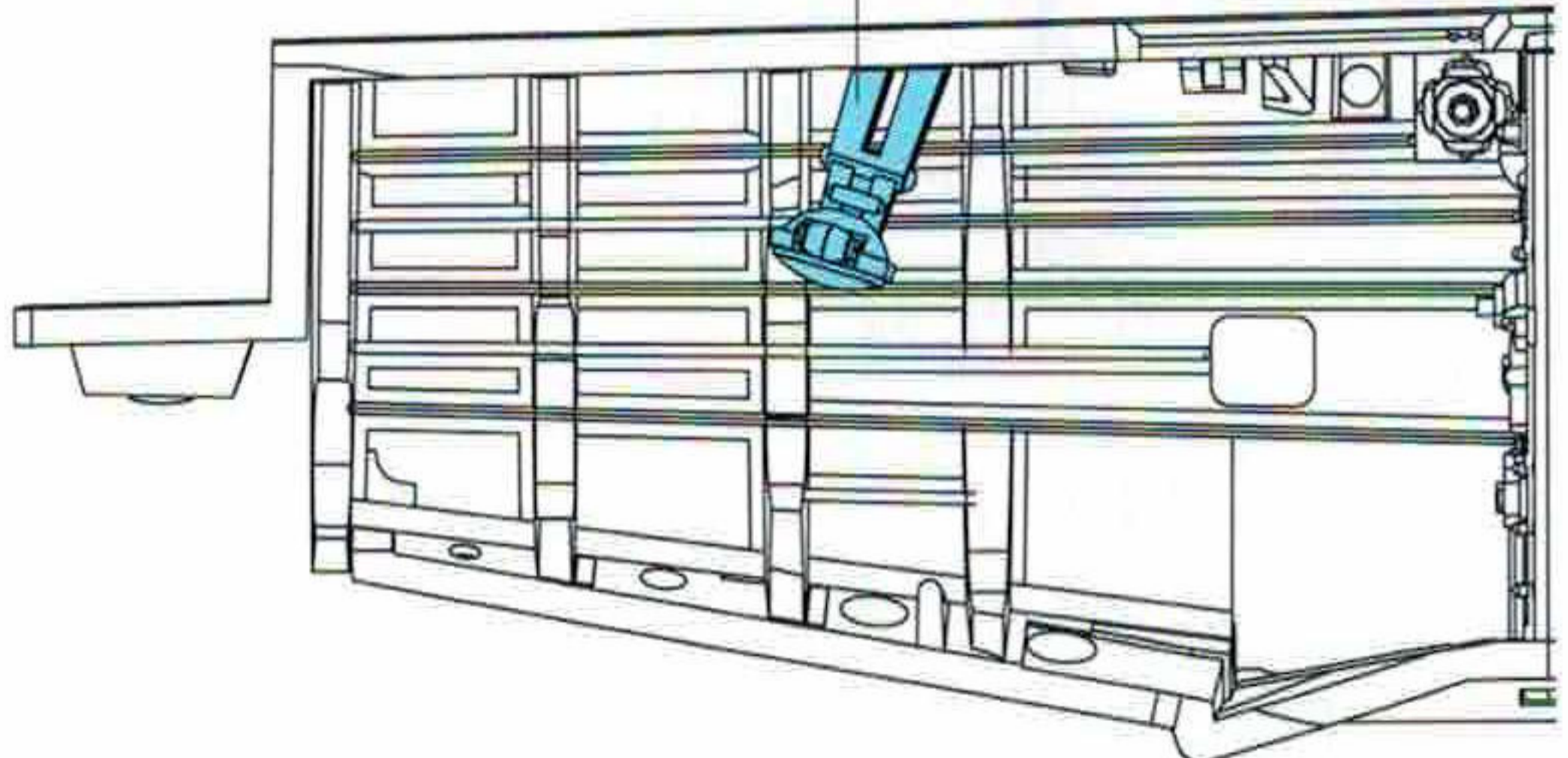
?



E10



A7



D

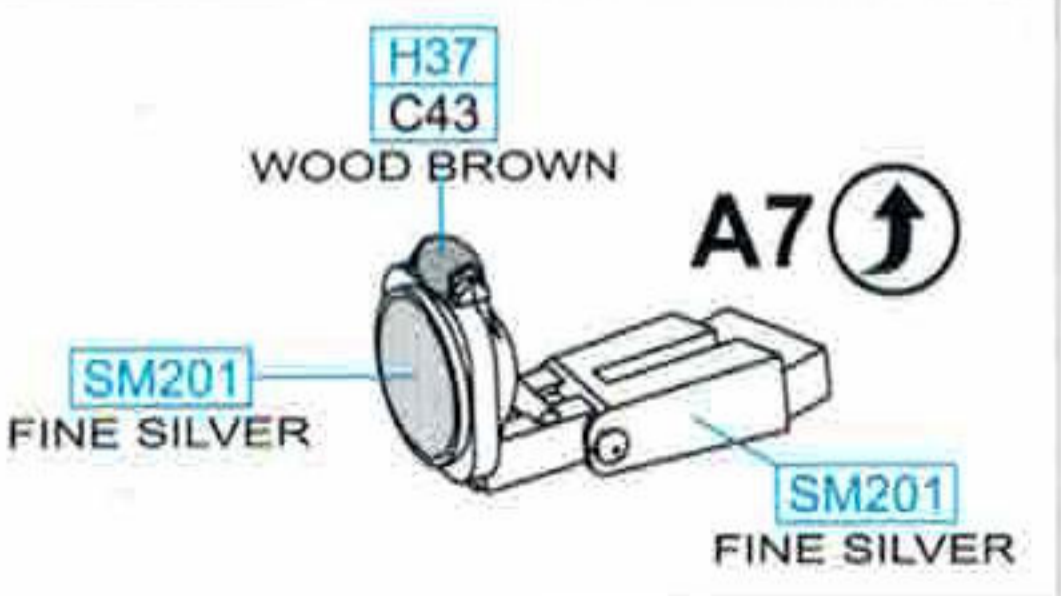
E40

2

E9

H329
C329
YELLOW

SM201
FINE SILVER



H37
C43
WOOD BROWN

SM201
FINE SILVER

SM201
FINE SILVER

C352
CHROMATE
YELLOW

A7

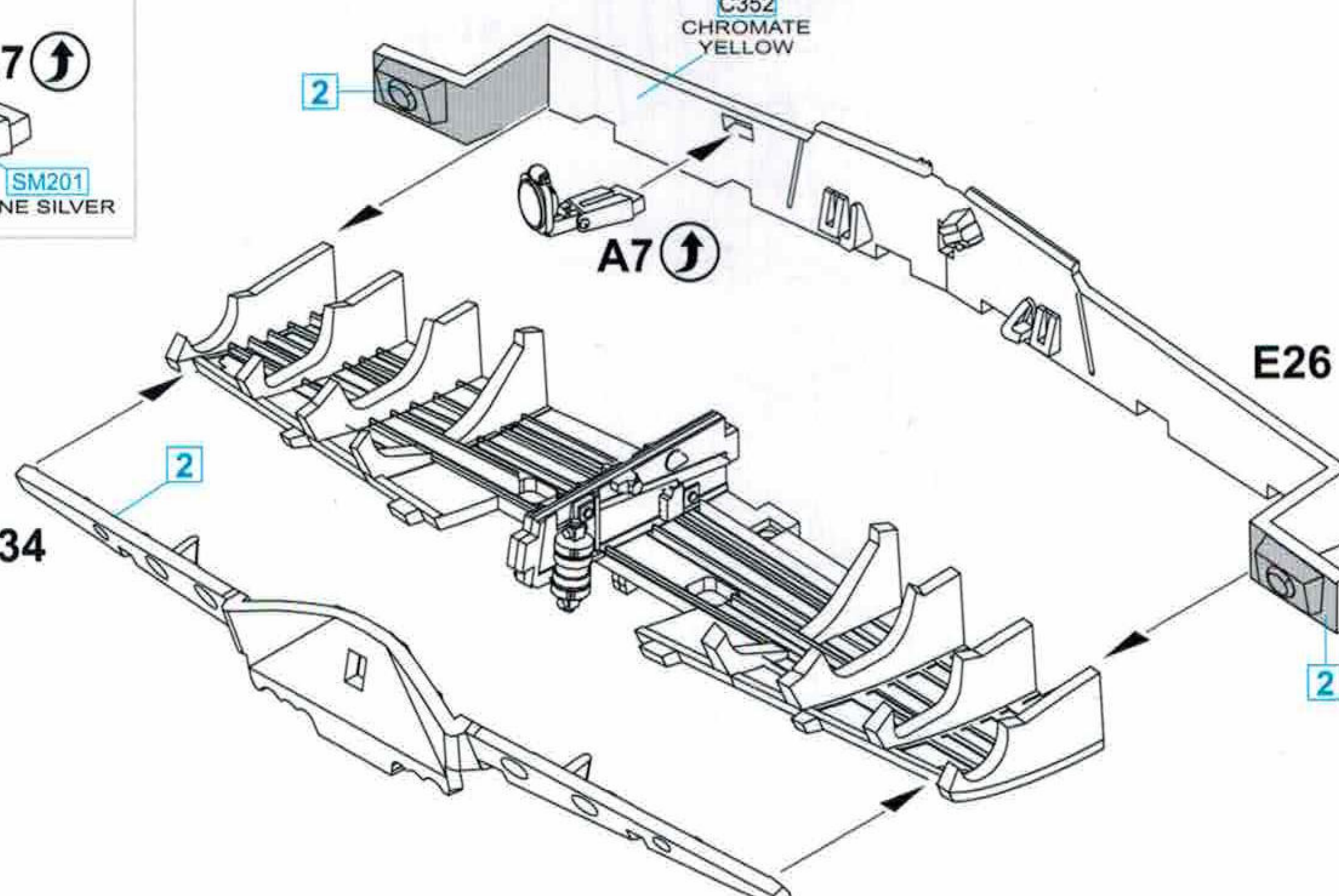
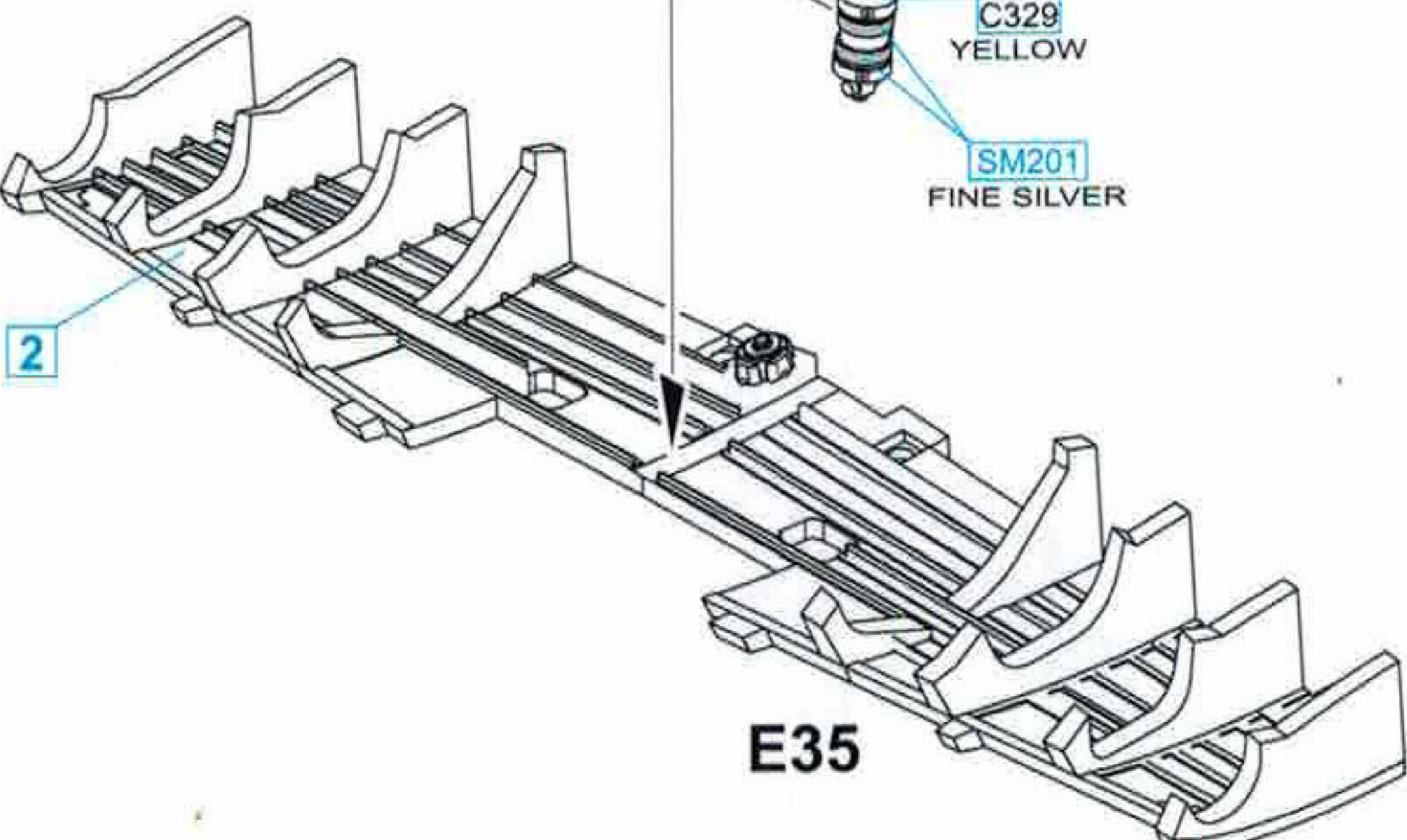
2

E34

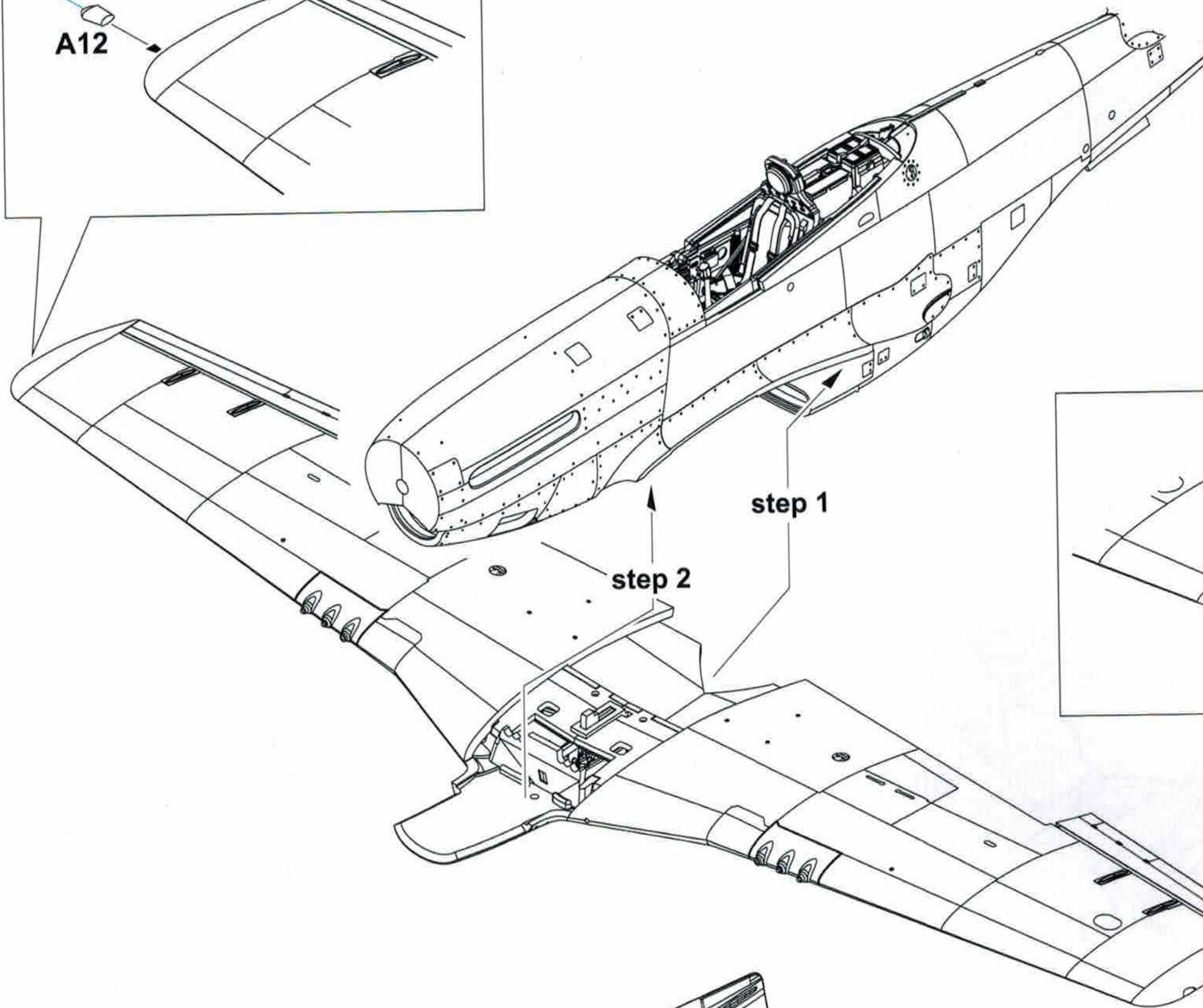
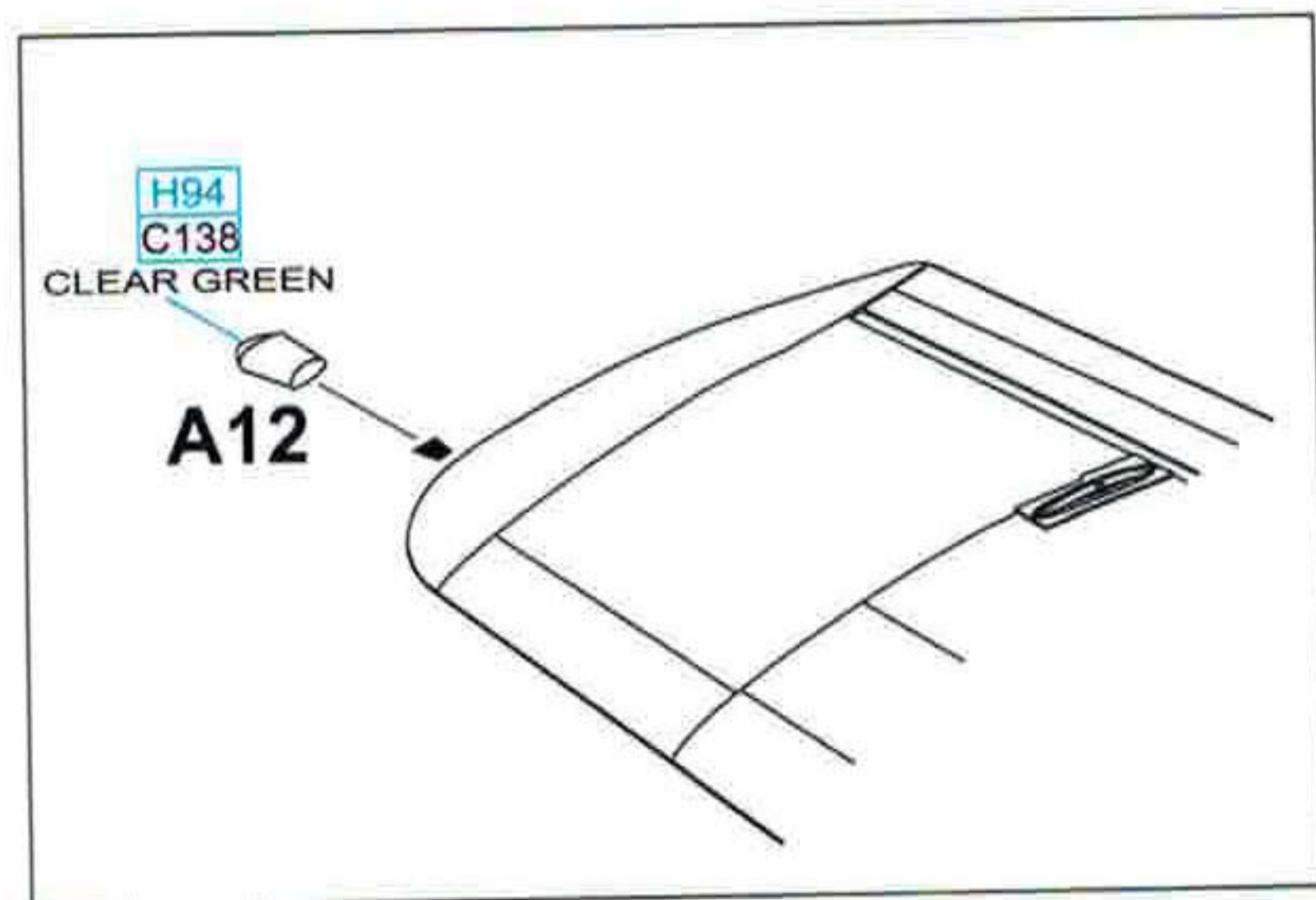
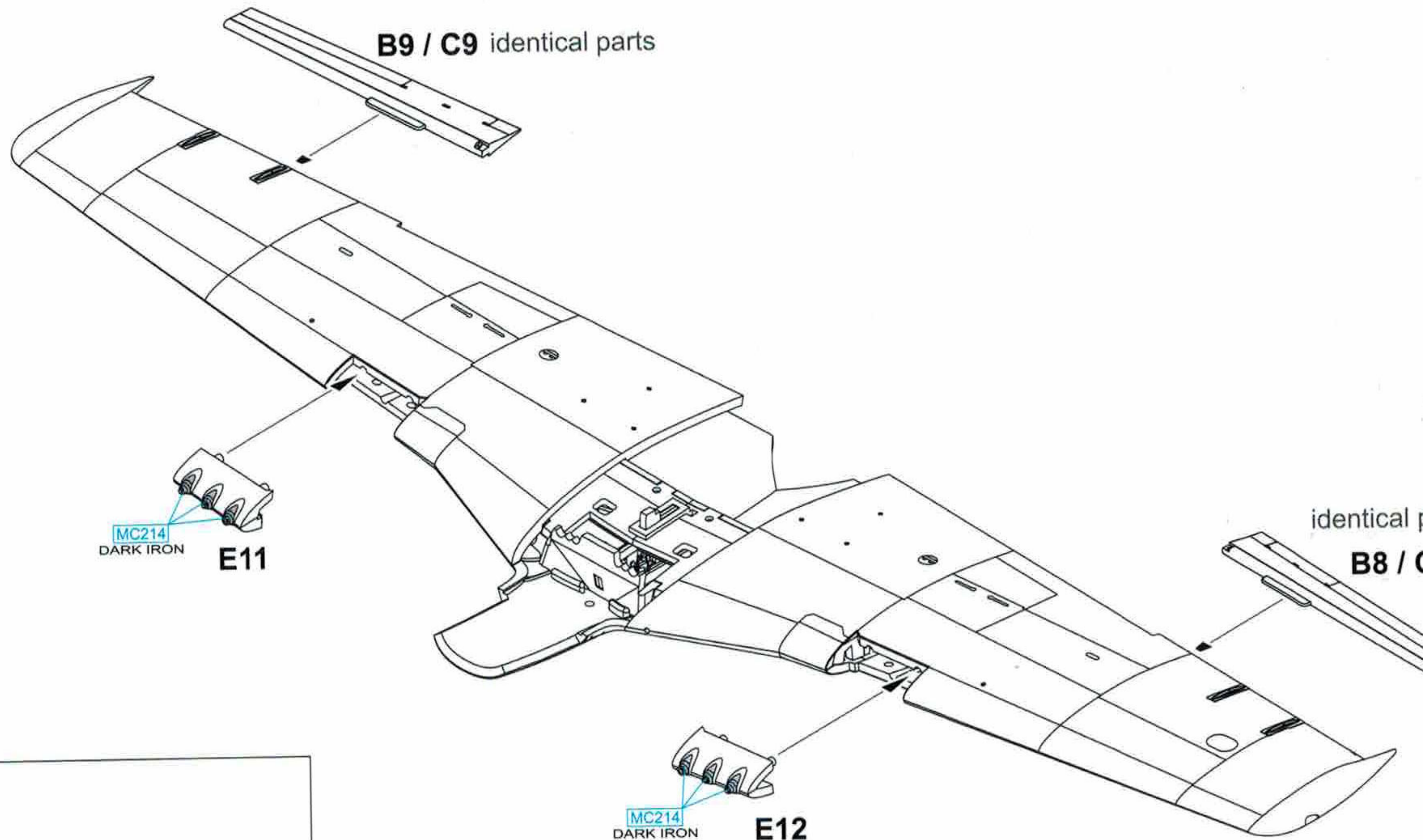
2

E26

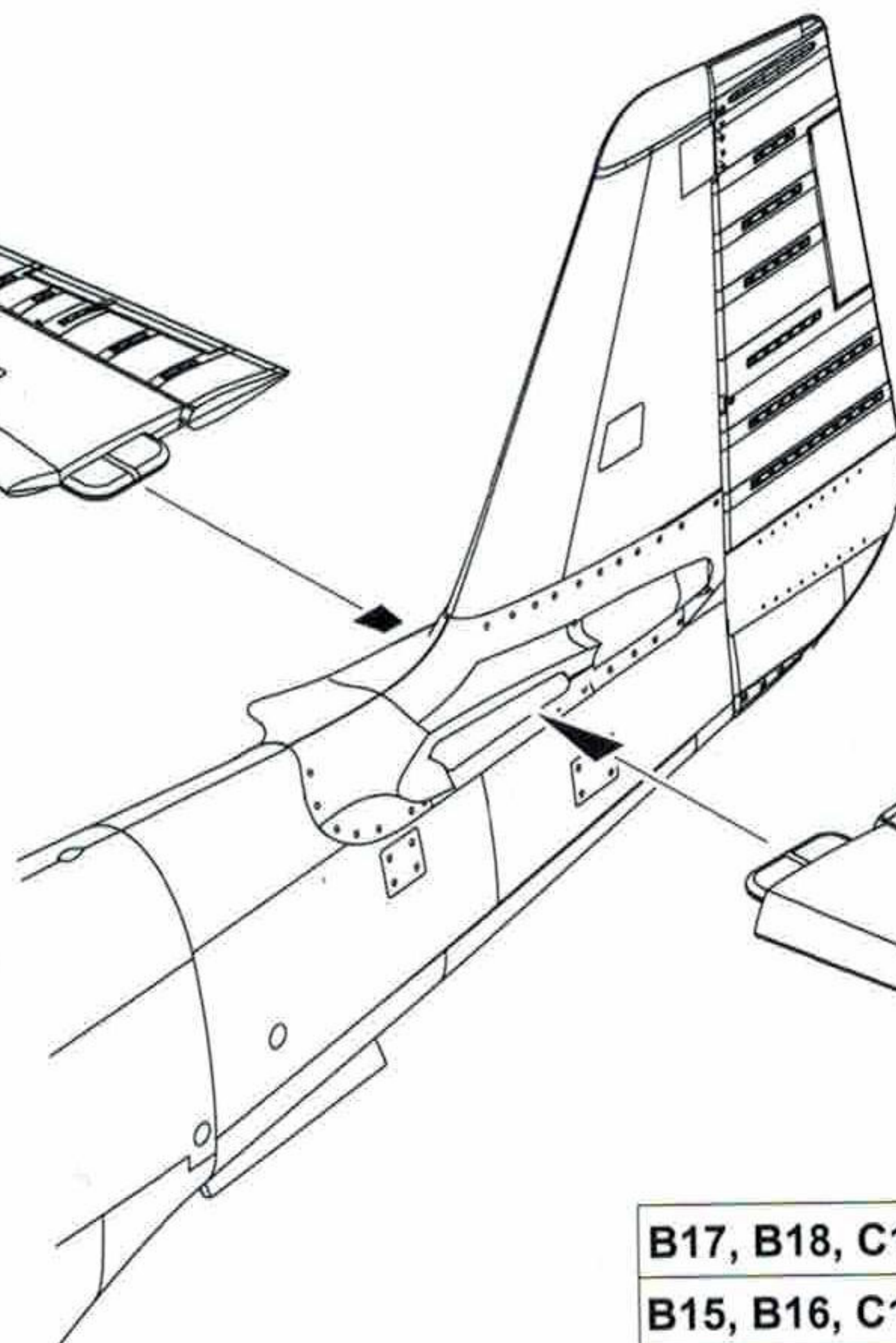
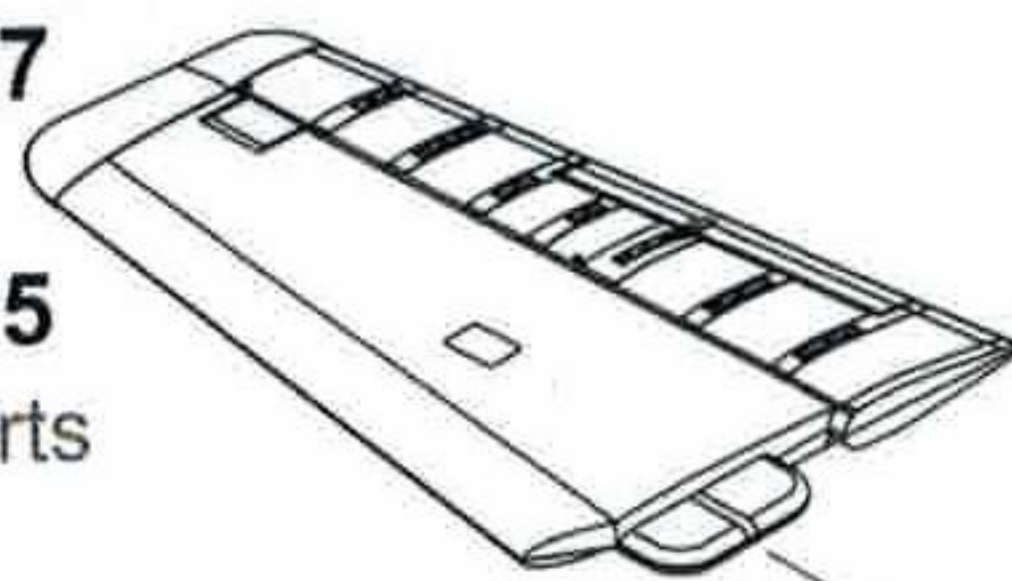
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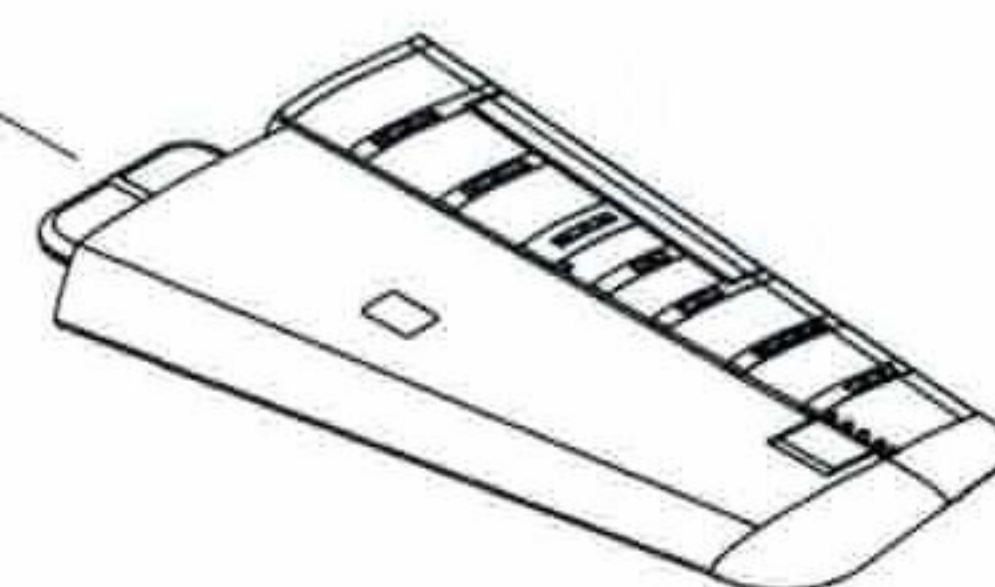
B9 / C9 identical parts



identical parts
B17 / C17
?
B15 / C15
identical parts



identical parts
B18 / C18
?
B16 / C16
identical parts



B17, B18, C17, C18 - MARKINGS **A, B, C, D, E, F, G, I**
B15, B16, C15, C16 - MARKINGS **H, J, K, L, M, N**

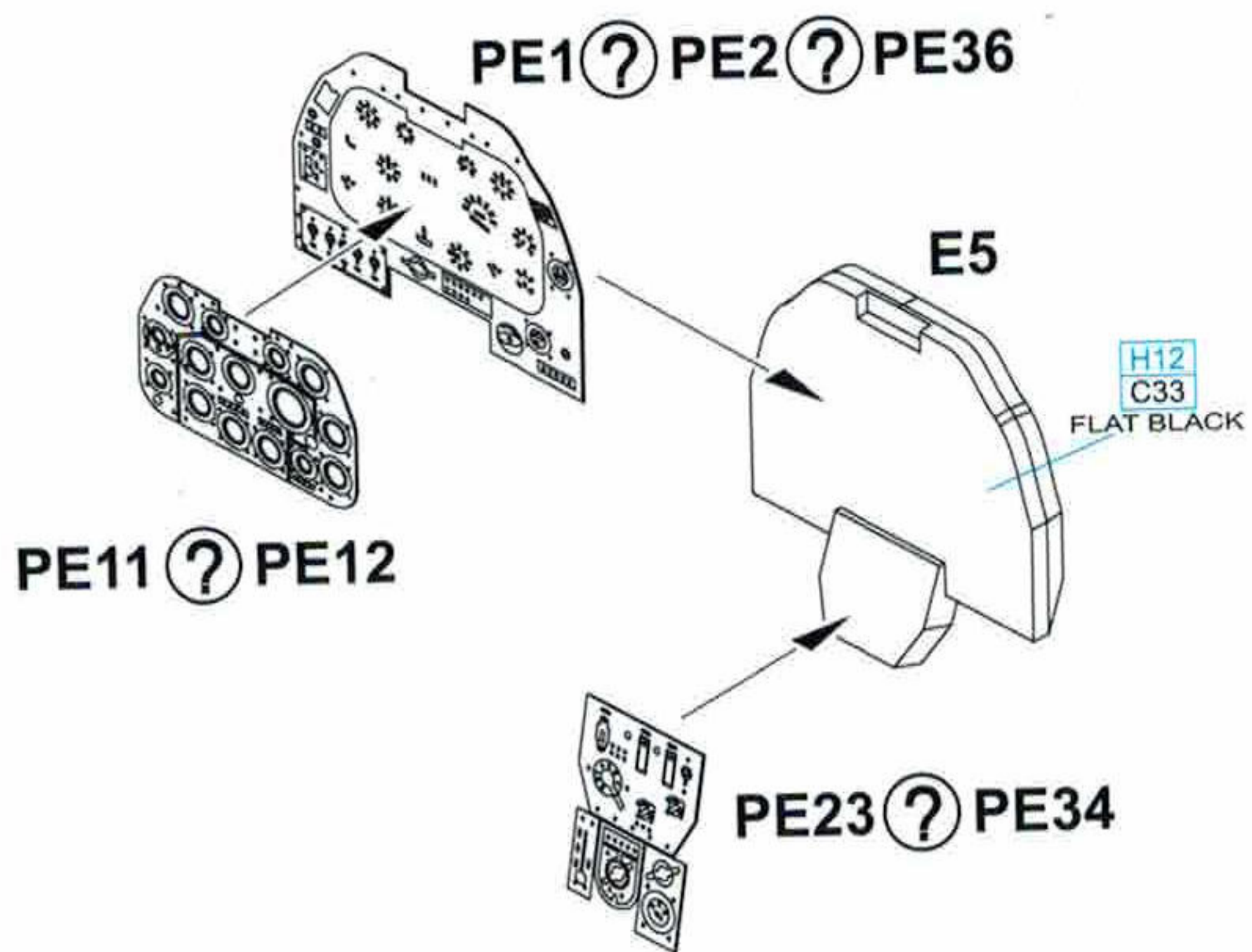
PE1, PE11 - MARKINGS **C, D, E, F, I**

PE2, PE12 - MARKINGS **J, K, L**

PE36, PE12 - MARKINGS **A, B, G, H, M, N**

E7 - MARKINGS **A, B, G, H, J, K, L, M, N**

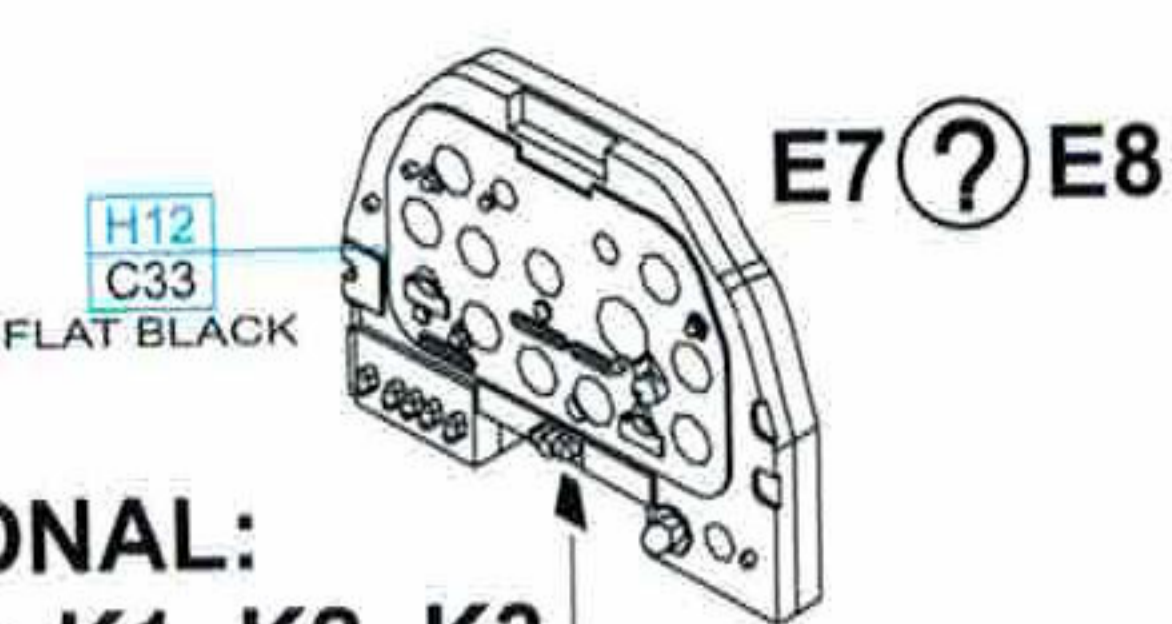
E8 - MARKINGS **C, D, E, F, I**



PE23 - MARKINGS **A, B, C, D, E, F, G, H, I, M, N**

PE34 - MARKINGS **J, K, L**

OPTIONAL:
decals K1, K2, K3



OPTIONAL:
decals K4, K5, K7, K8



E29 - MARKINGS **C, D, E, F, I**

E30 - MARKINGS **A, B, G, H, M, N**

E31 - MARKINGS **J, K, L**

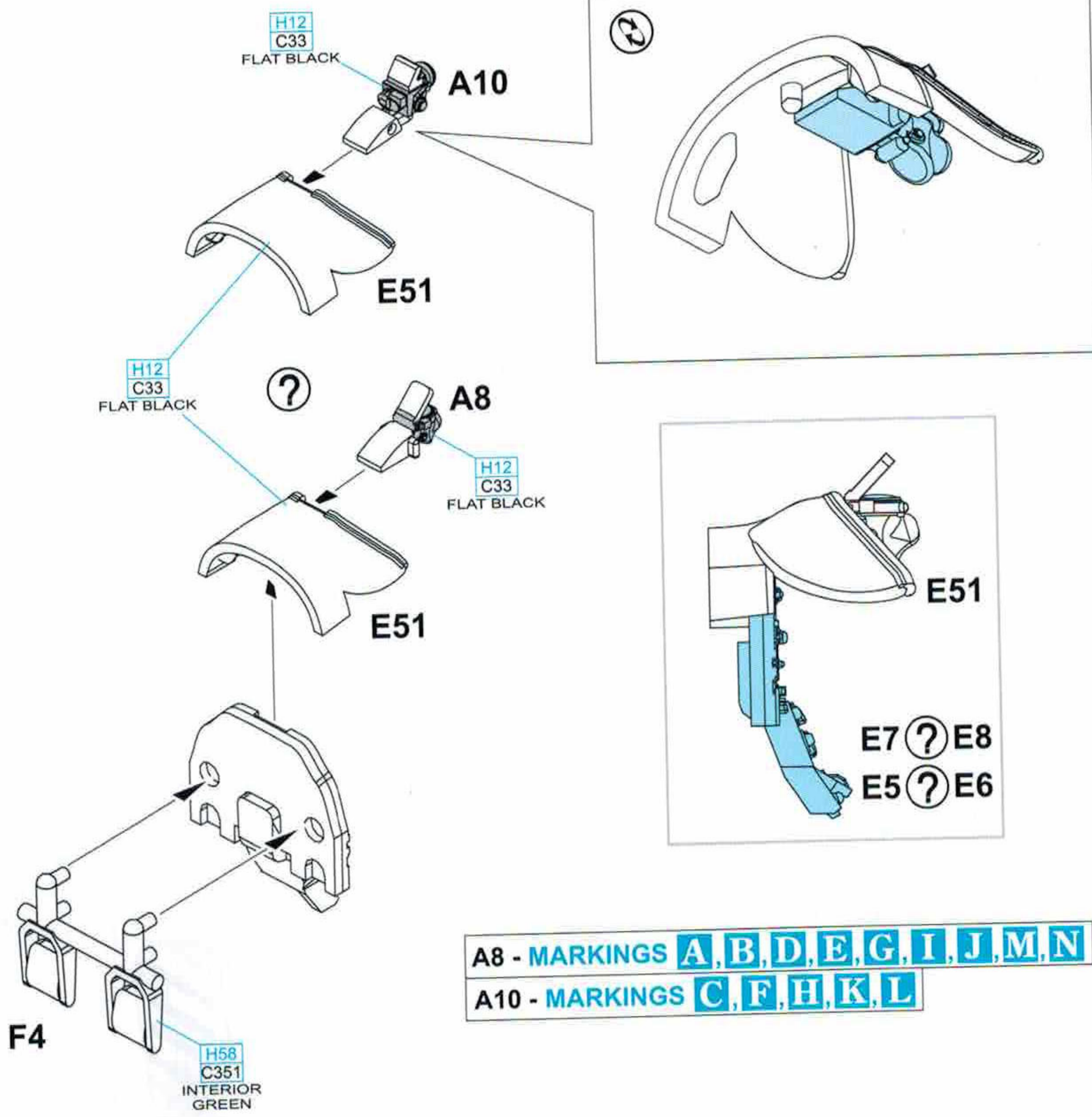
decals K1 - MARKINGS **C, D, E, F, I**

decals K2 - MARKINGS **A, B, G, H, M, N**

decals K3 - MARKINGS **J, K, L**

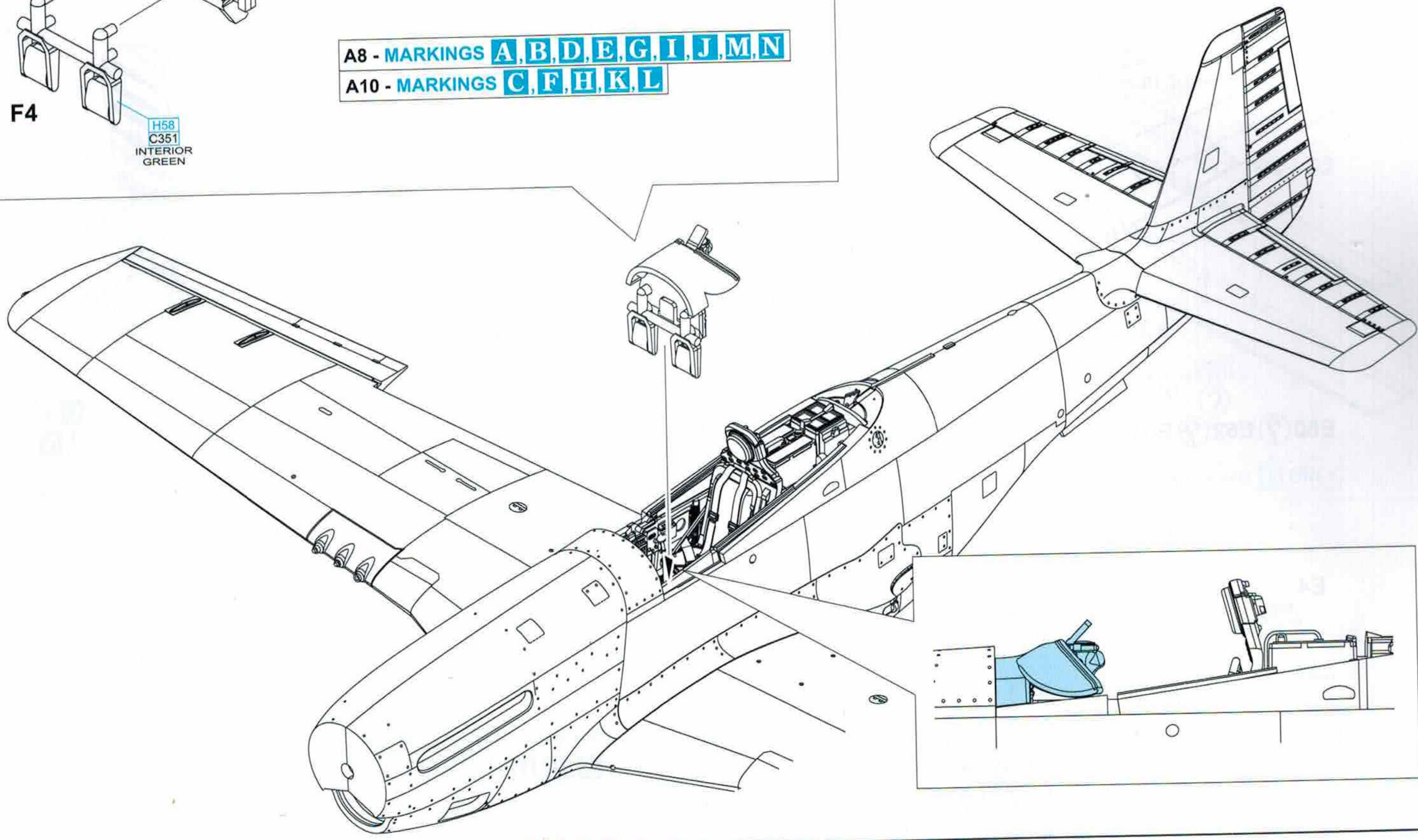
decals K4 - MARKINGS **A, B, C, D, E, F, G, H, I, M, N**

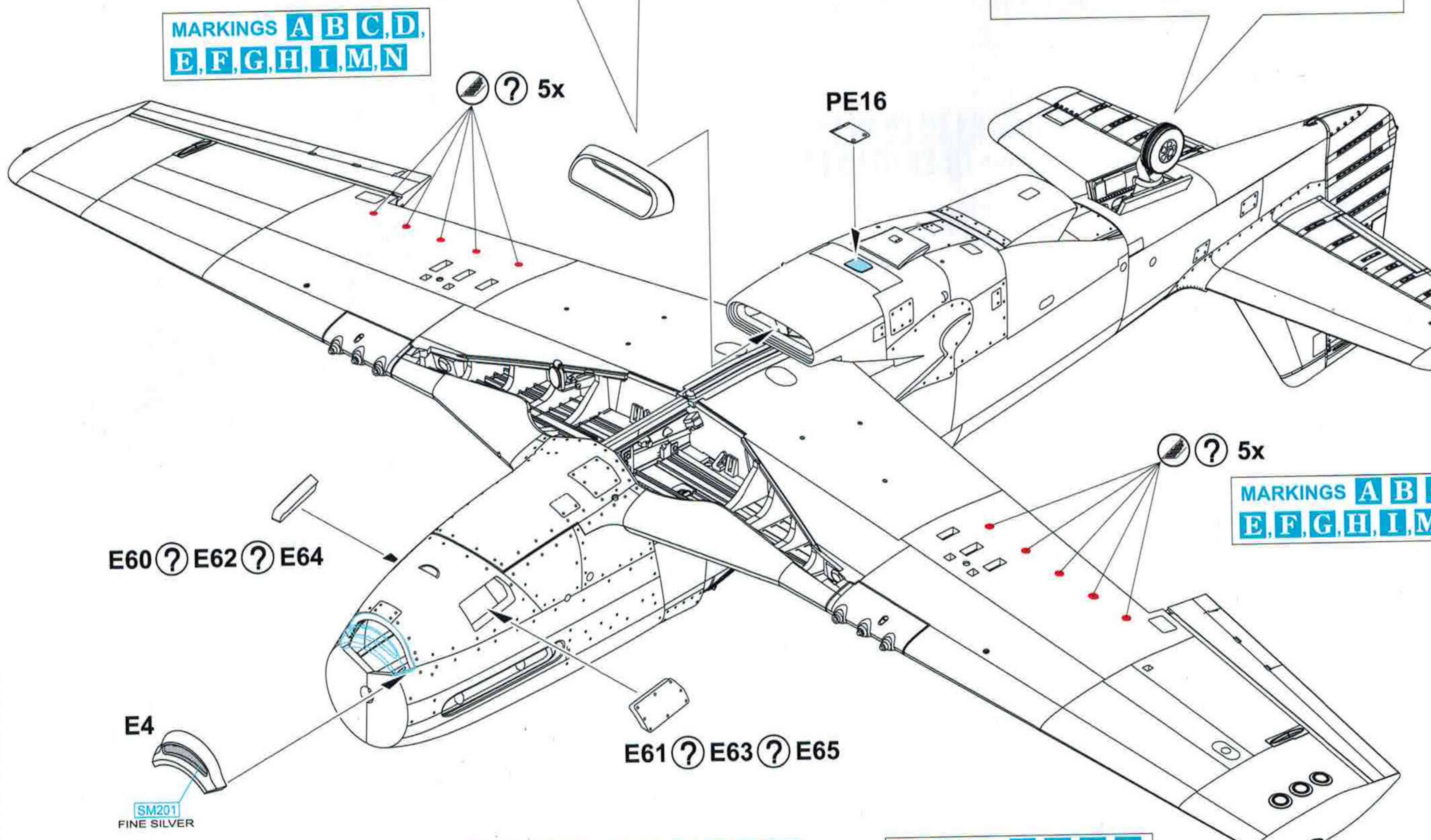
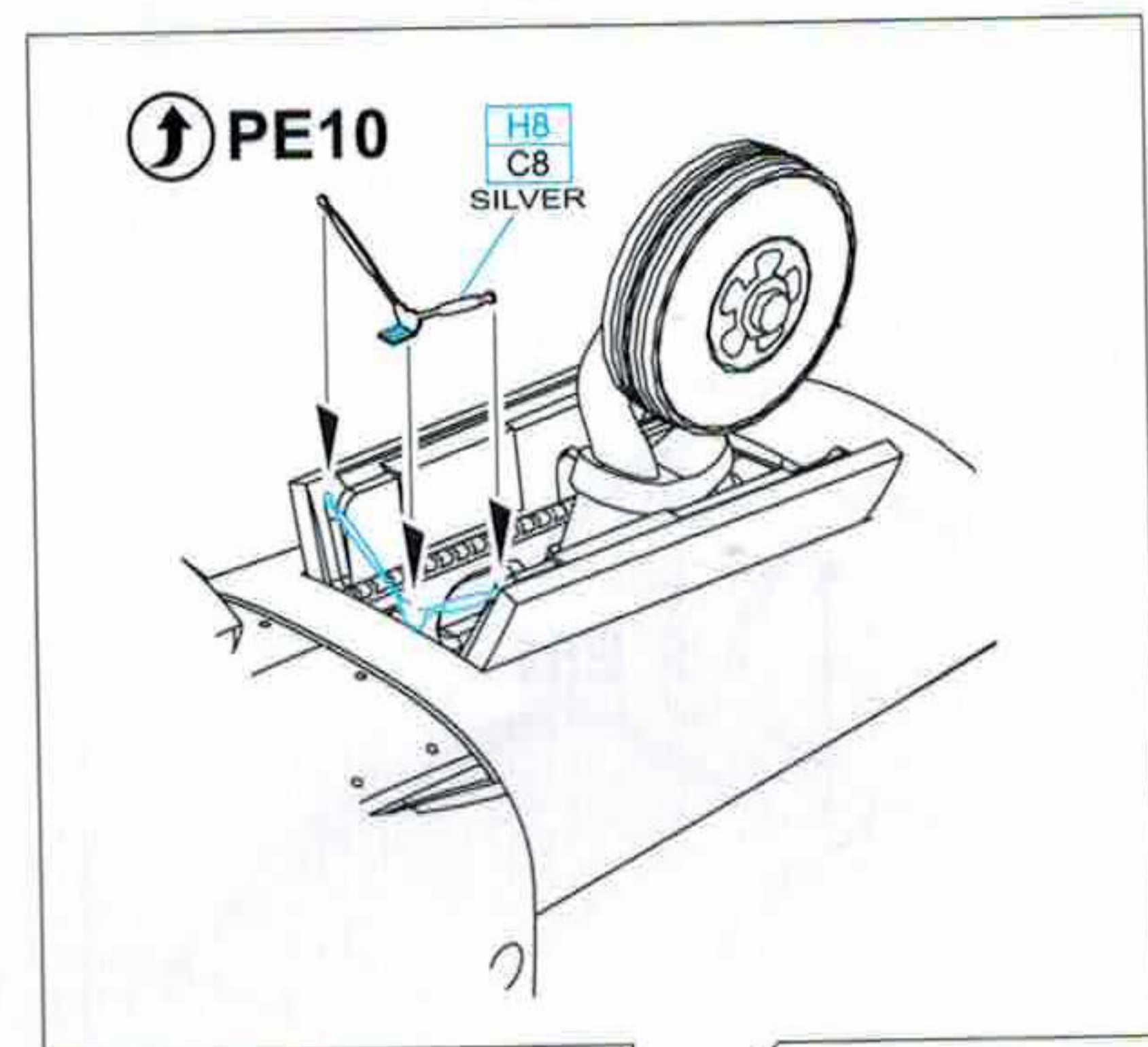
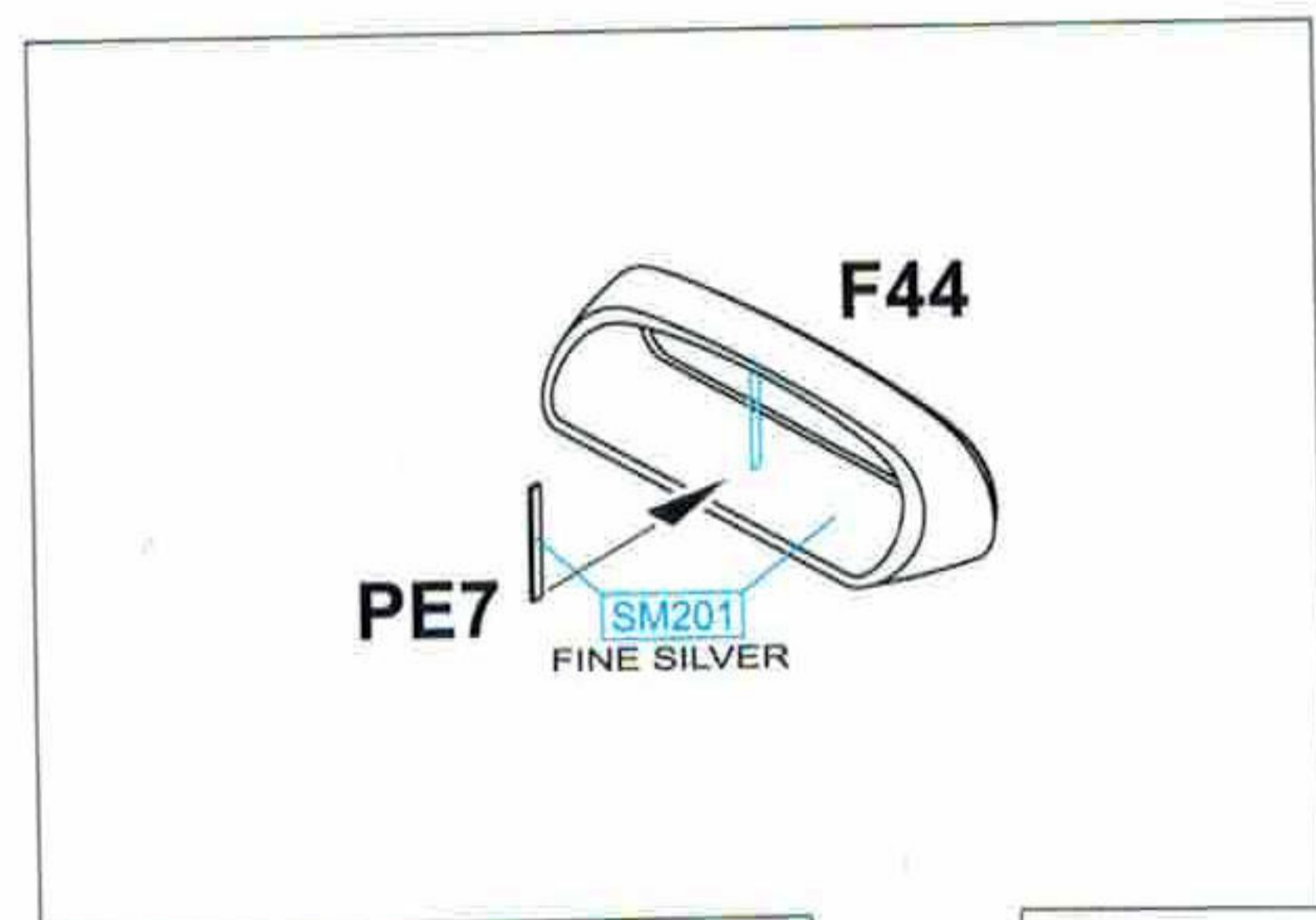
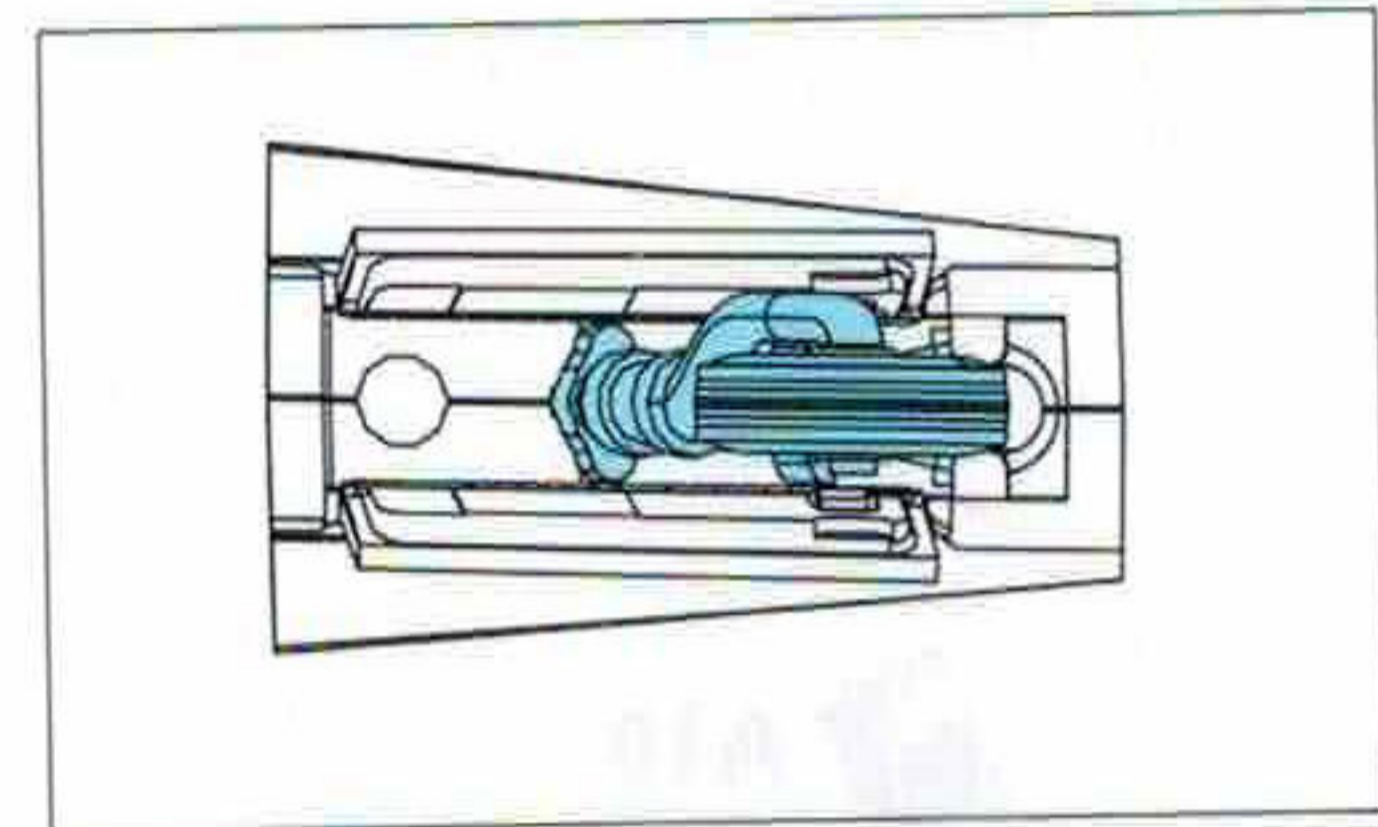
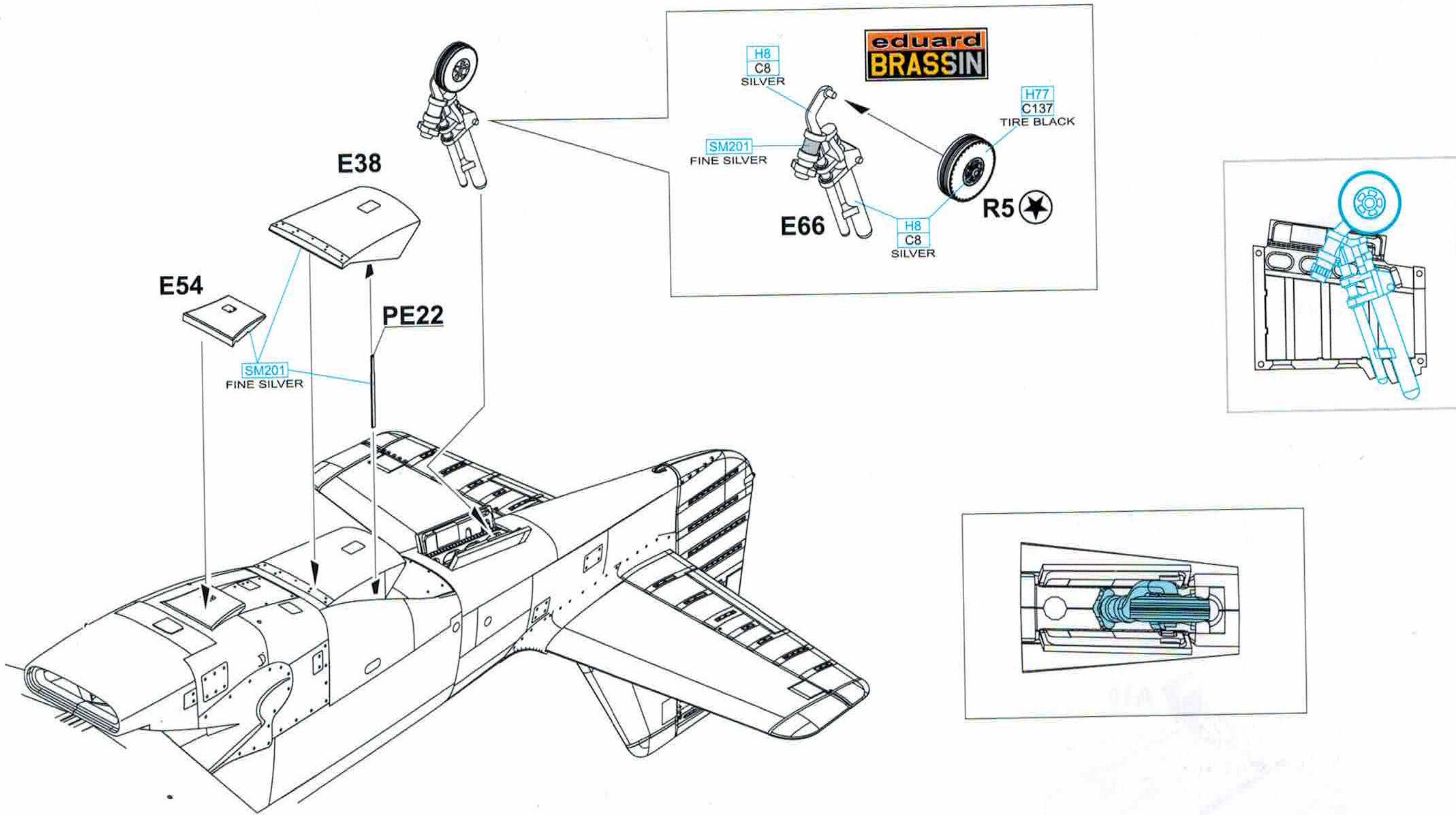
decals K8 - MARKINGS **J, K, L**



A8 - MARKINGS **A, B, D, E, G, I, J, M, N**

A10 - MARKINGS **C, F, H, K, L**



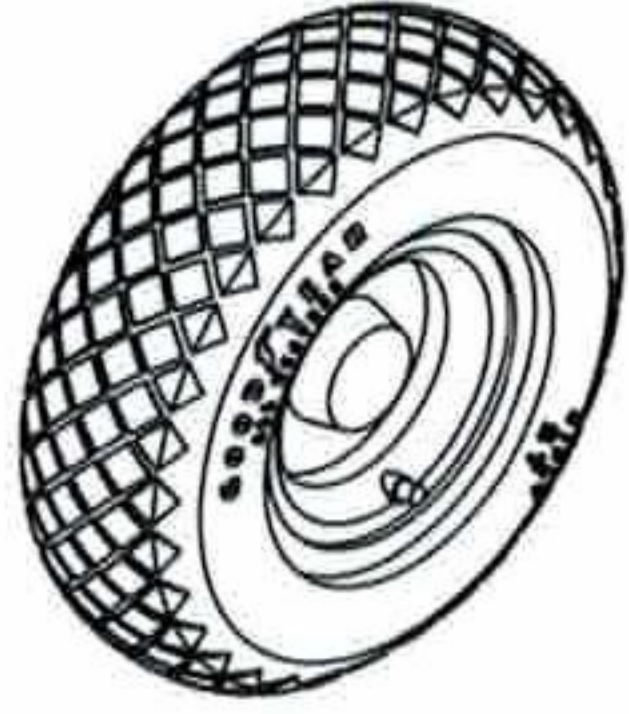


E60, E61 - MARKINGS **B, C, E, F, G, H, I, J, K, L**
 E62, E63 - MARKINGS **A, D**
 E64, E65 - MARKINGS **M, N**

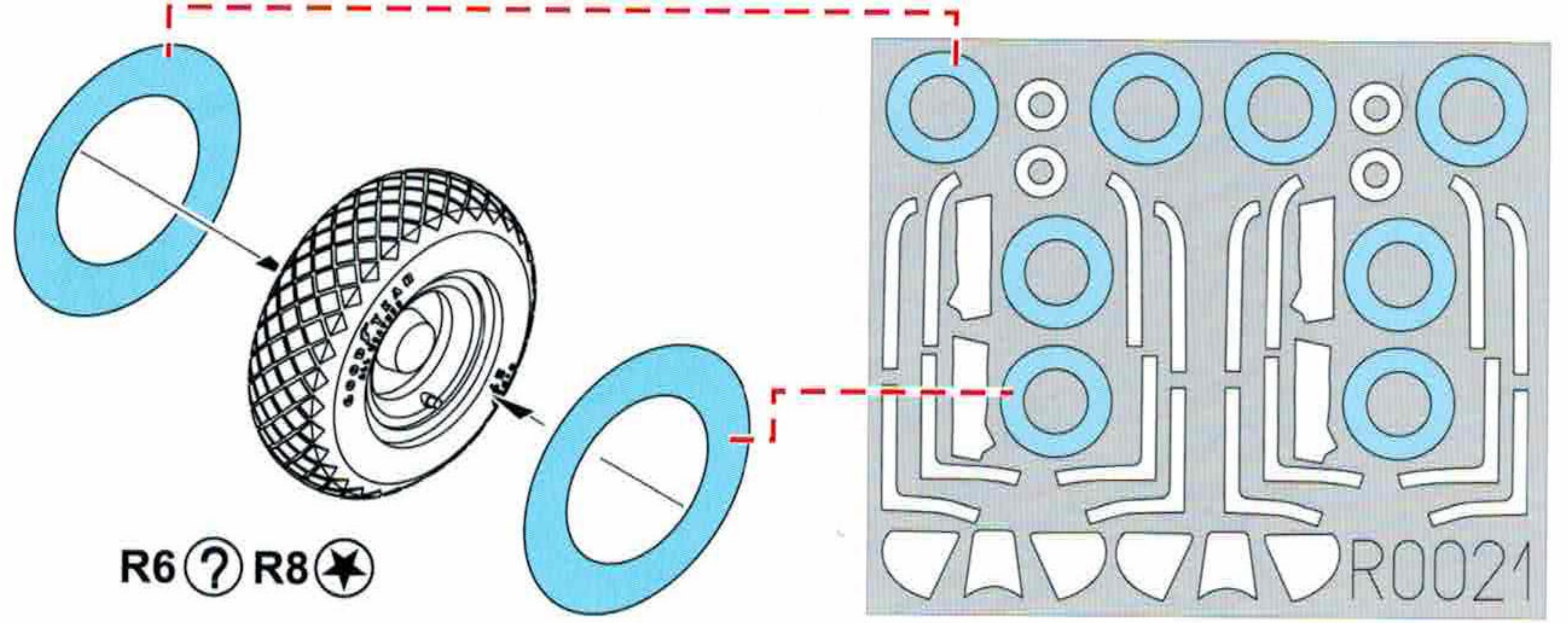
MARKINGS **A, B, C, D, E, F, G, H, I, M, N**

2 pcs.

R6 ? R8

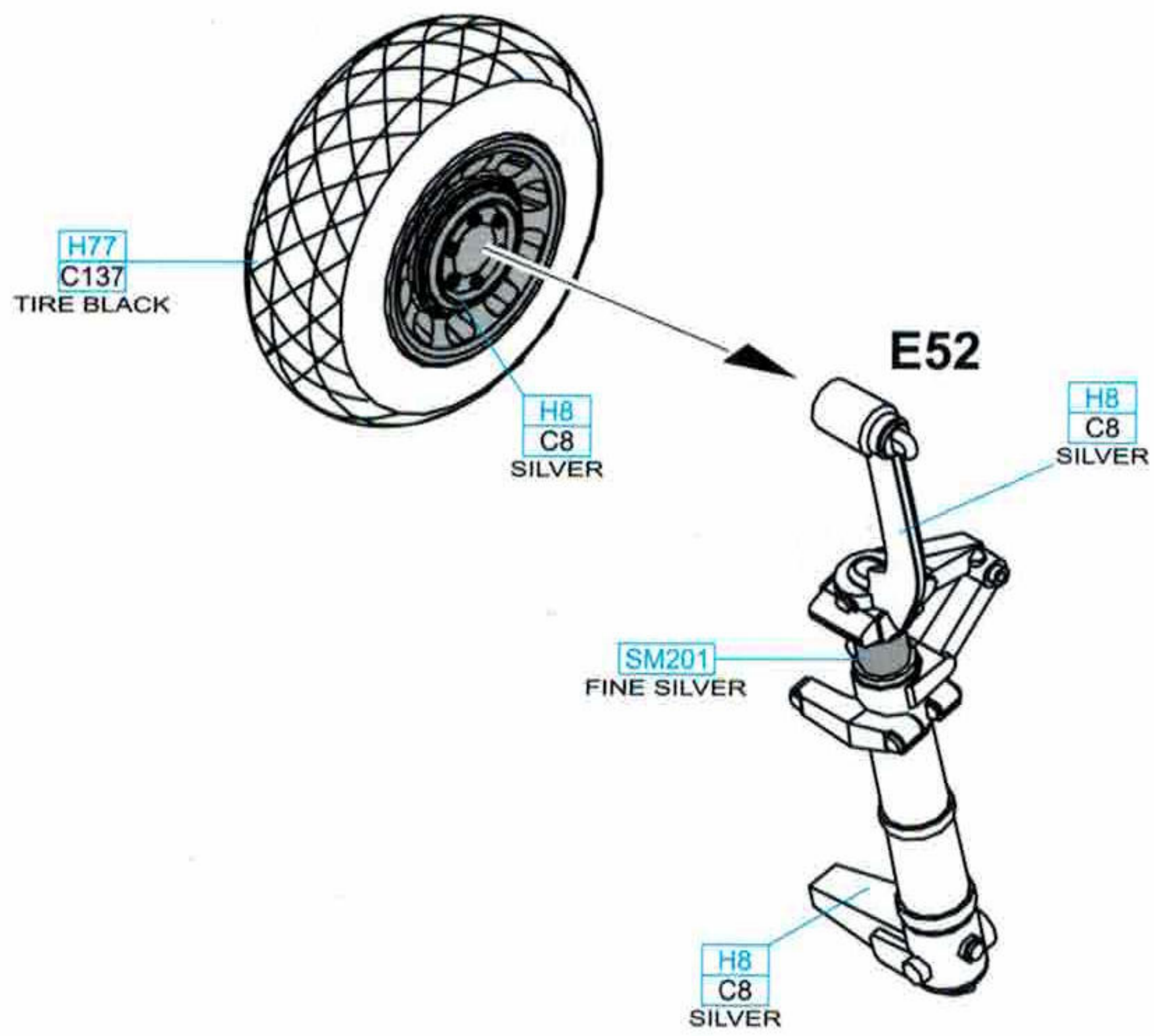


eduard
BRASSIN

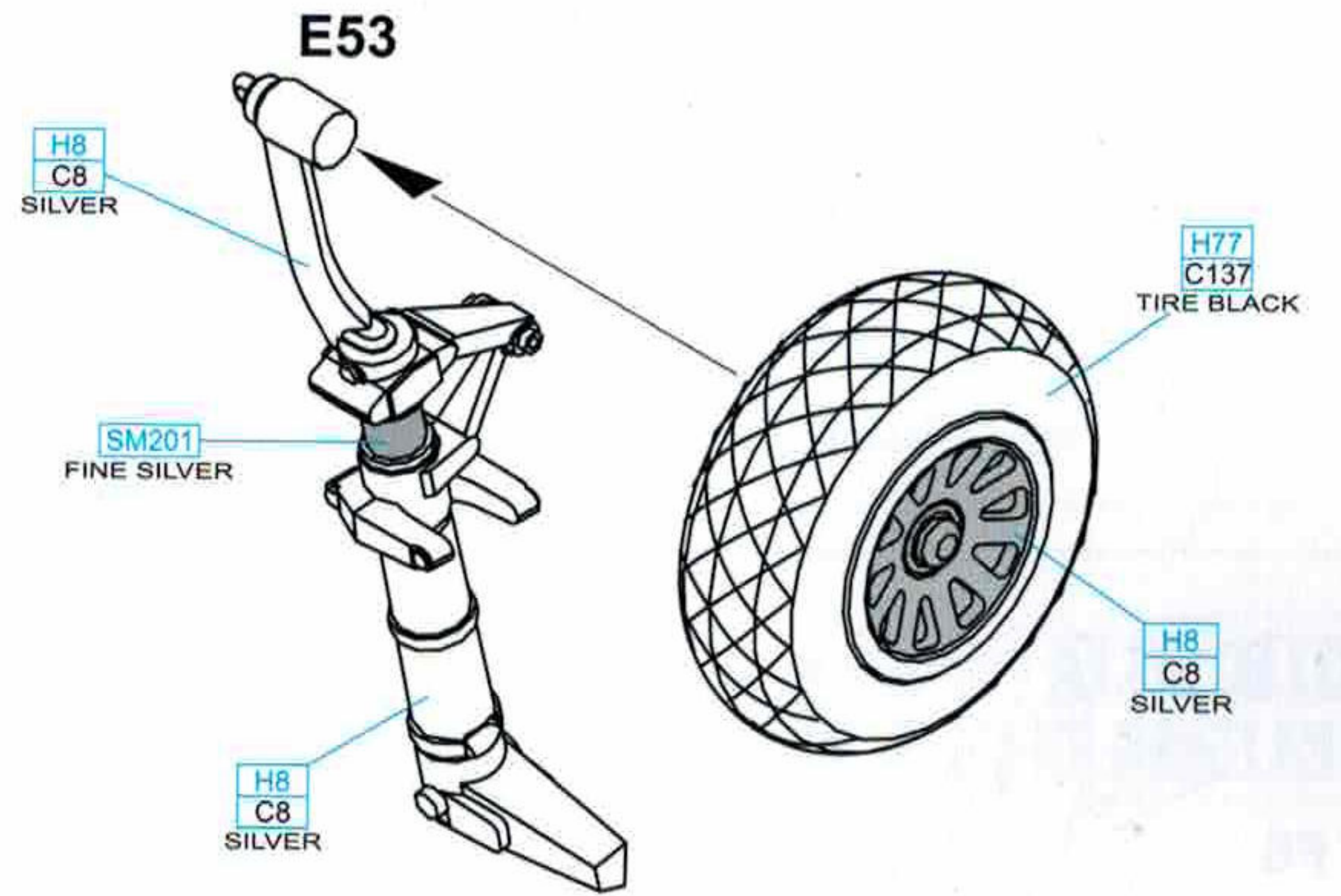


R6 ? R8

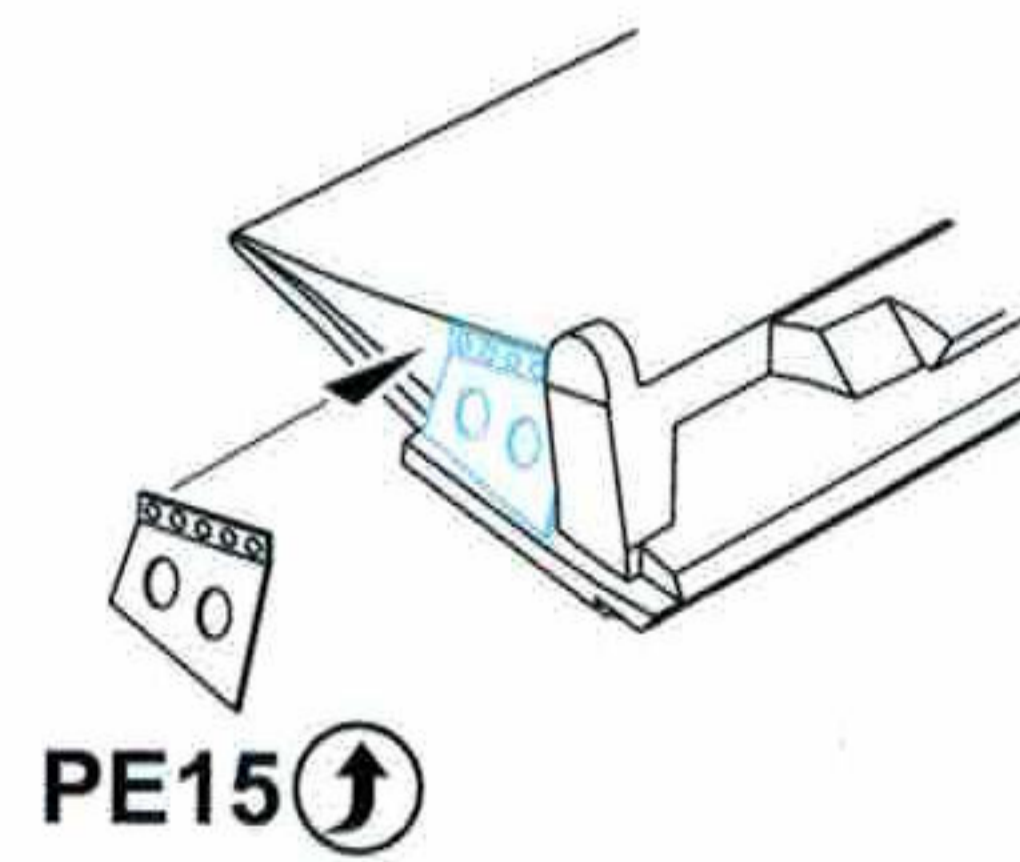
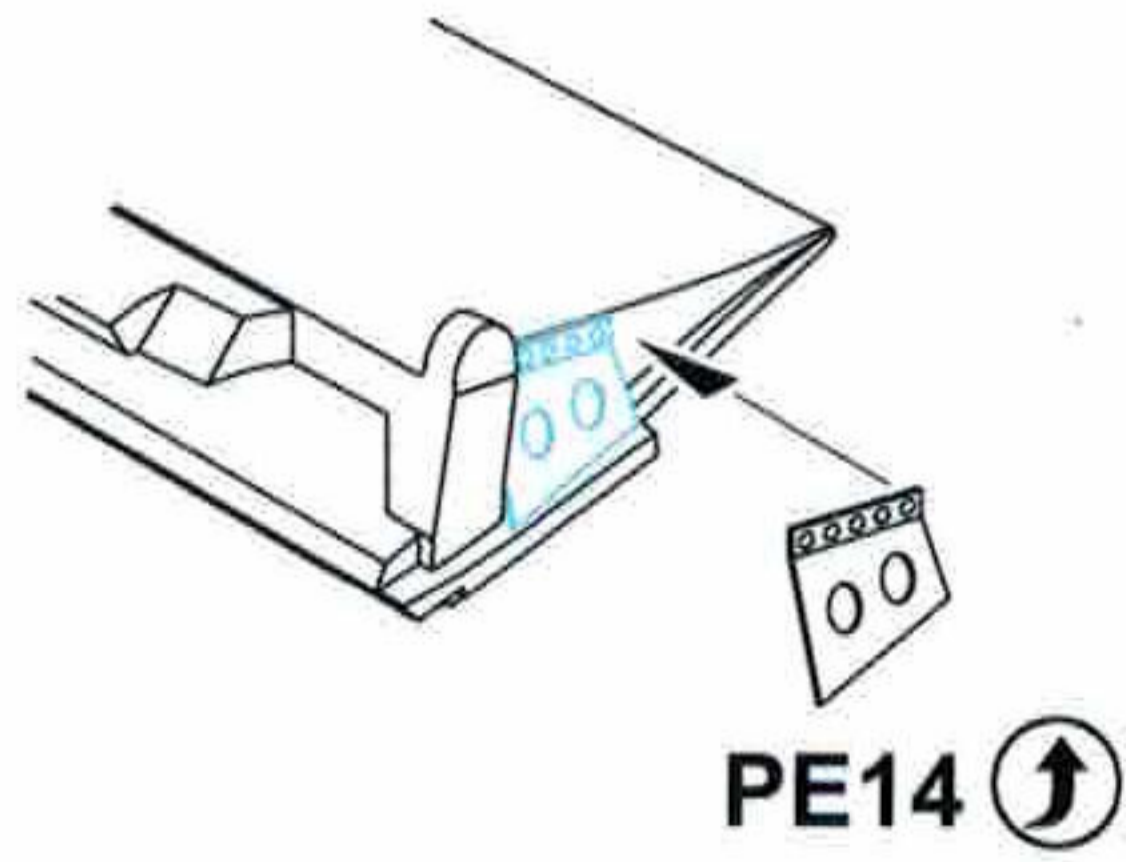
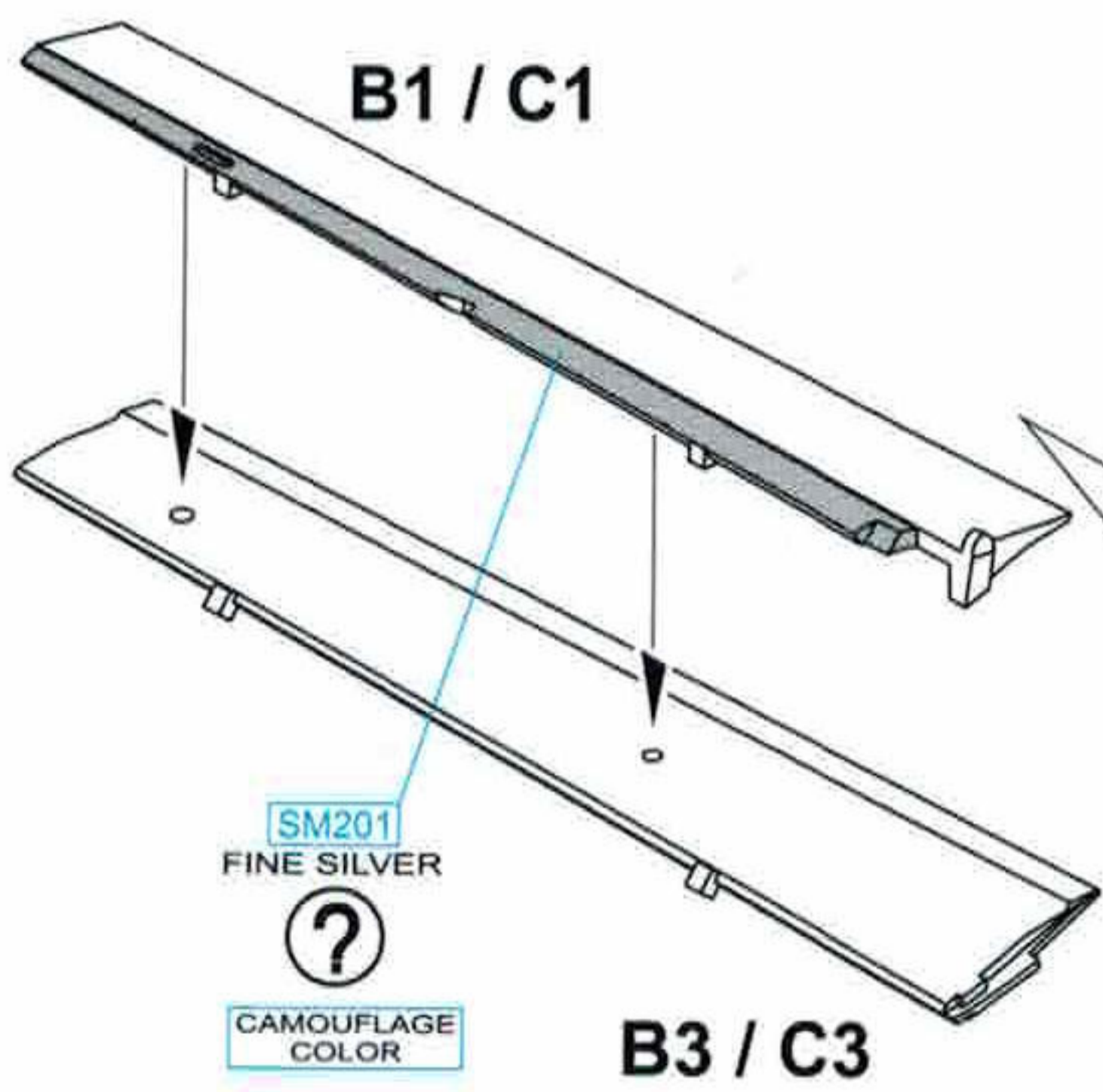
F



G

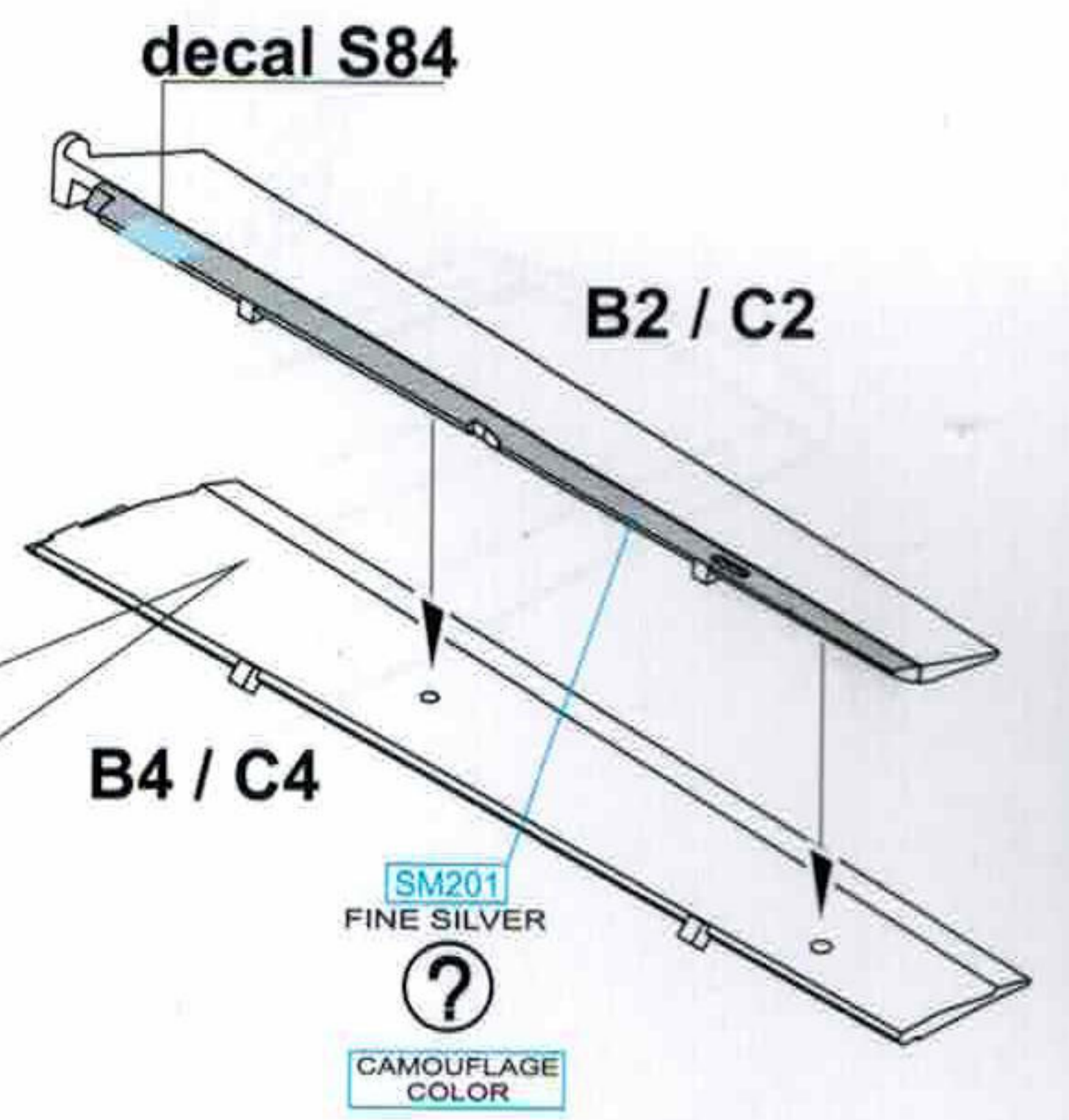


H

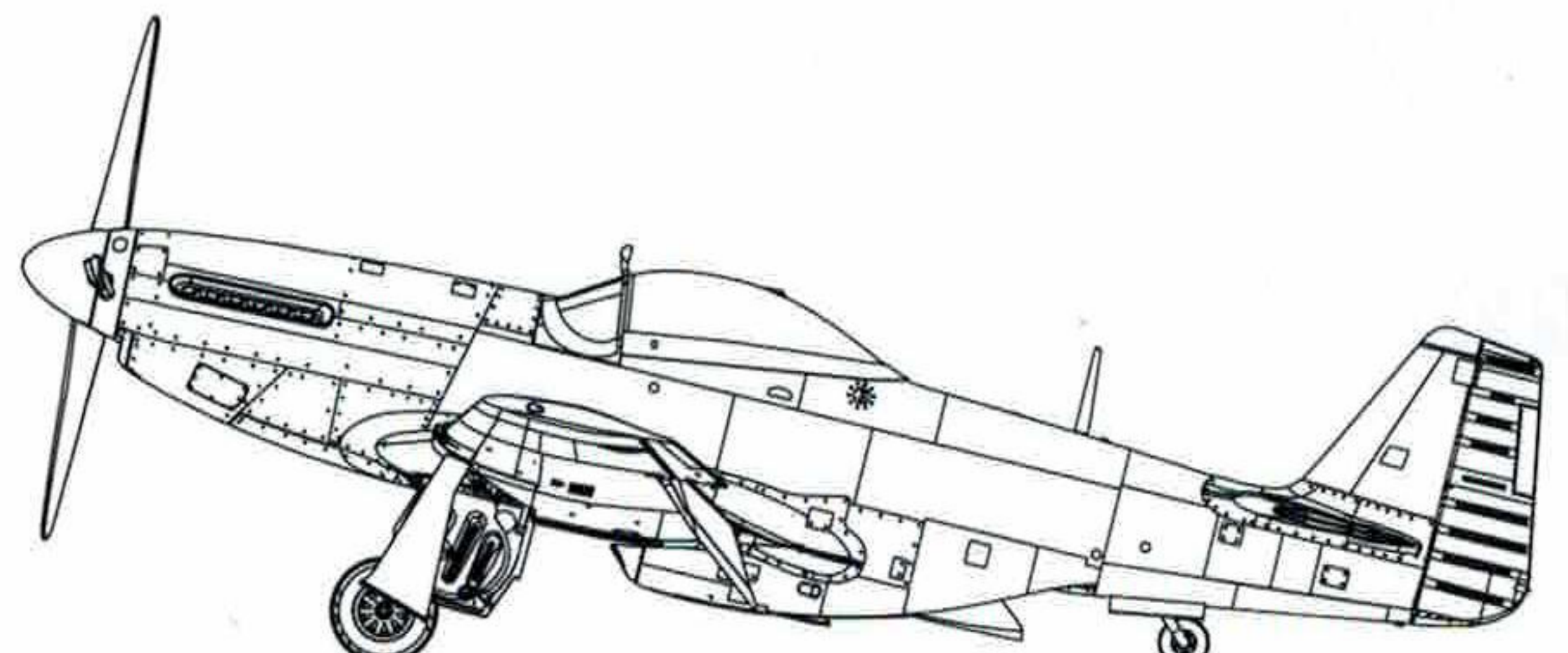
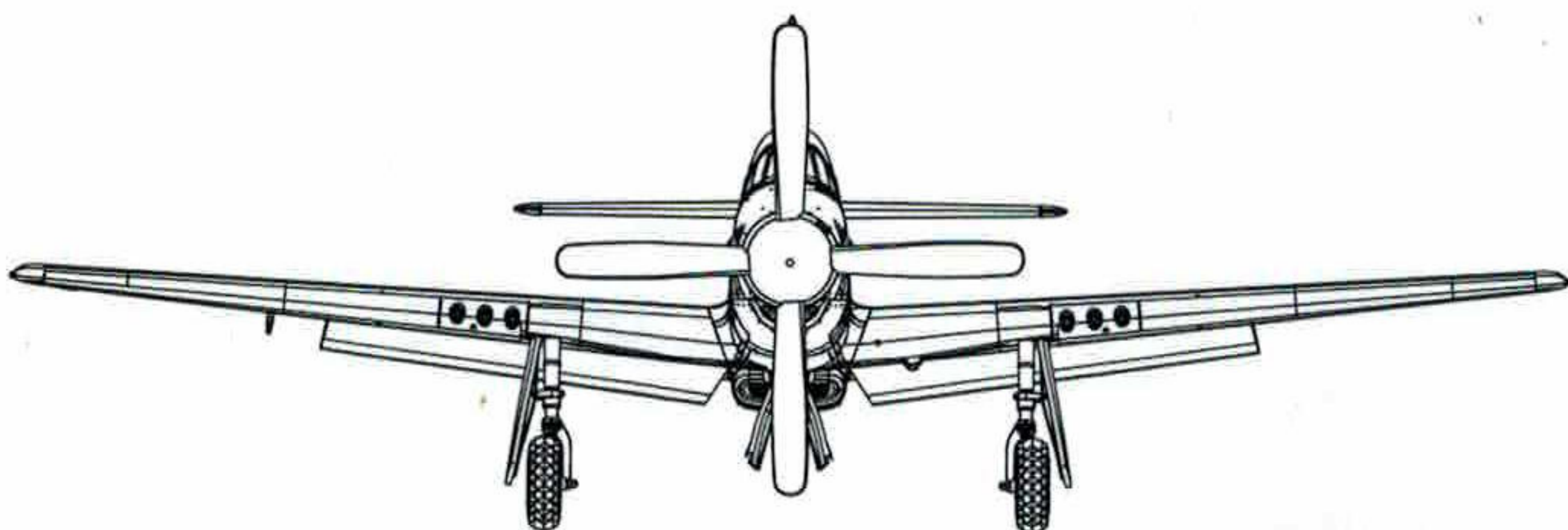


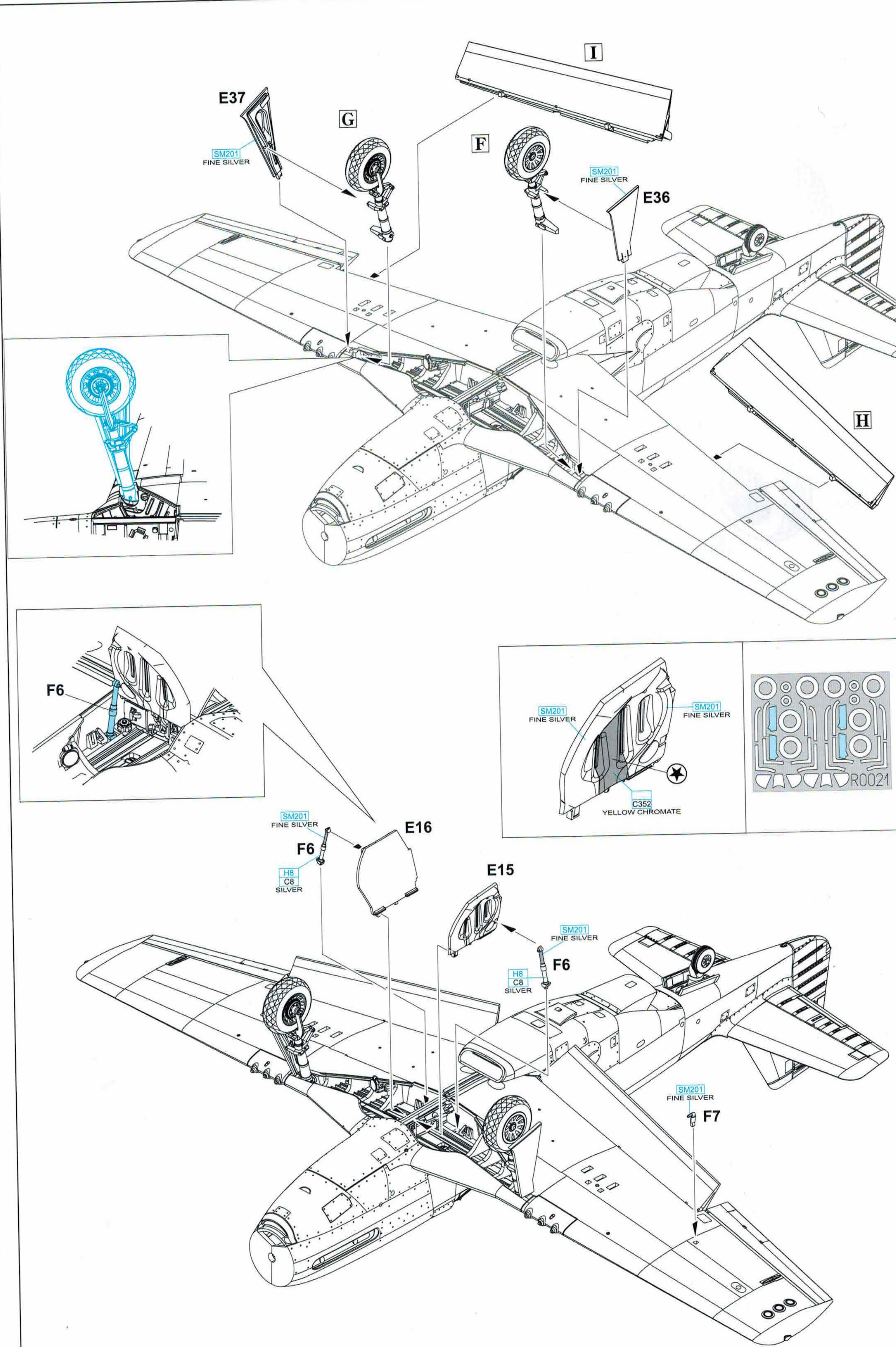
CAMOUFLAGE COLOR - MARKING B ONLY

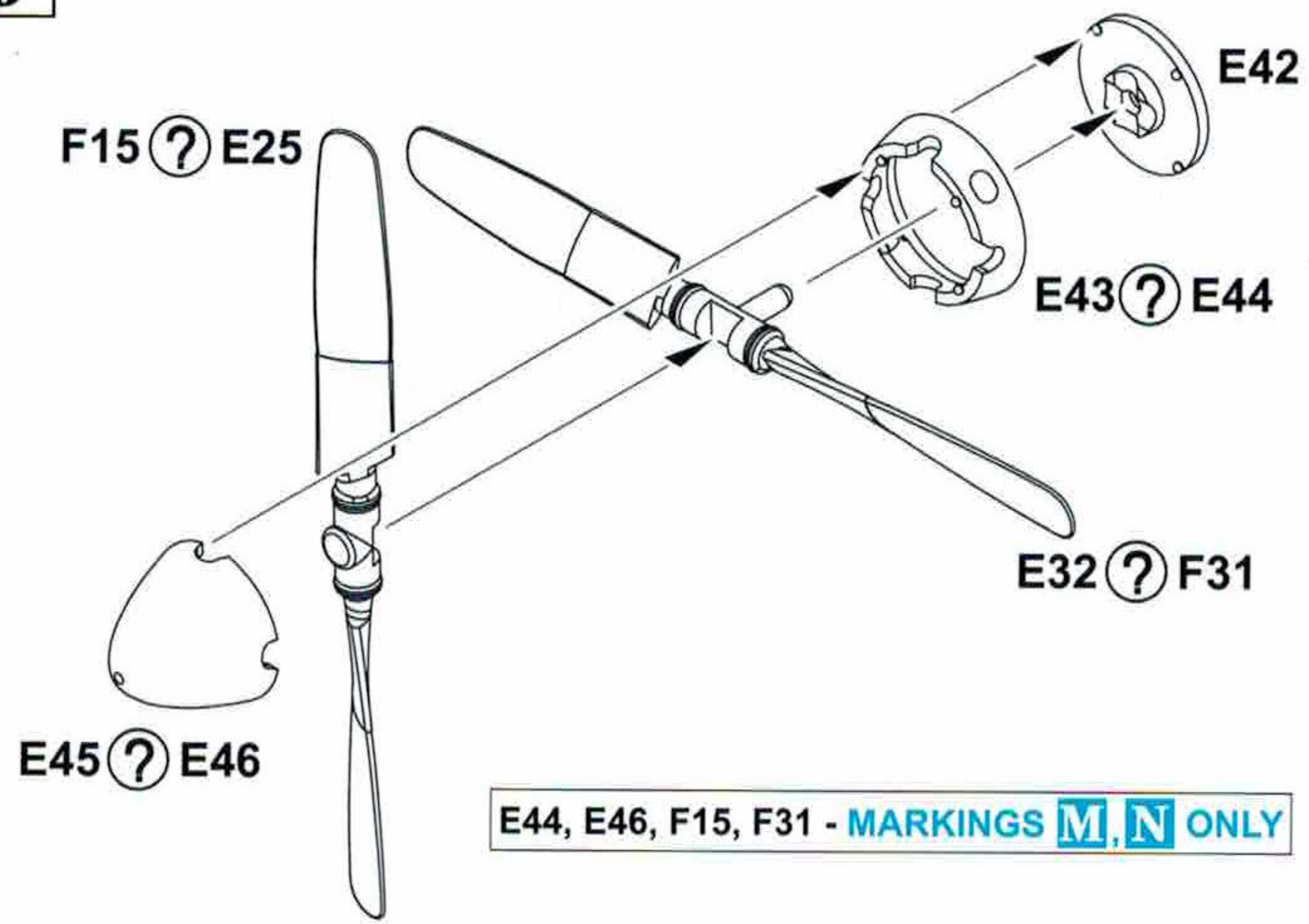
I



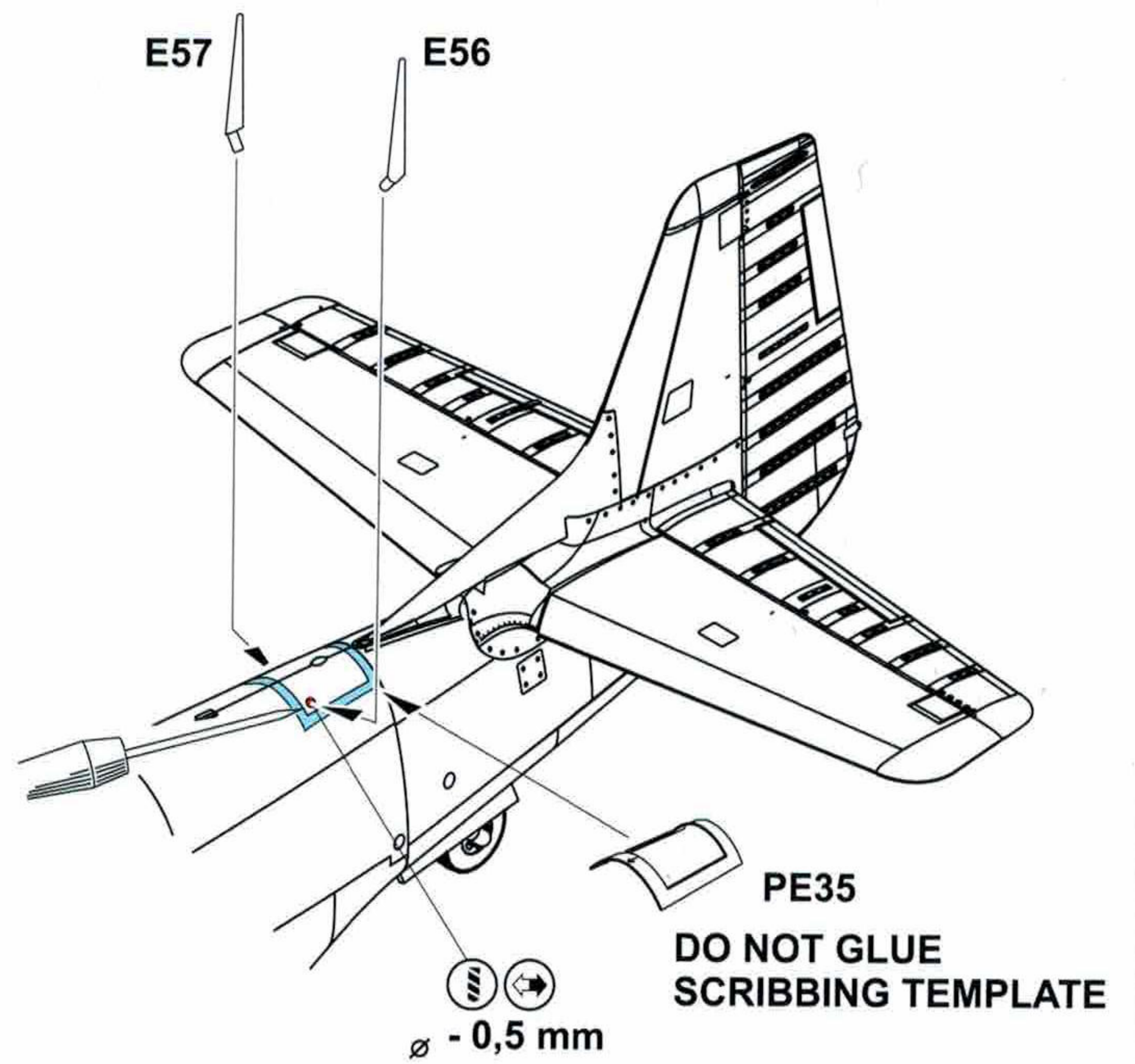
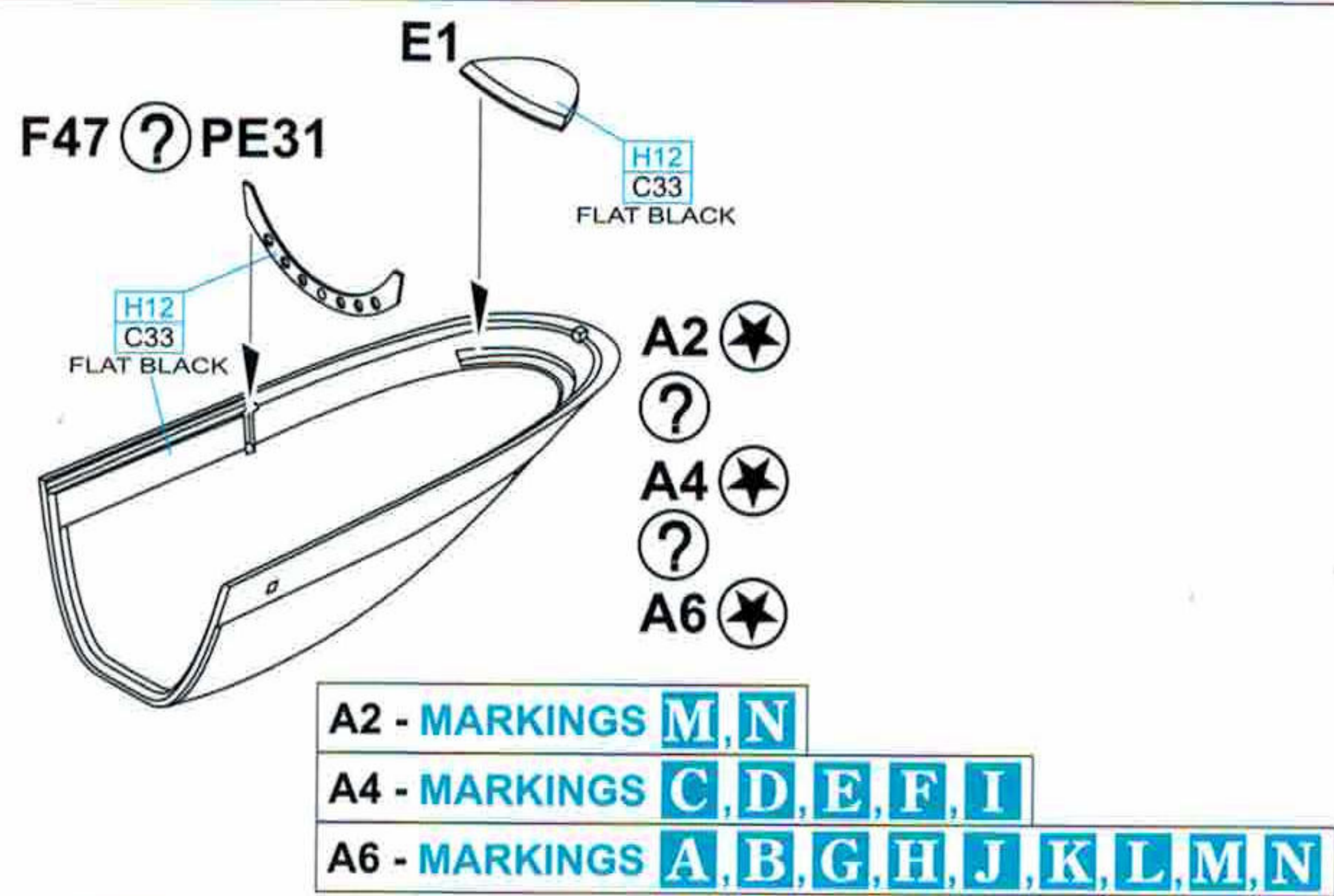
CAMOUFLAGE COLOR - MARKING B ONLY



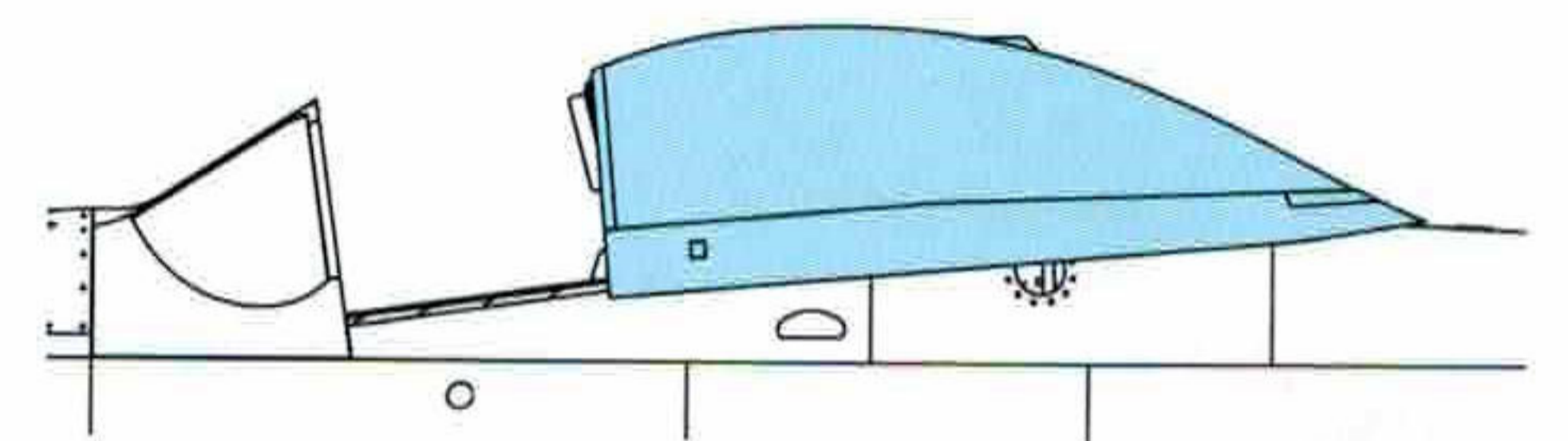
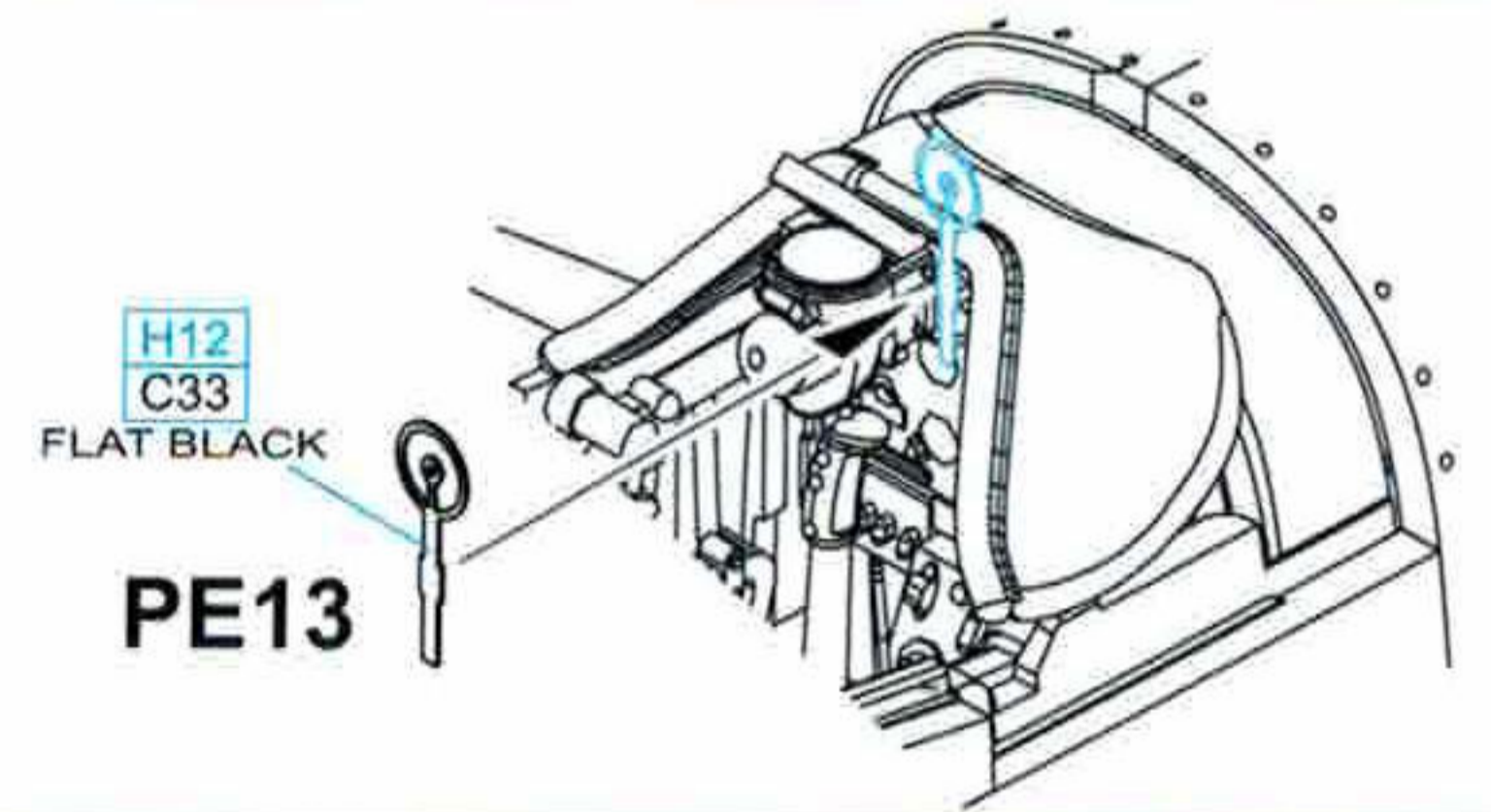
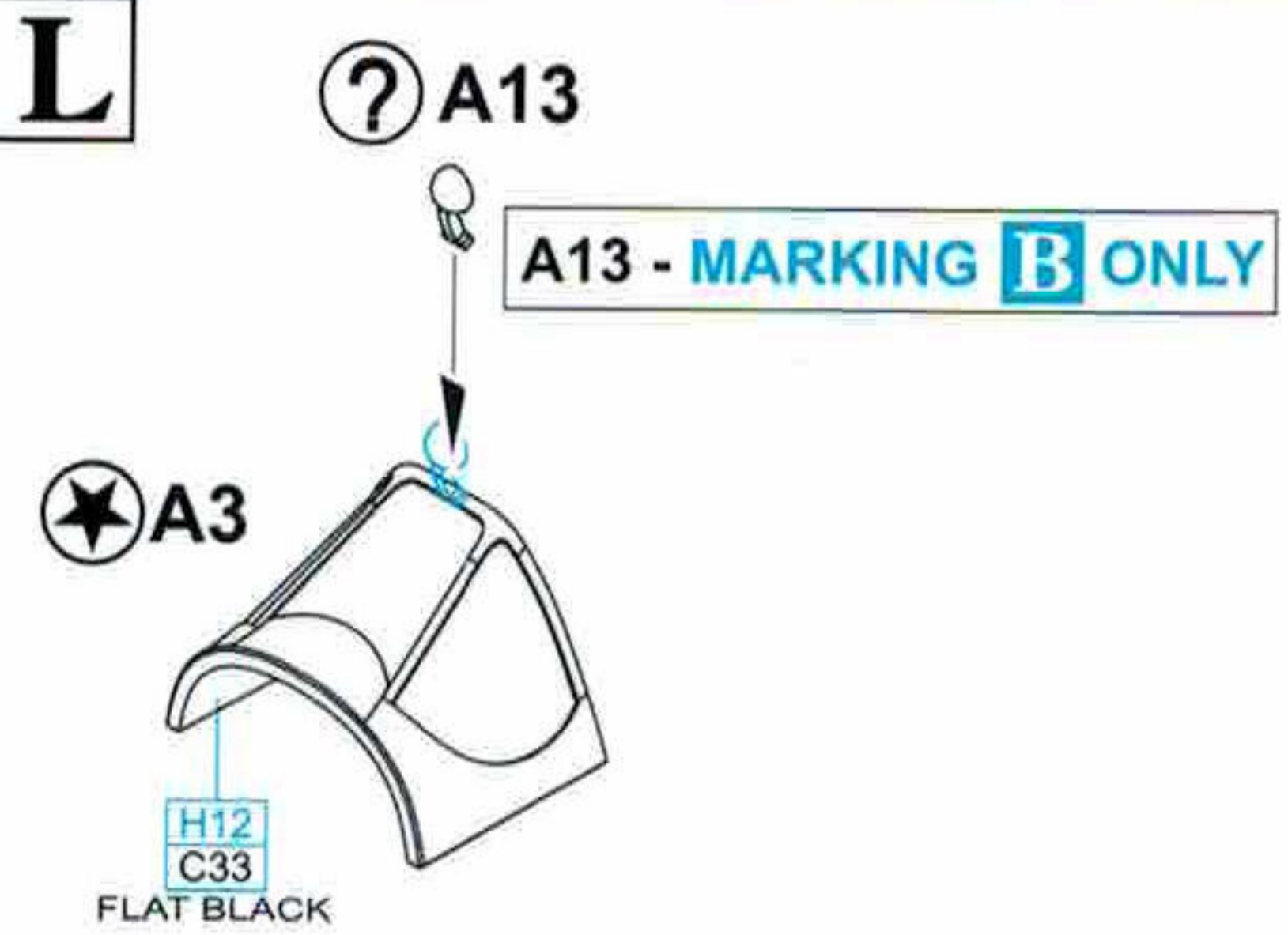


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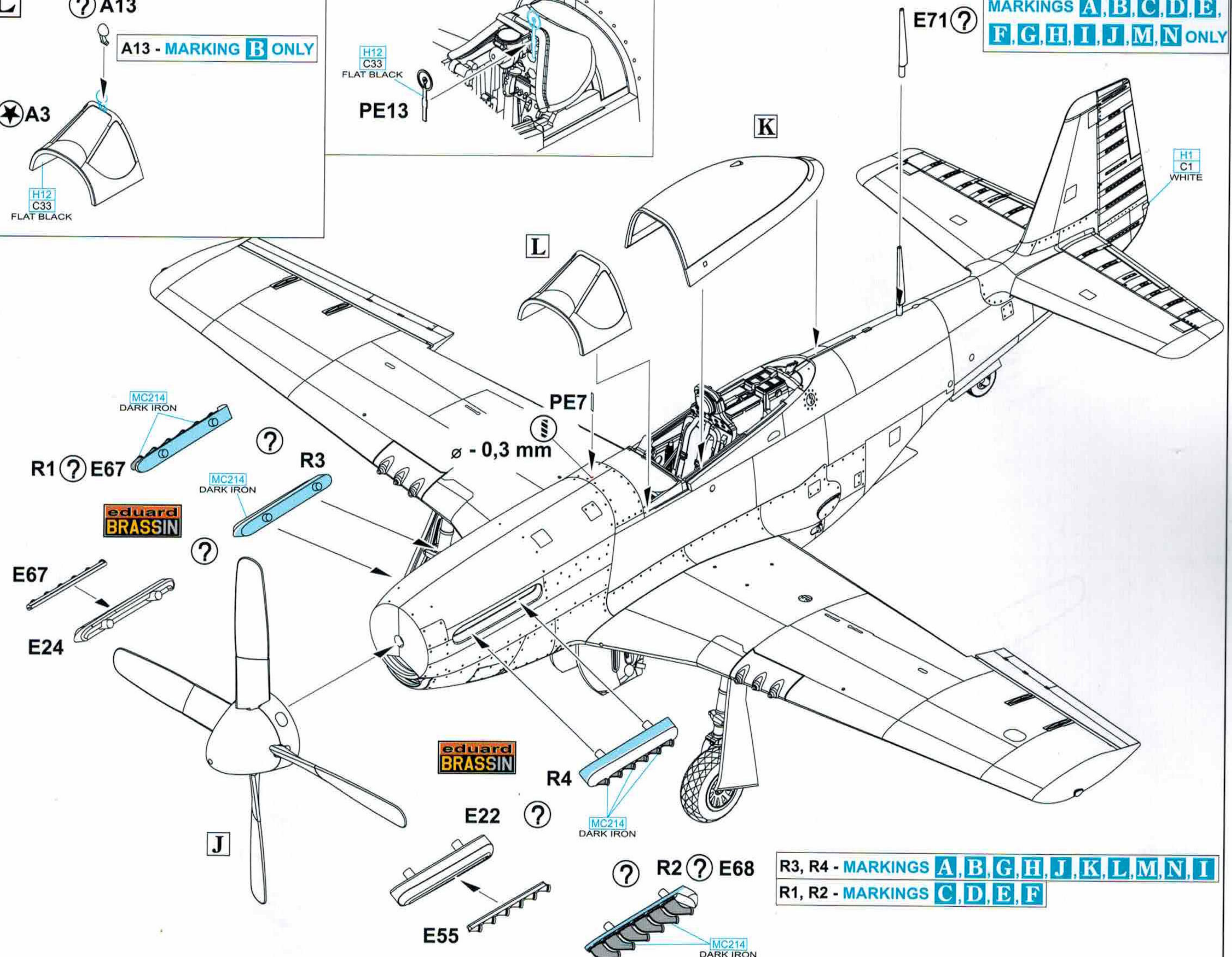
MARKINGS K, L ONLY

**K**

OPEN CANOPY POSITION

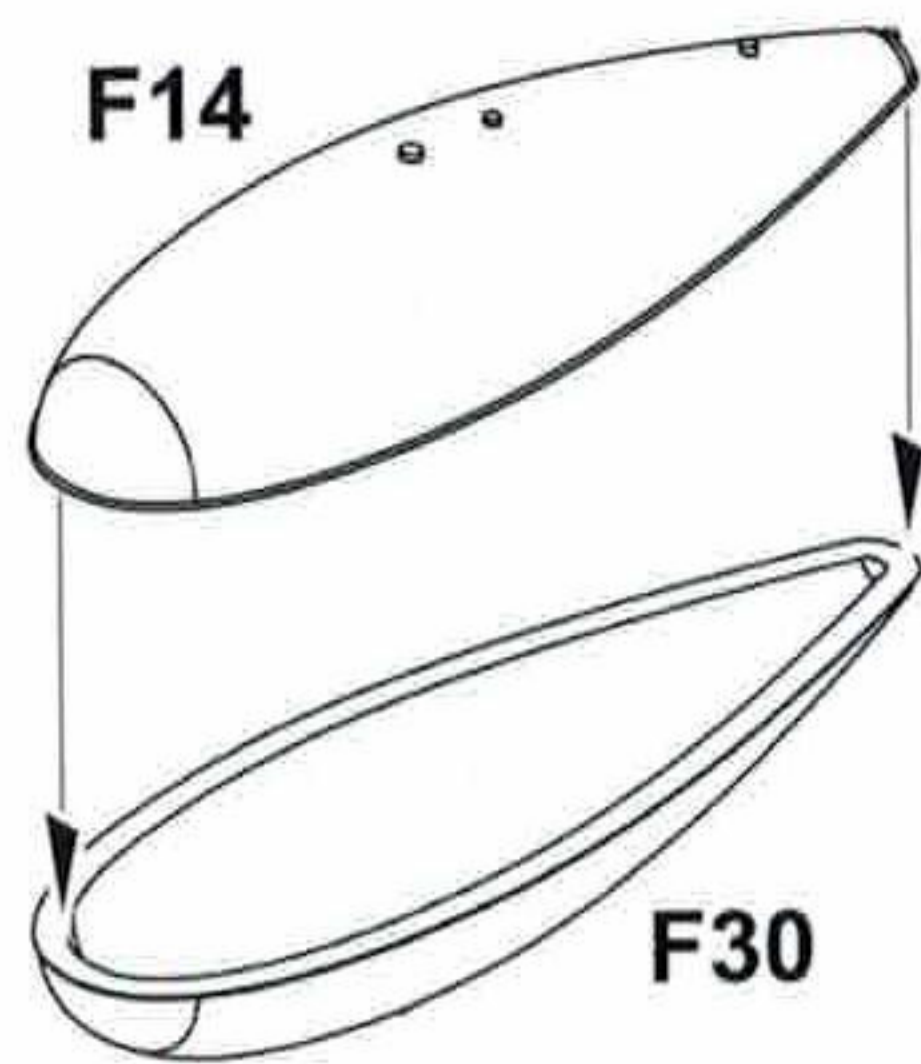
**L**

MARKINGS A, B, C, D, E, F, G, H, I, J, M, N ONLY



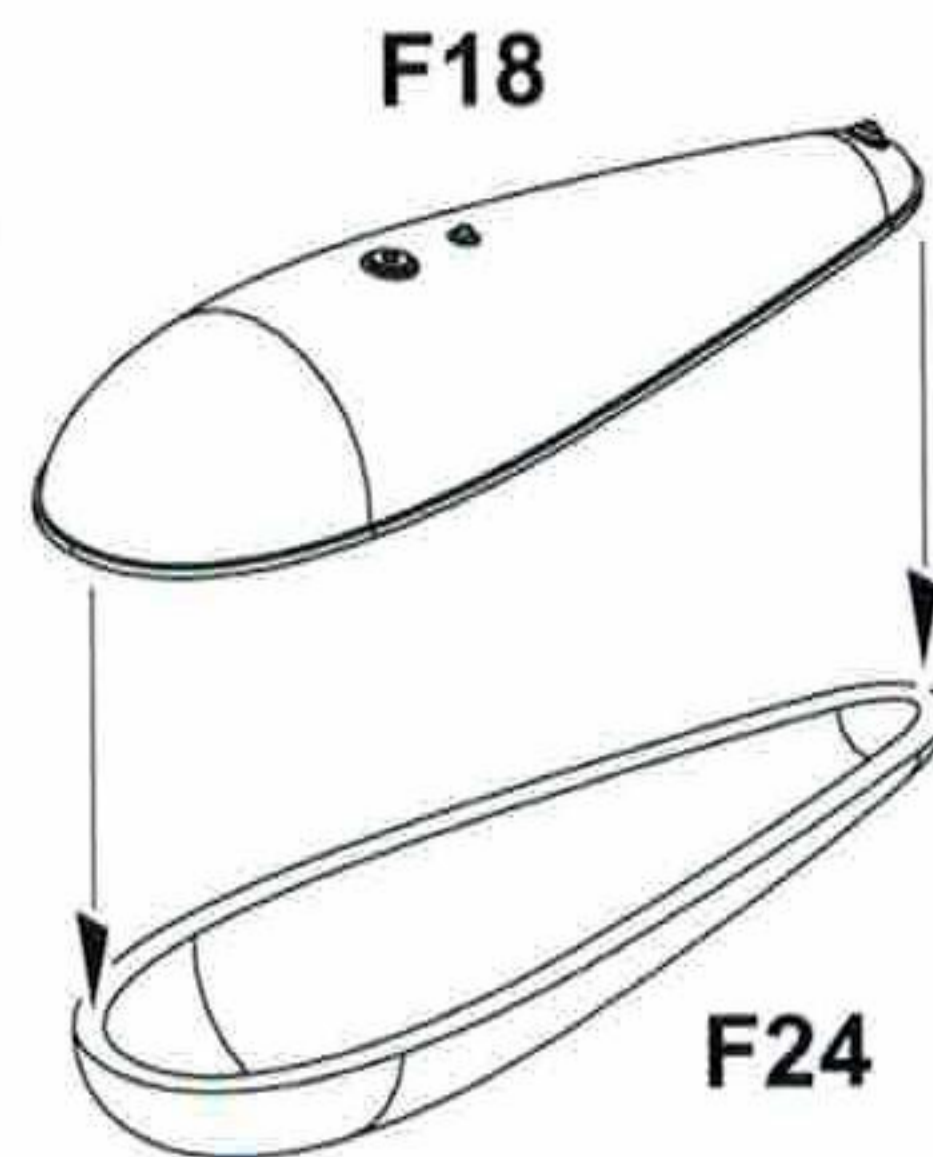
M MARKINGS **D, F, H**

2 pcs.



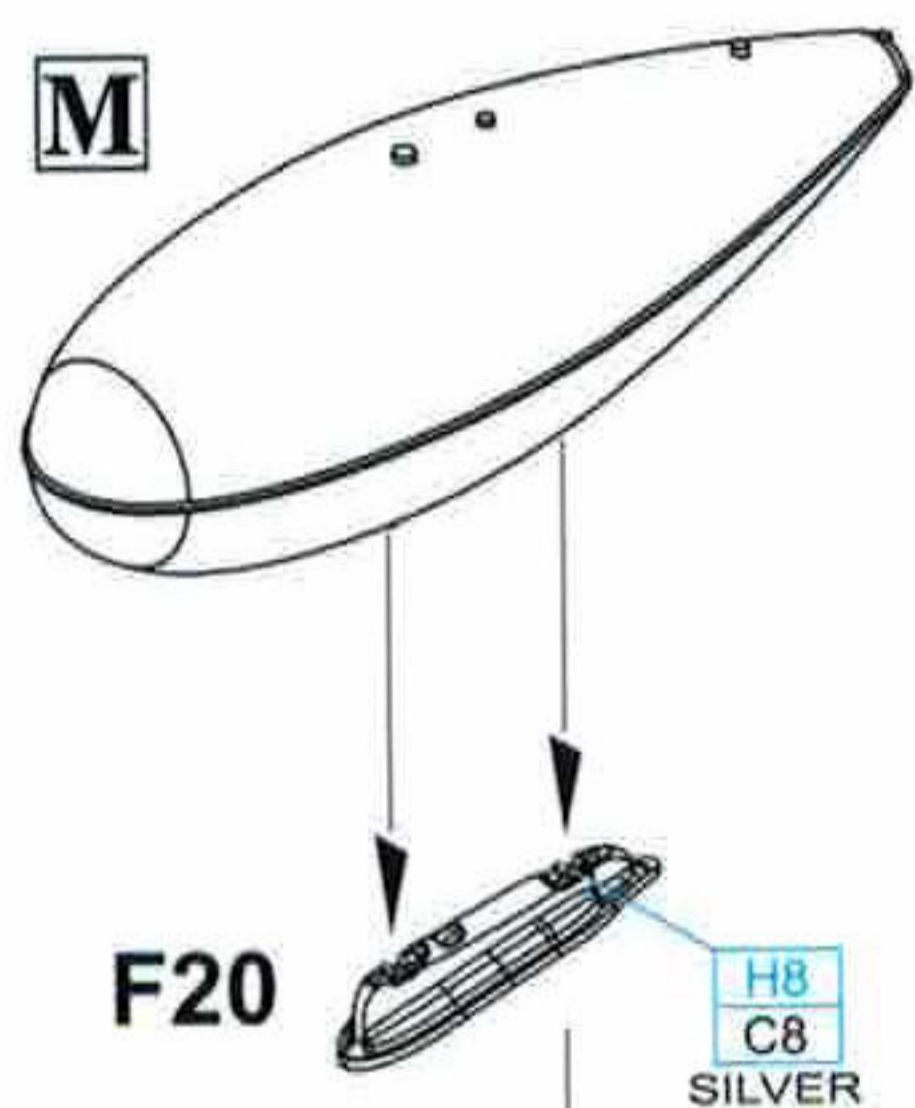
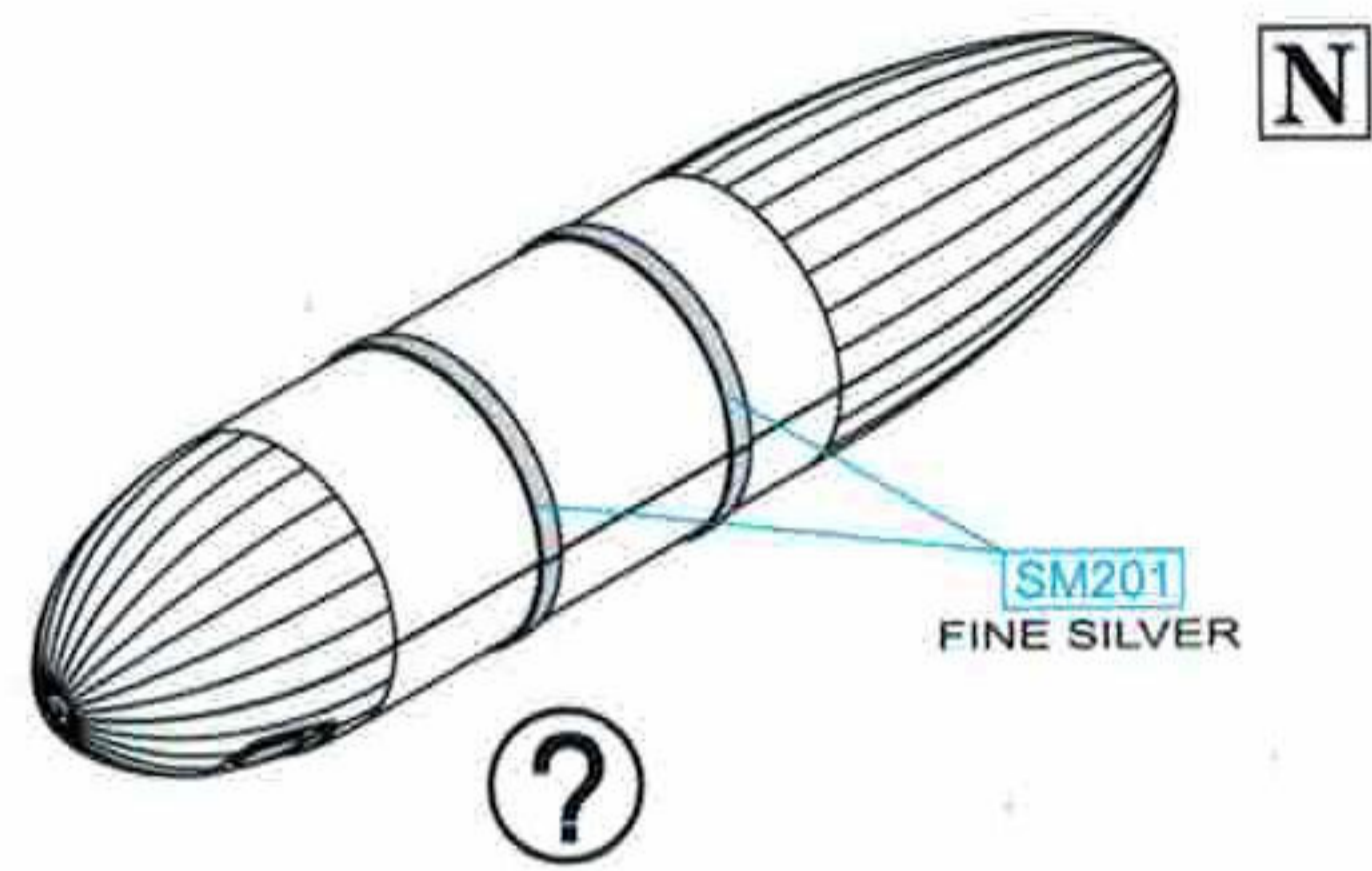
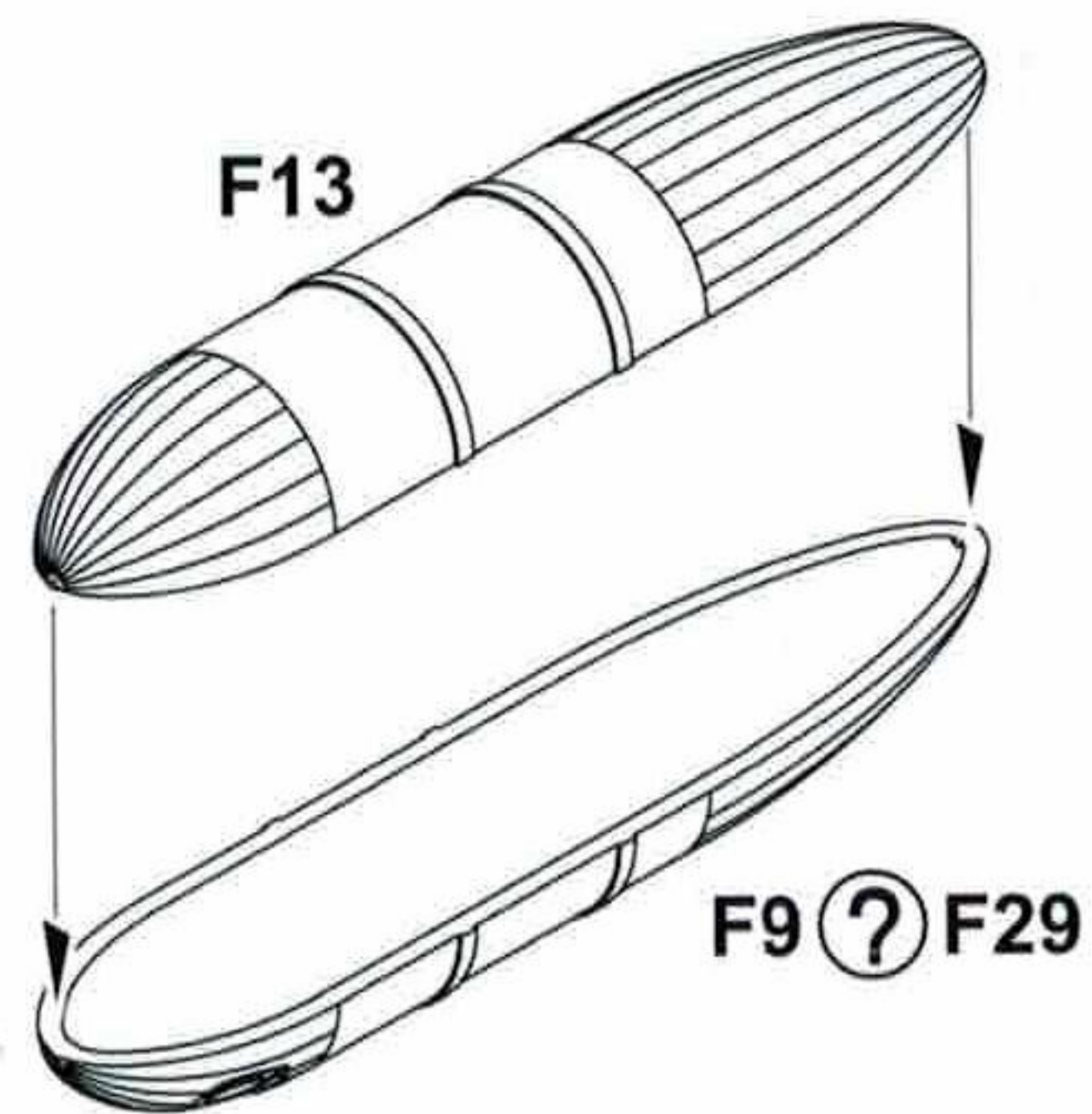
MARKINGS **G, I, L**

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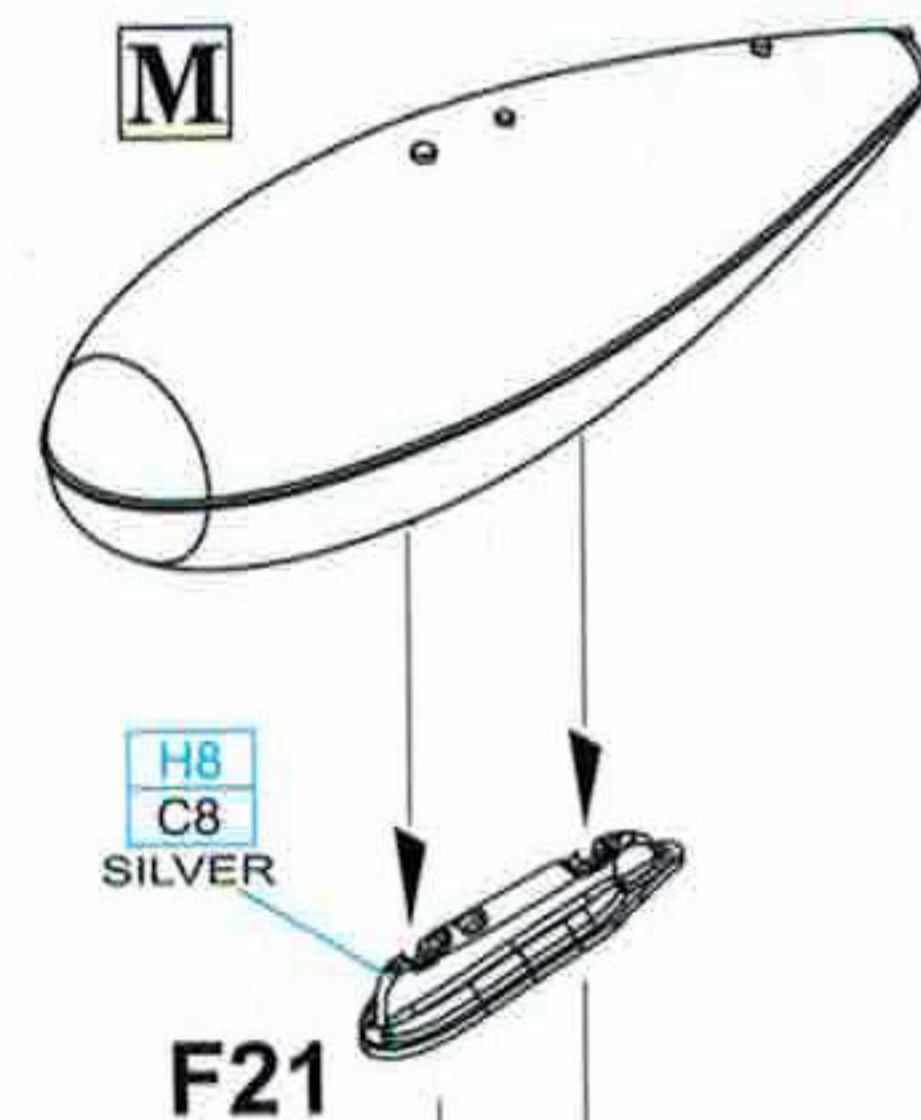
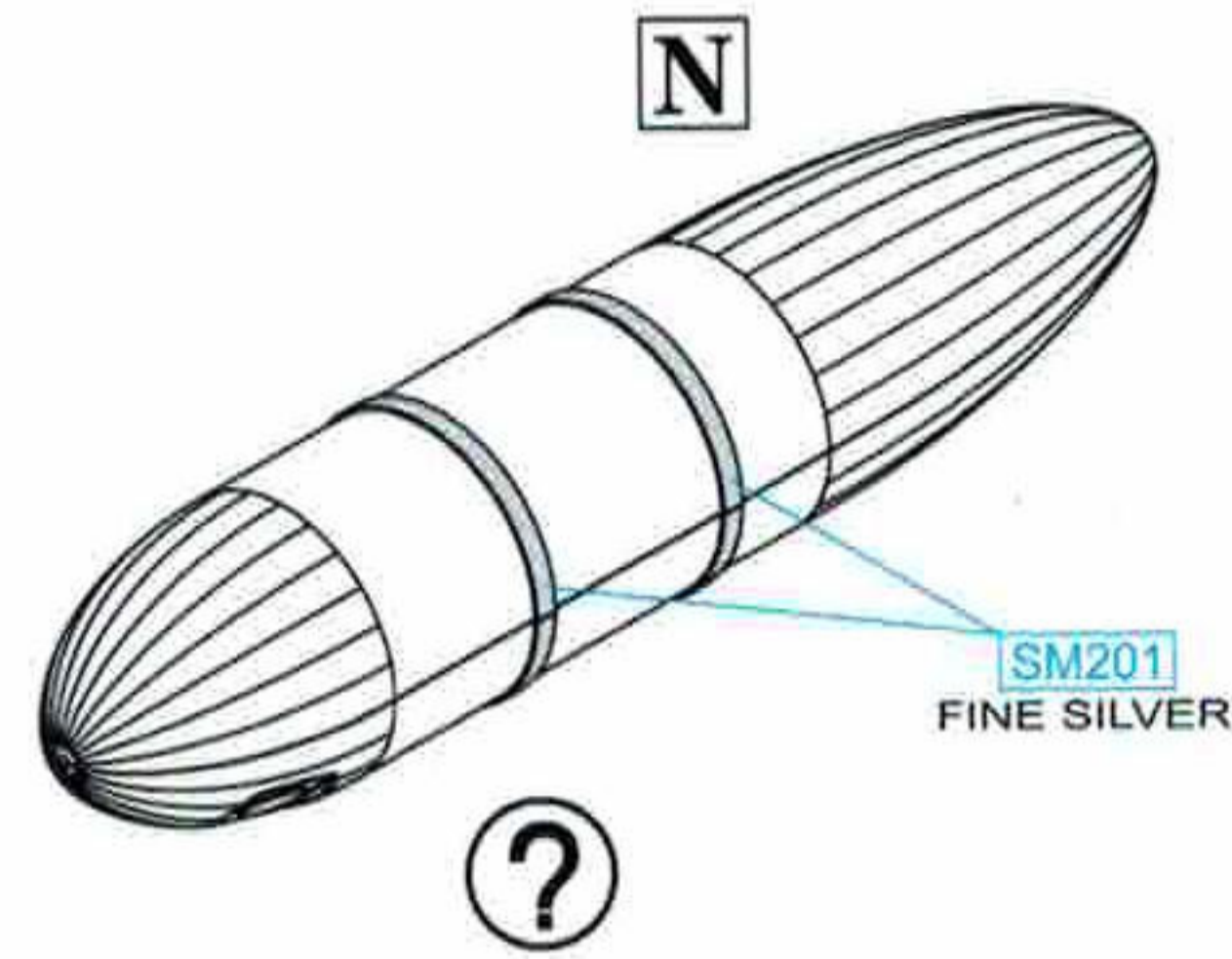
N MARKINGS **A, B, M**

2 pcs.



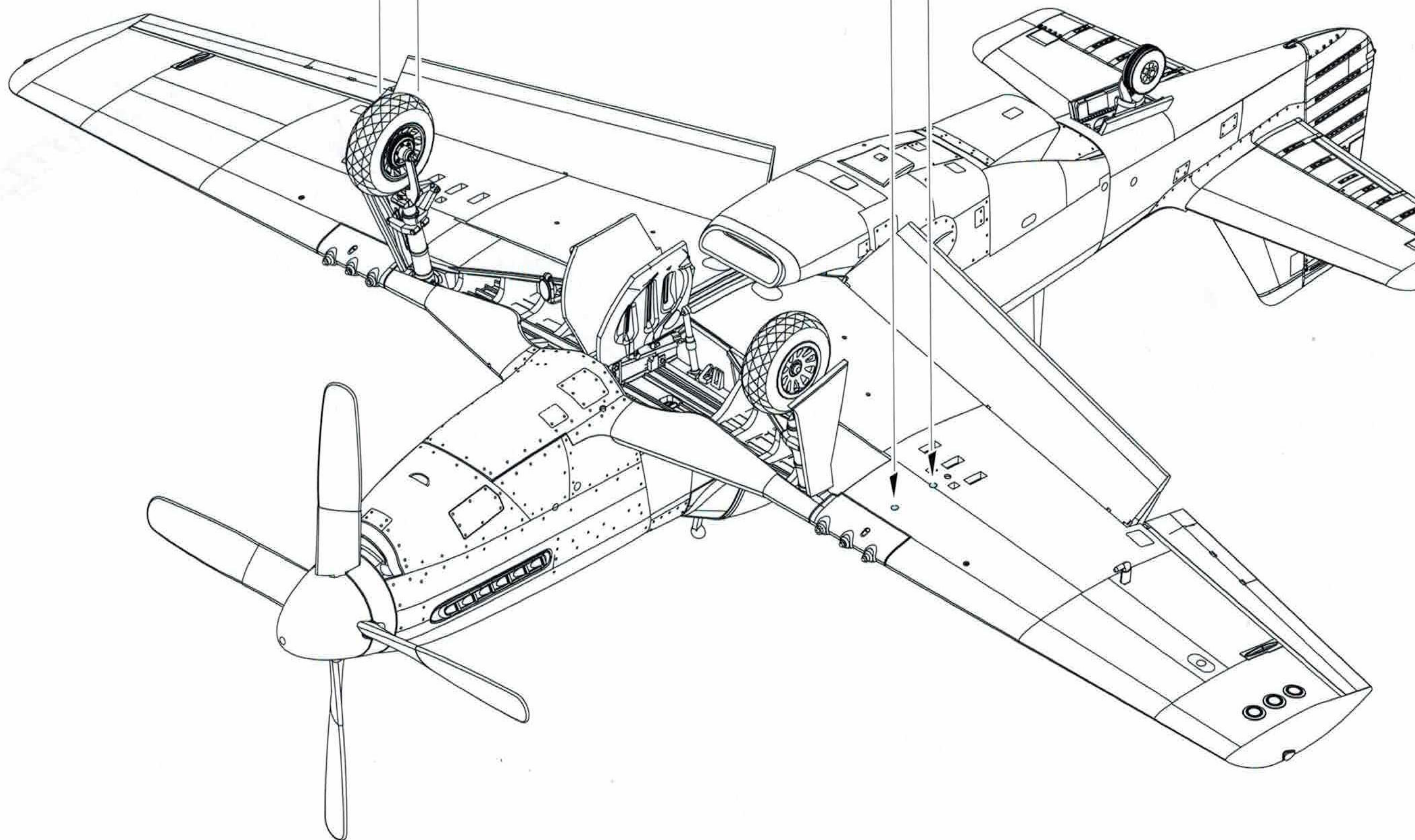
F20

H8
C8
SILVER

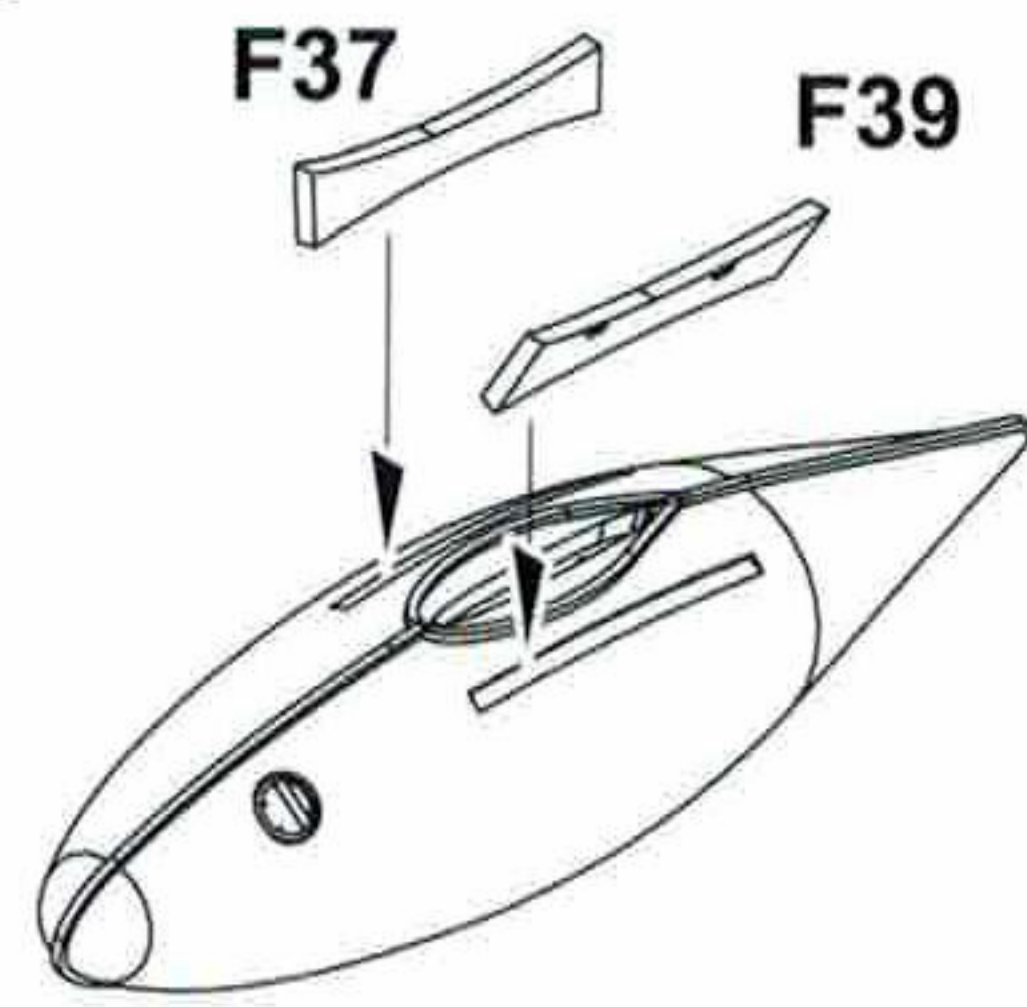
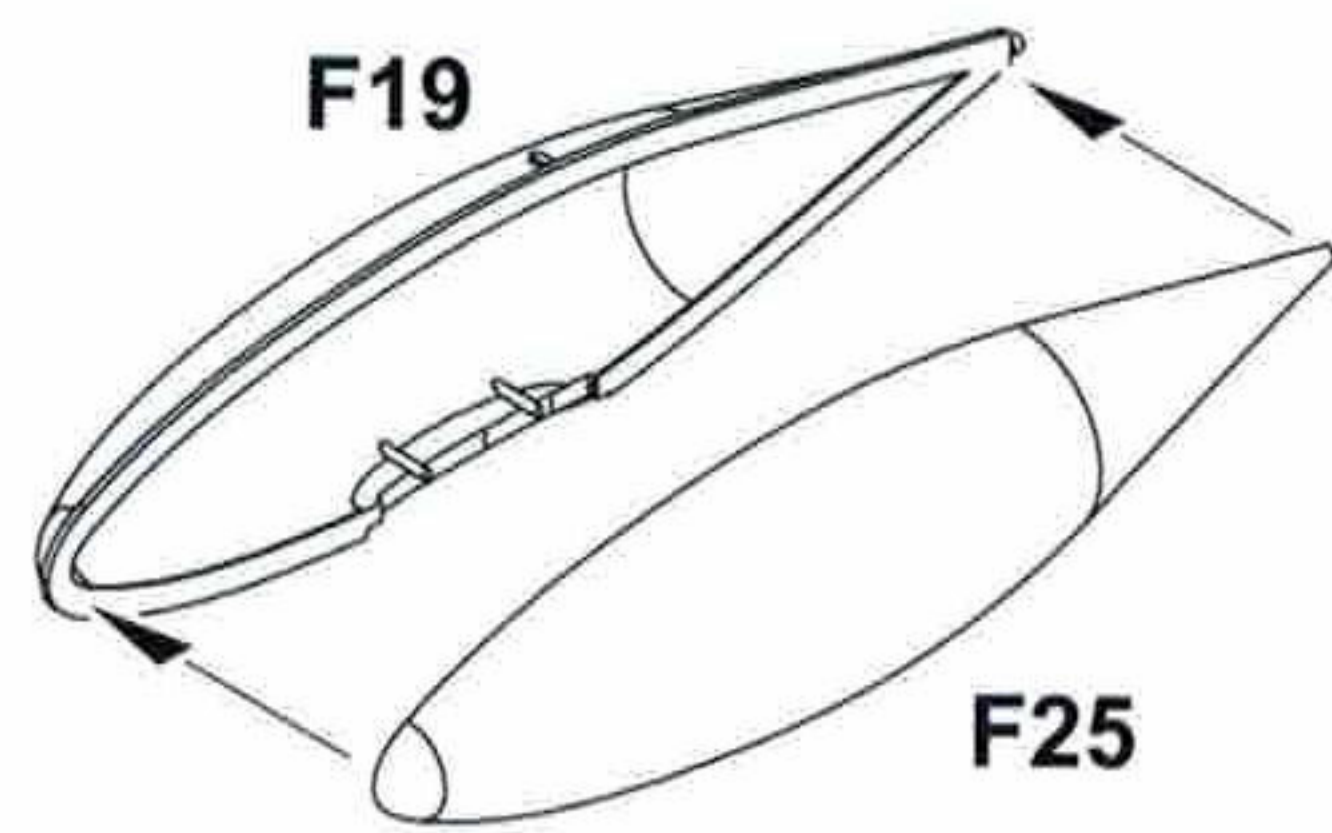


F21

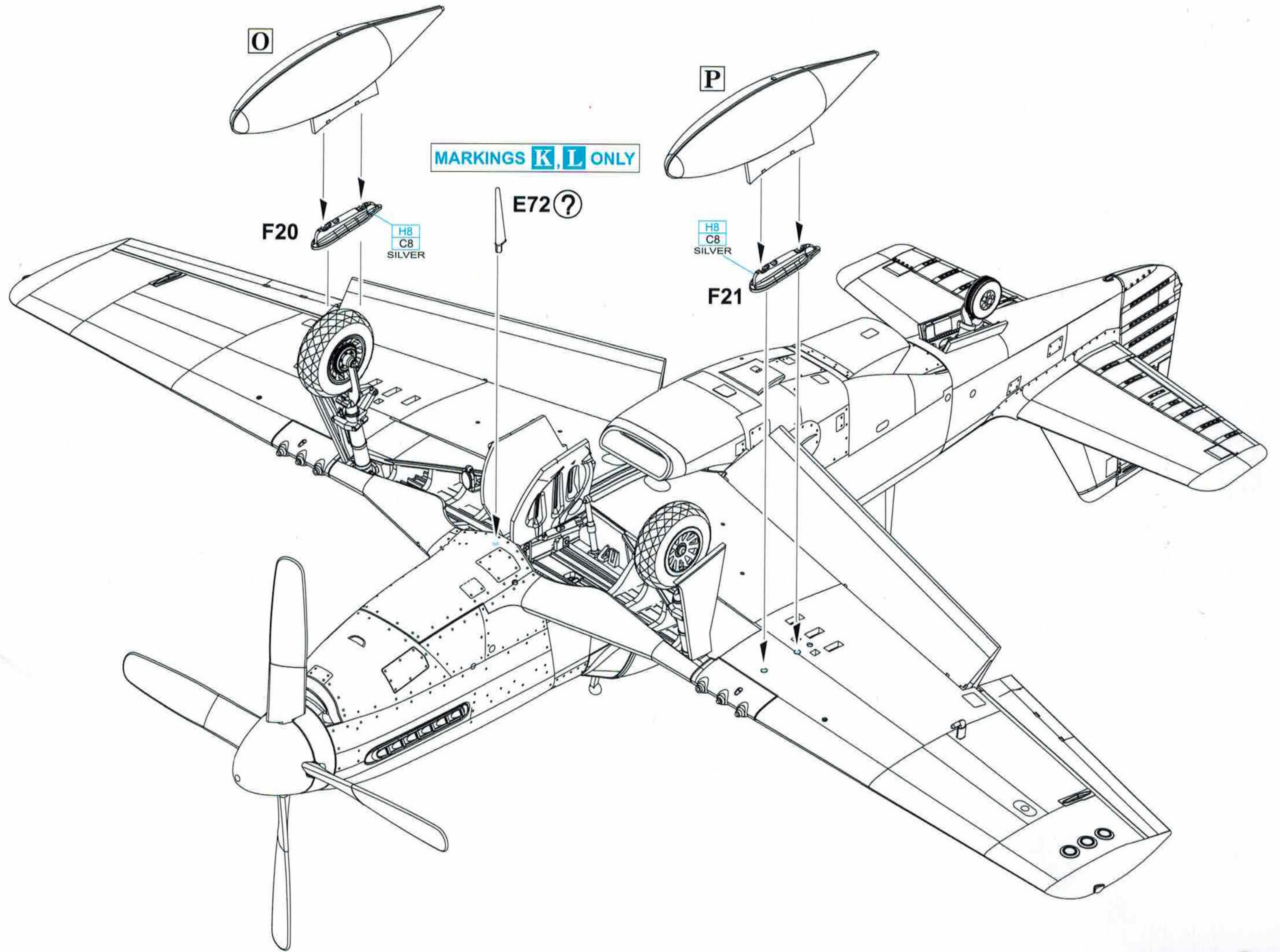
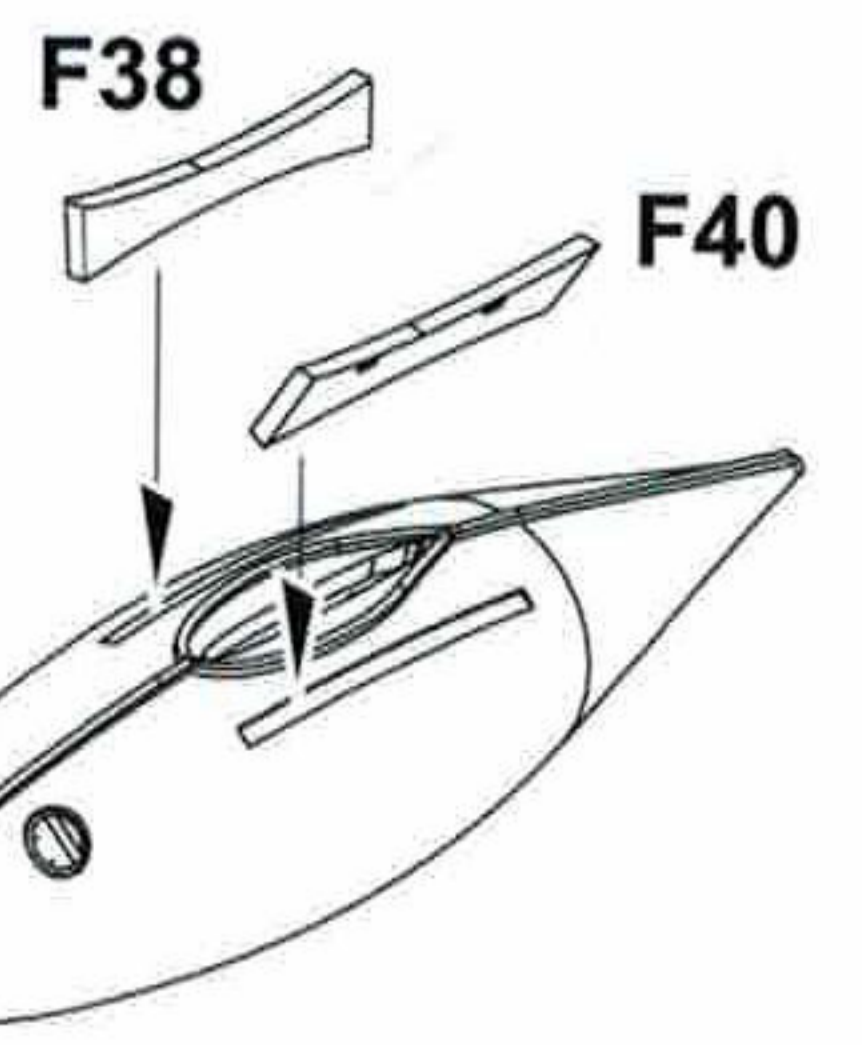
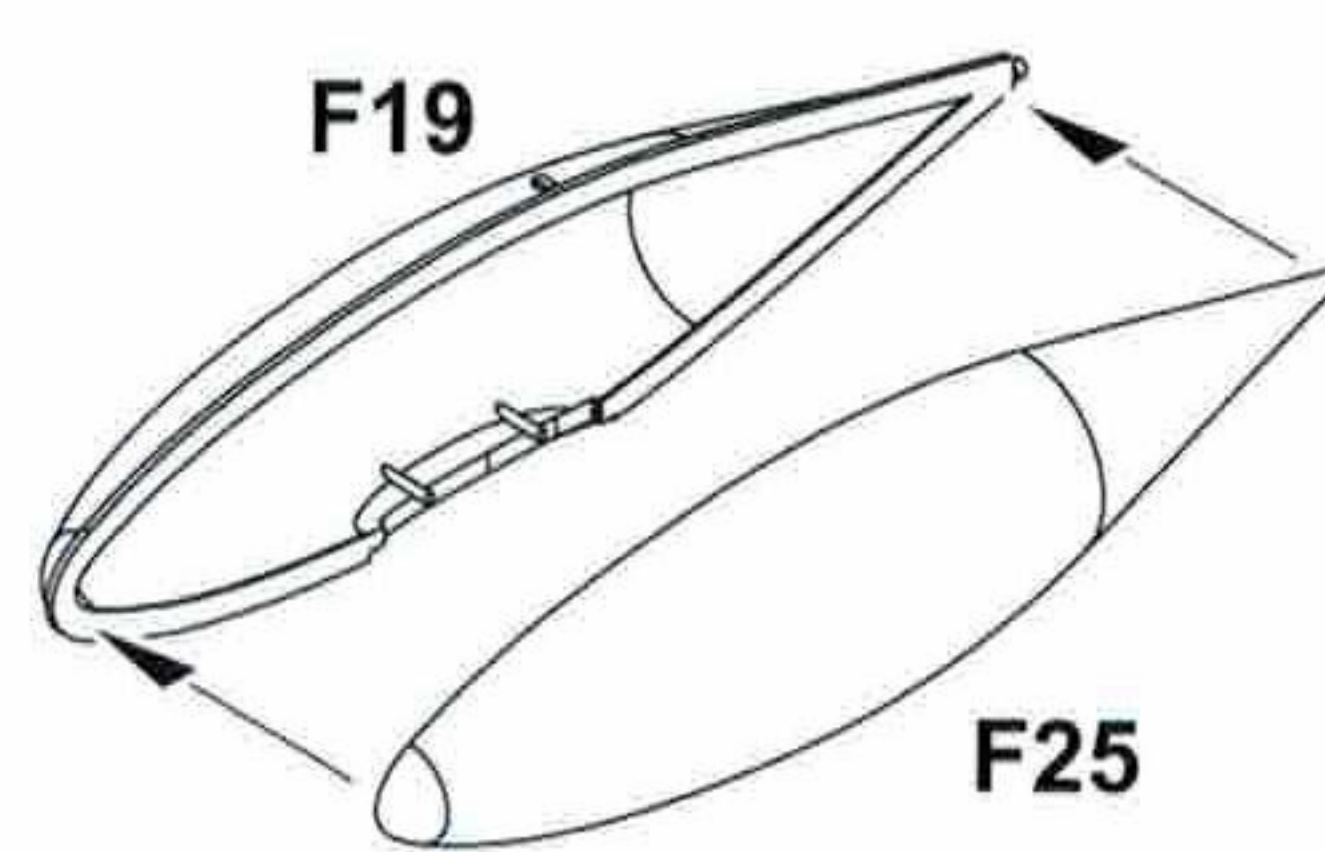
H8
C8
SILVER



O MARKING **K**

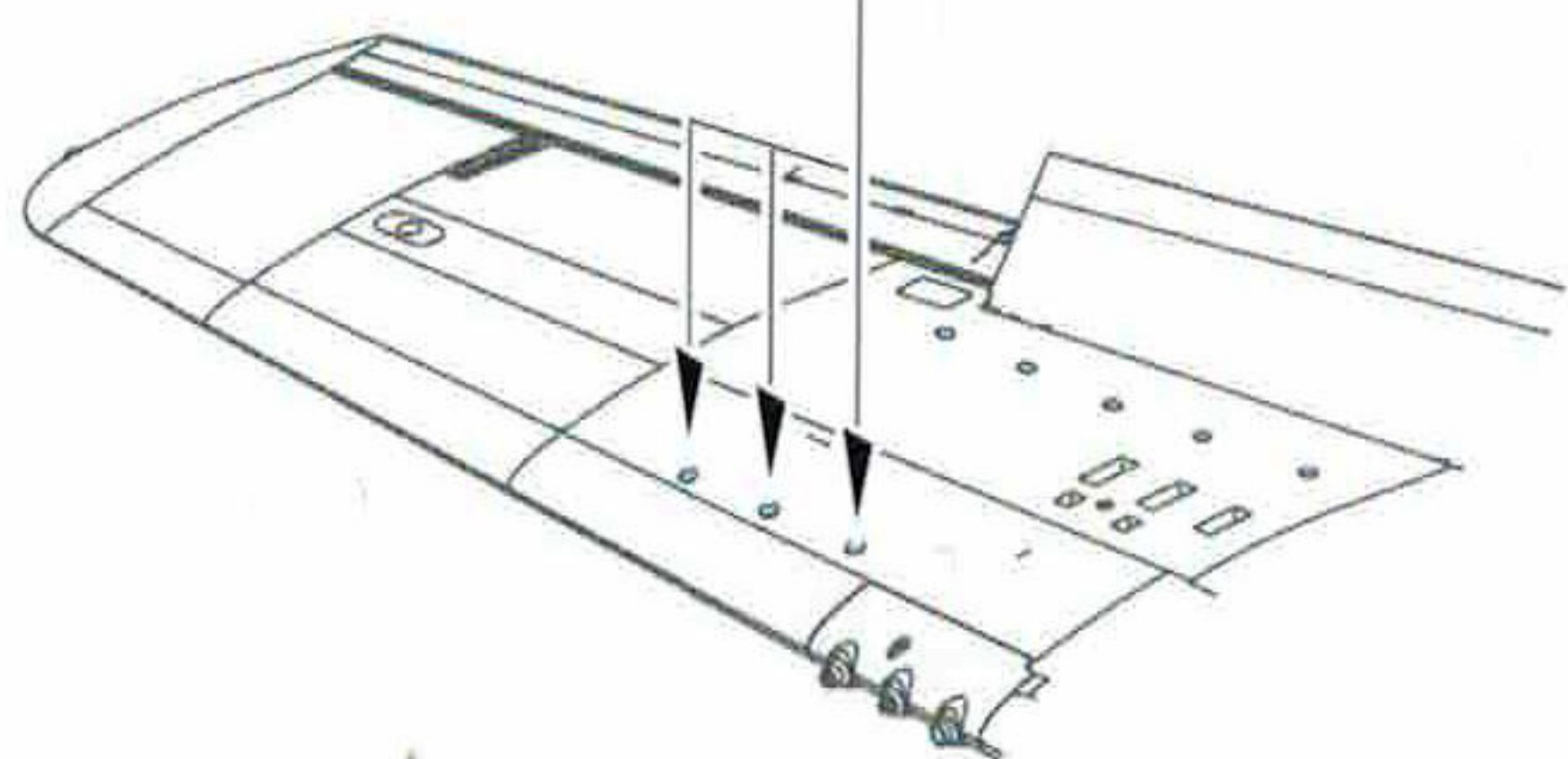


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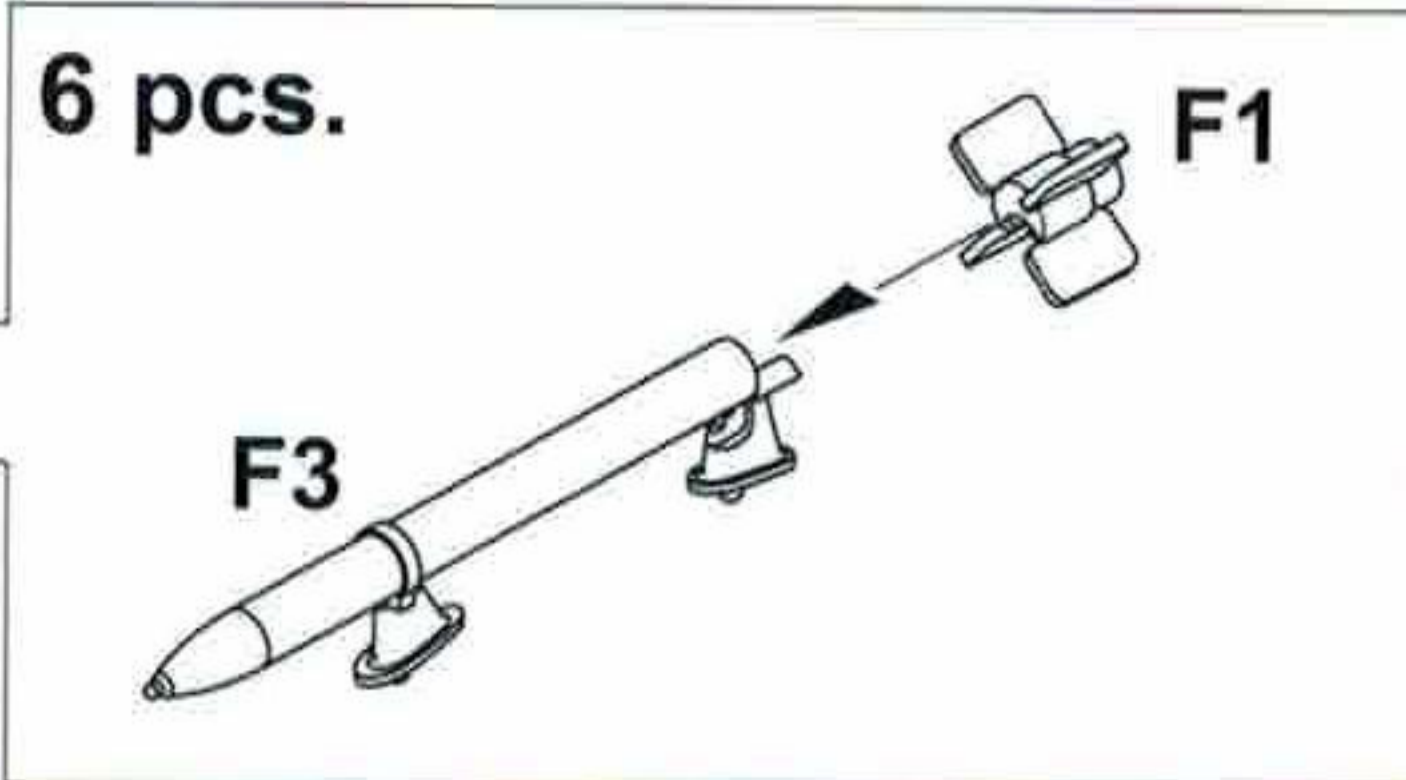


MARKING **J** ONLY

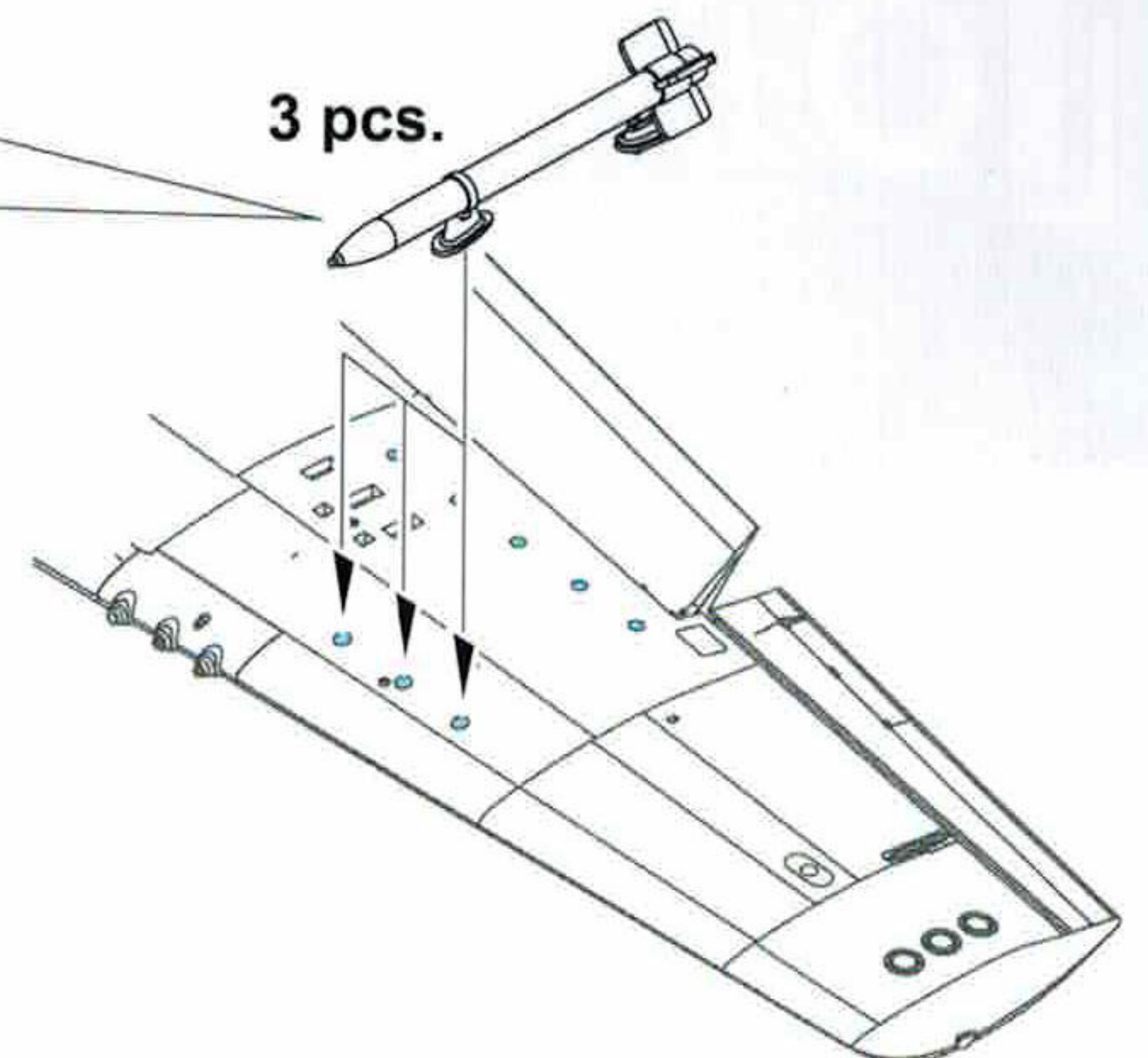
3 pcs.

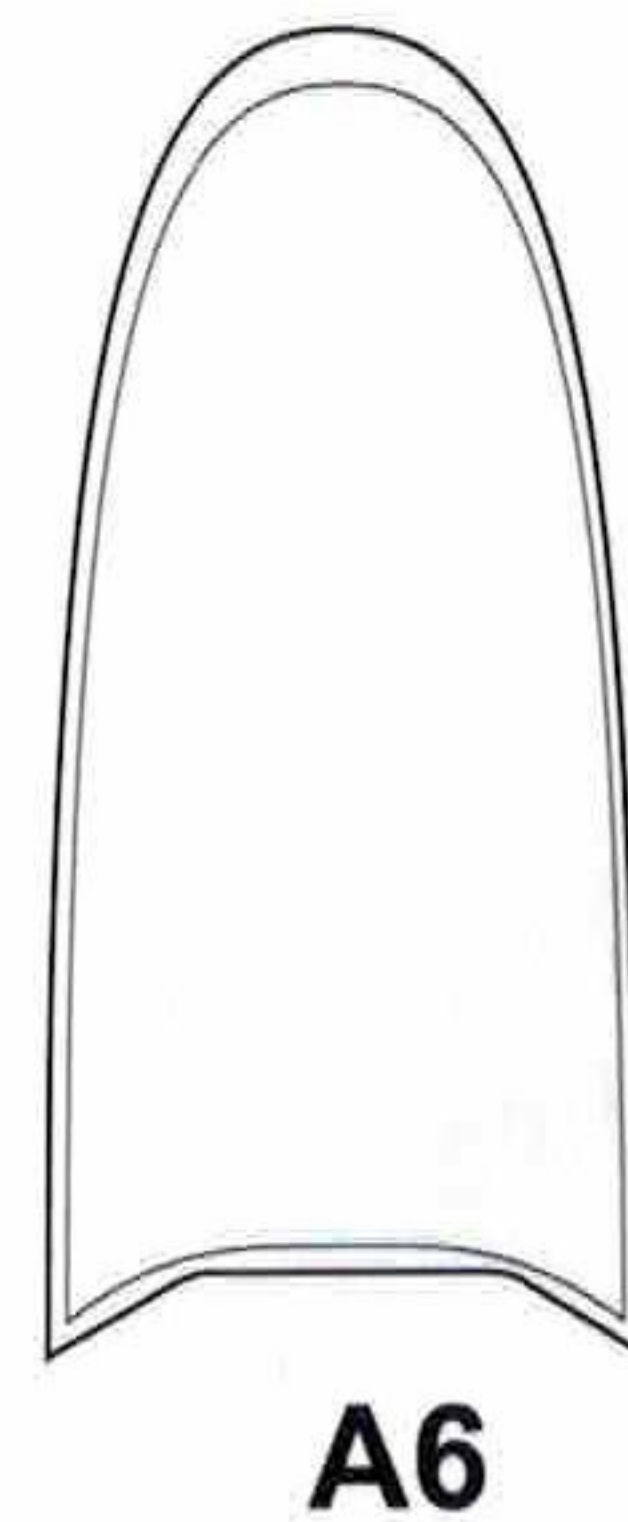
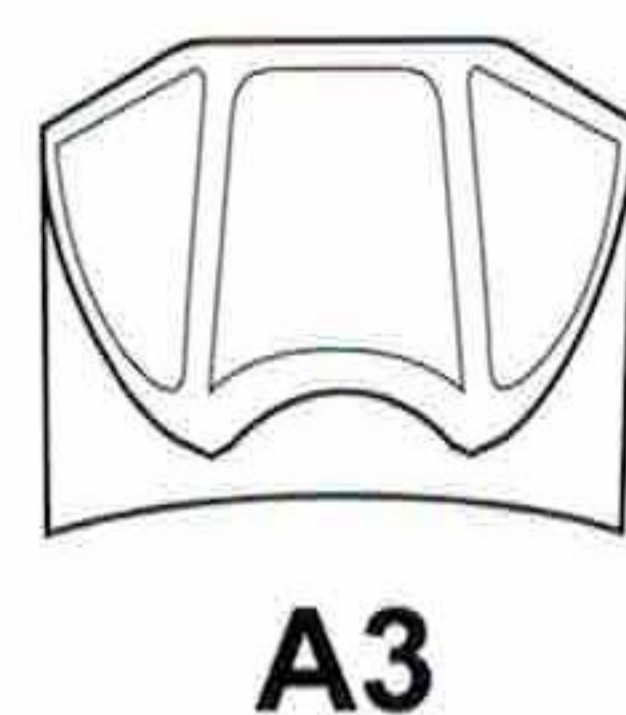
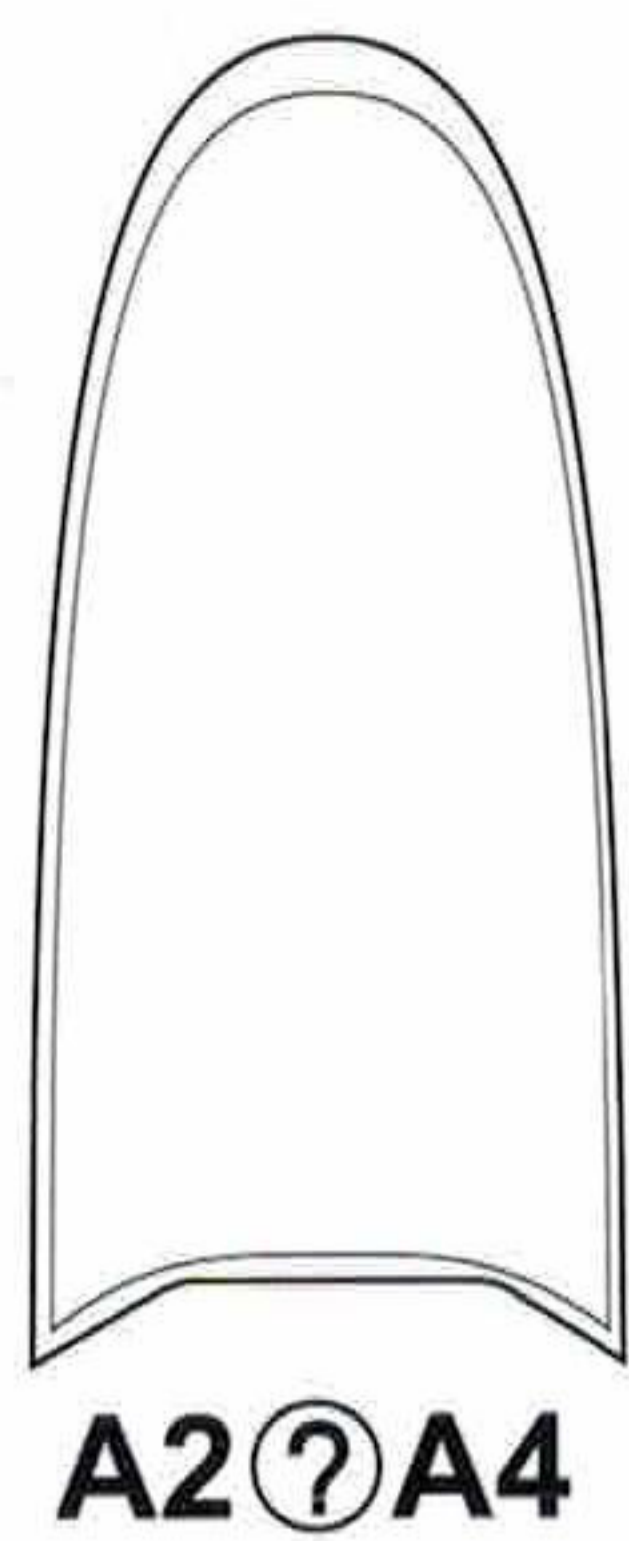
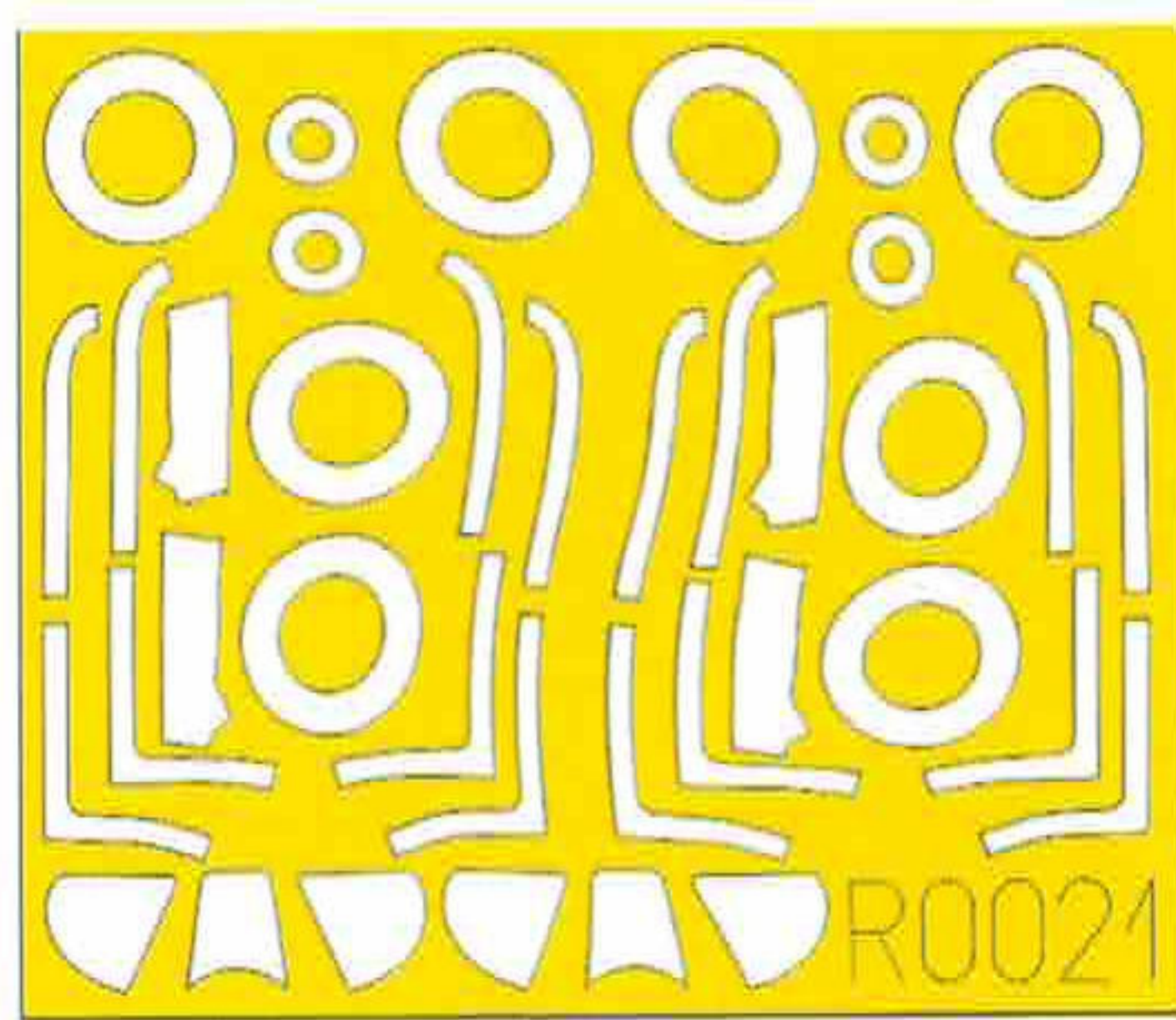


6 pcs.

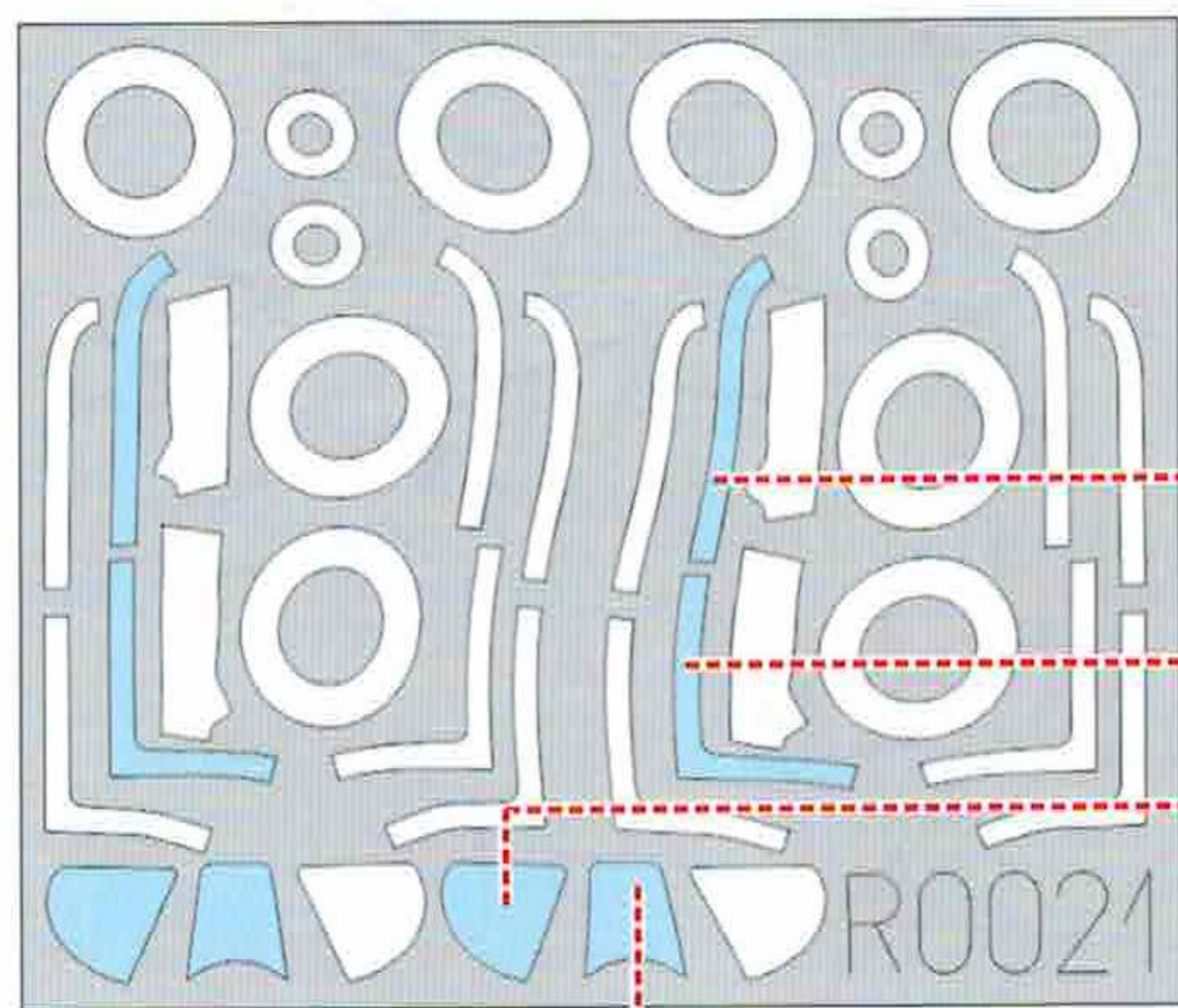
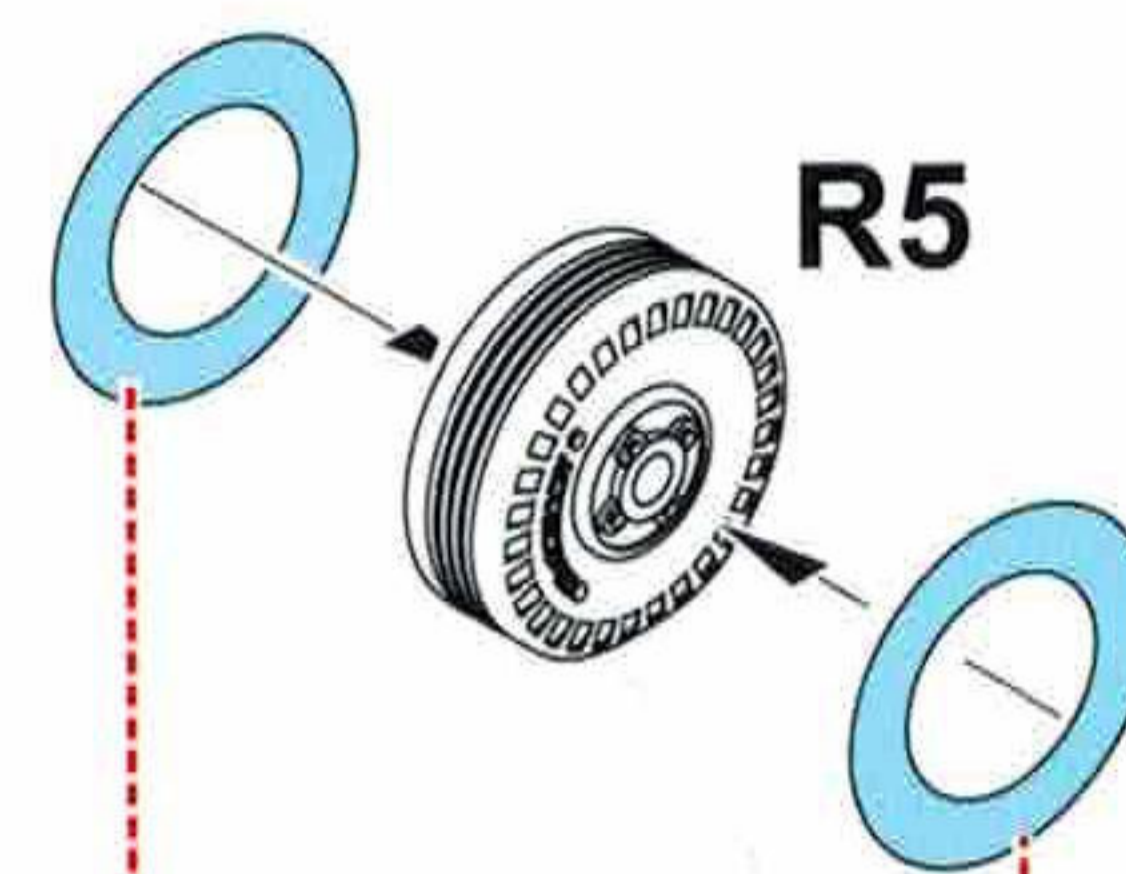


3 pcs.

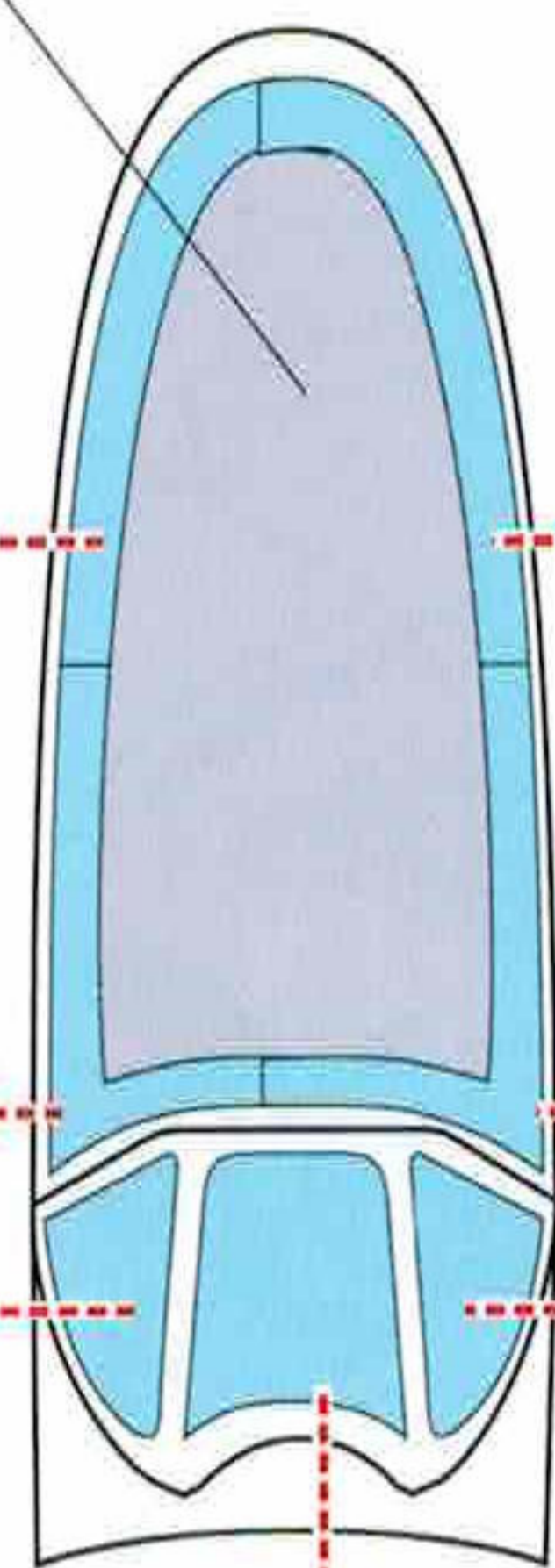




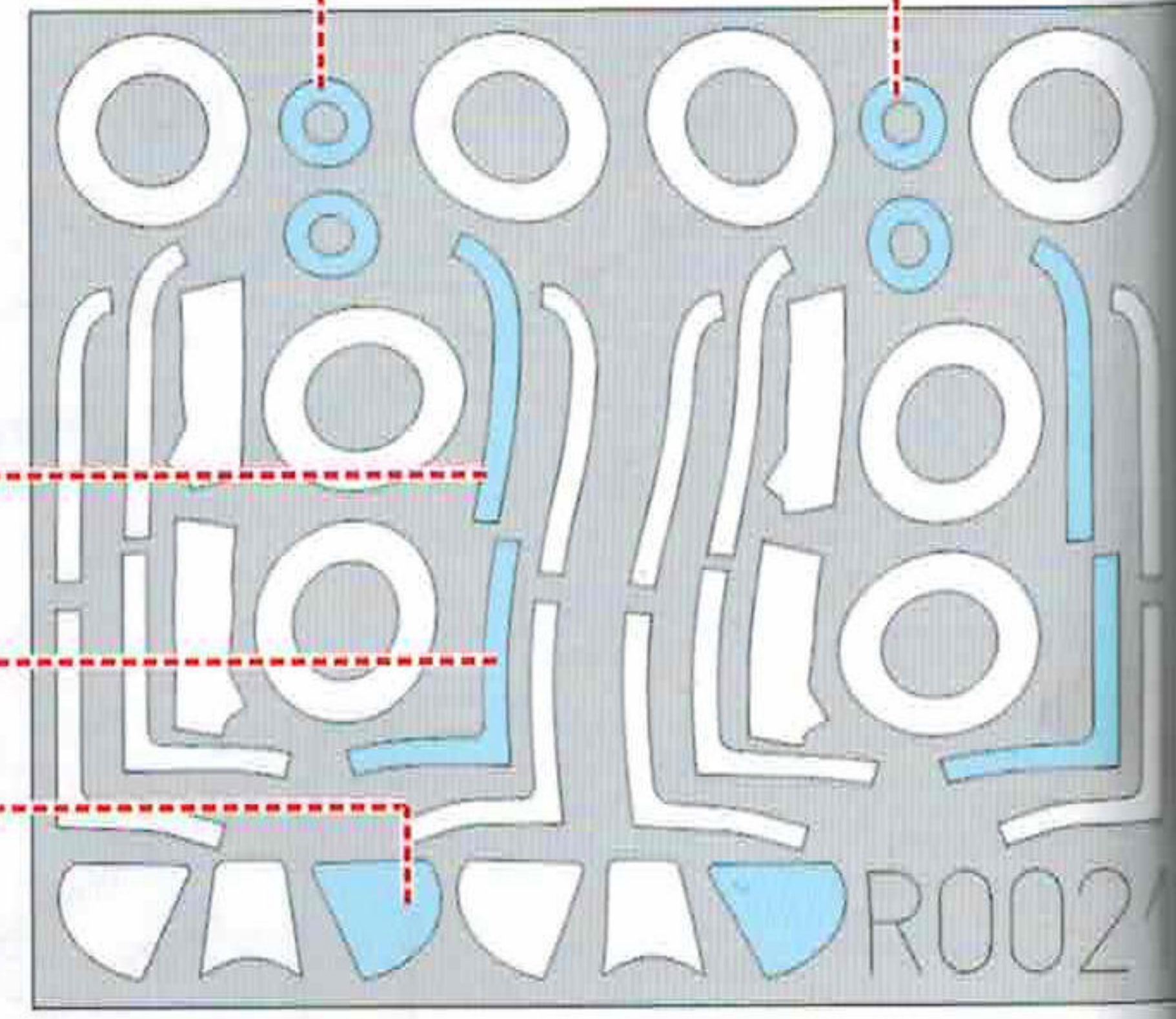
■ LIQUID MASK



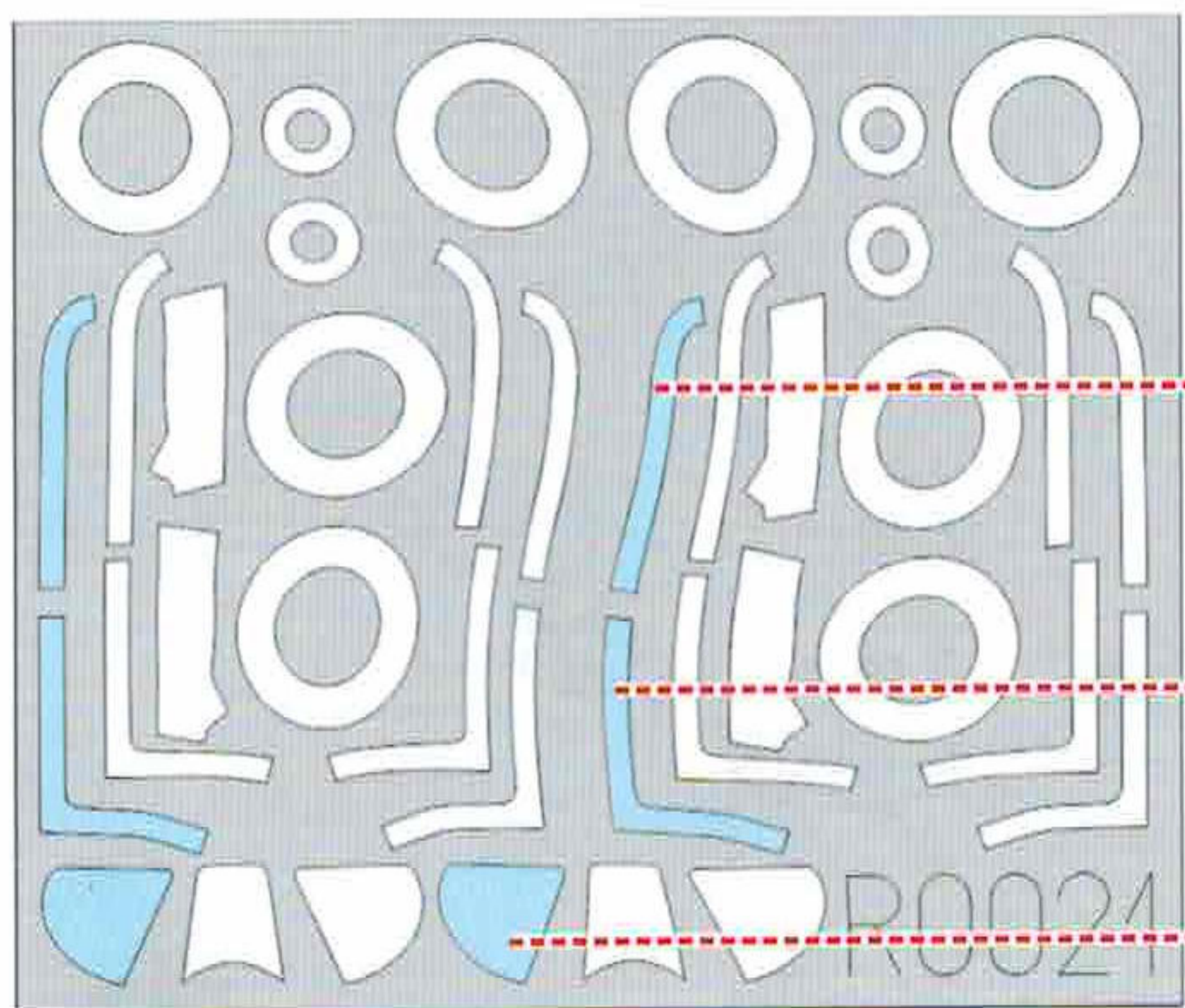
A2/A4



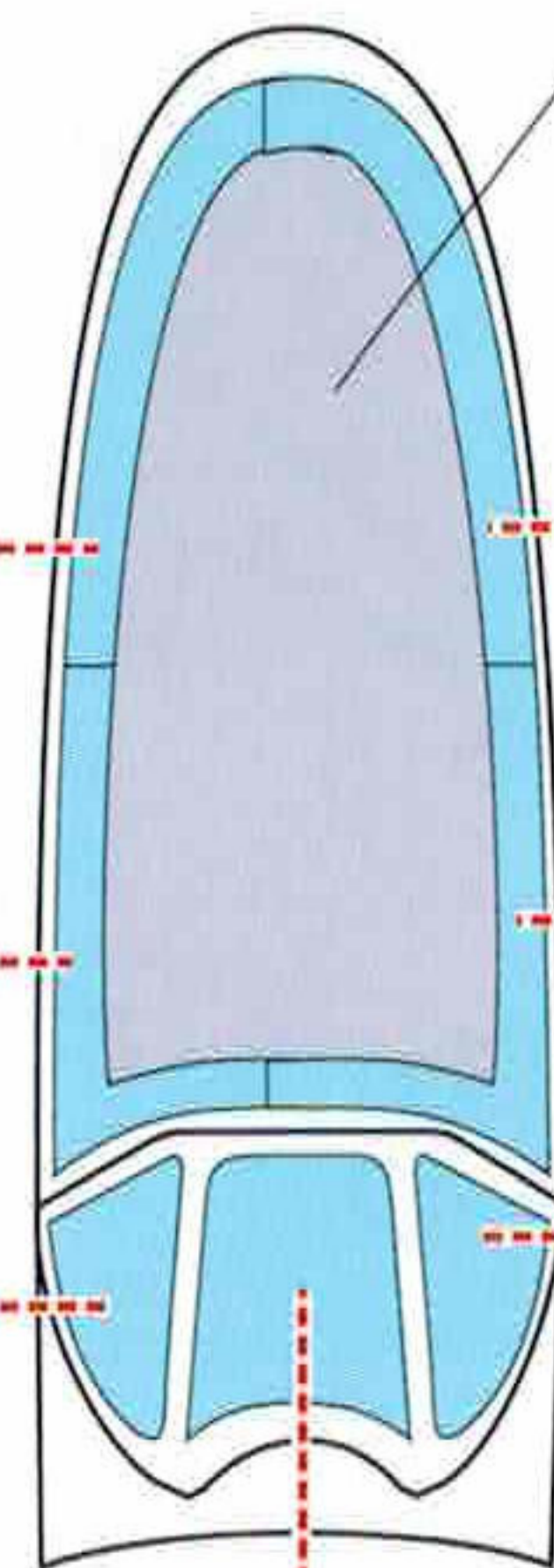
A3



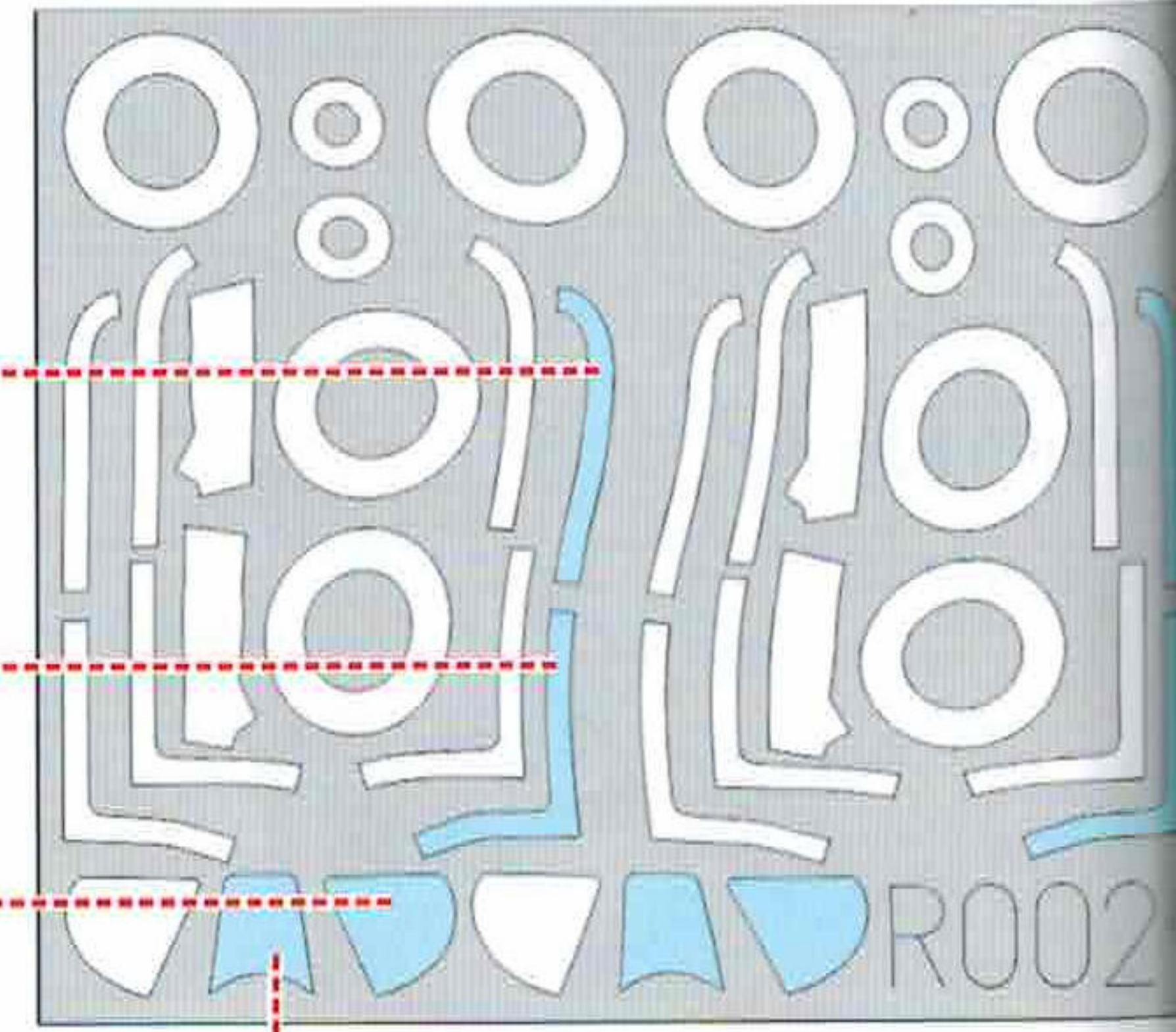
■ LIQUID MASK



A6

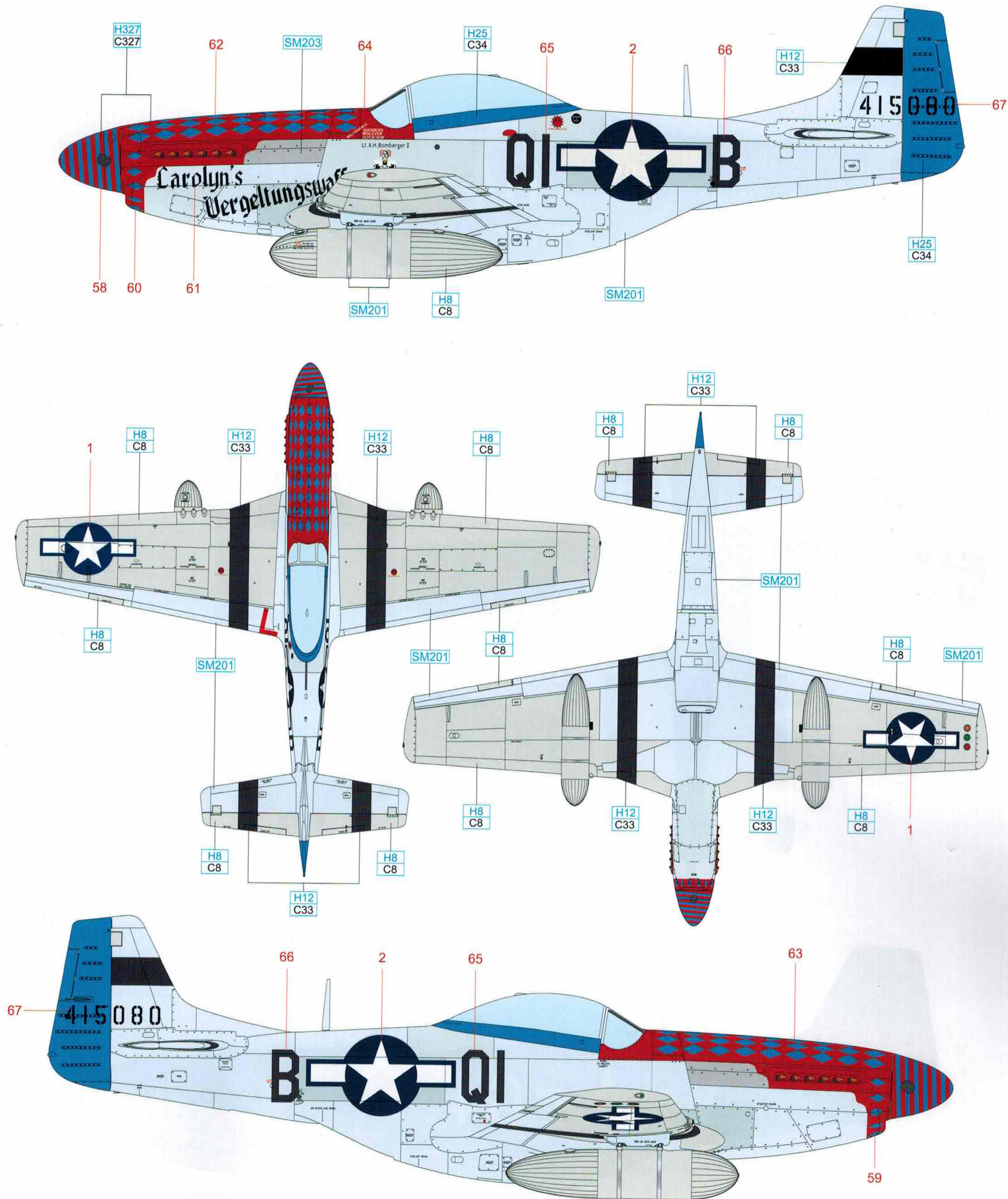


A3



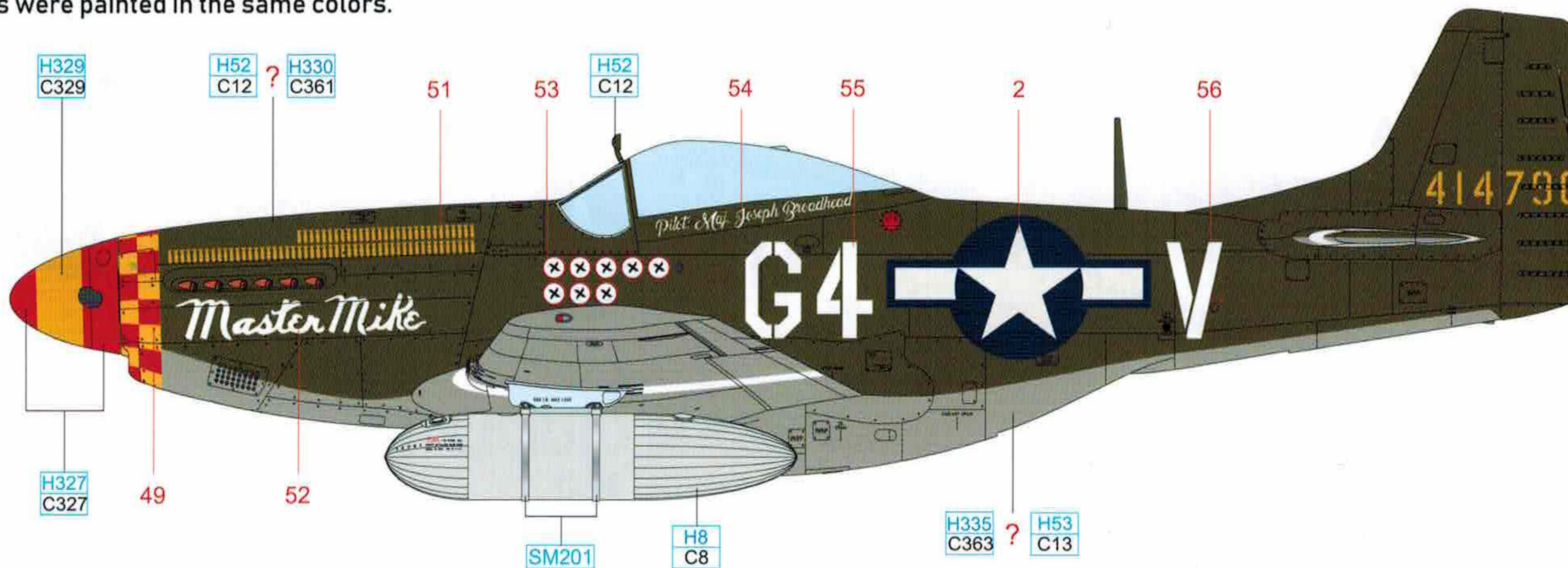
A P-51D-15, 44-15080, Capt. Amos H. Bomberger, 361st FS, 356th FG, 8th AF, Martlesham Heath, United Kingdom
December 1944

The 356th FG was established on December 8, 1942 and after necessary training in the south of the United States it was dispatched to Great Britain in fall of 1943 and incorporated into 8th Air Force. It was equipped with P-47 Thunderbolts and the main task of the group were escort missions to cover B-17 and B-24 four-engine bombers on their sorties over the Third Reich territory. In November 1944 356th FG squadrons were equipped with P-51D Mustangs flying them until the end of World War Two. Shortly after, on November 10, 1945, the unit was disbanded. Marking of the 356th FG aircraft consisted of red fuselage noses with blue diamonds. The same colors were applied to the propeller spinners. Capt. Bomberger christened his aircraft Carolyn's Vergeltungswaffe. This word meaning "revenge weapon" in English was the designation for V-1 flying bombs and V-2 rockets in German propaganda parlance.

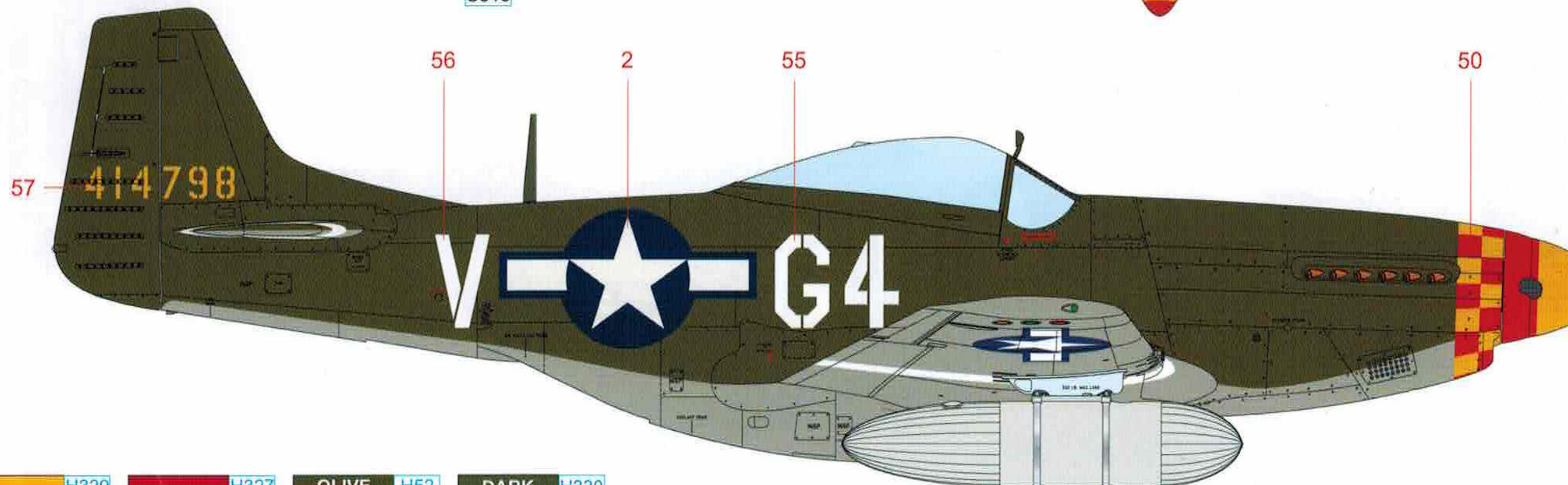
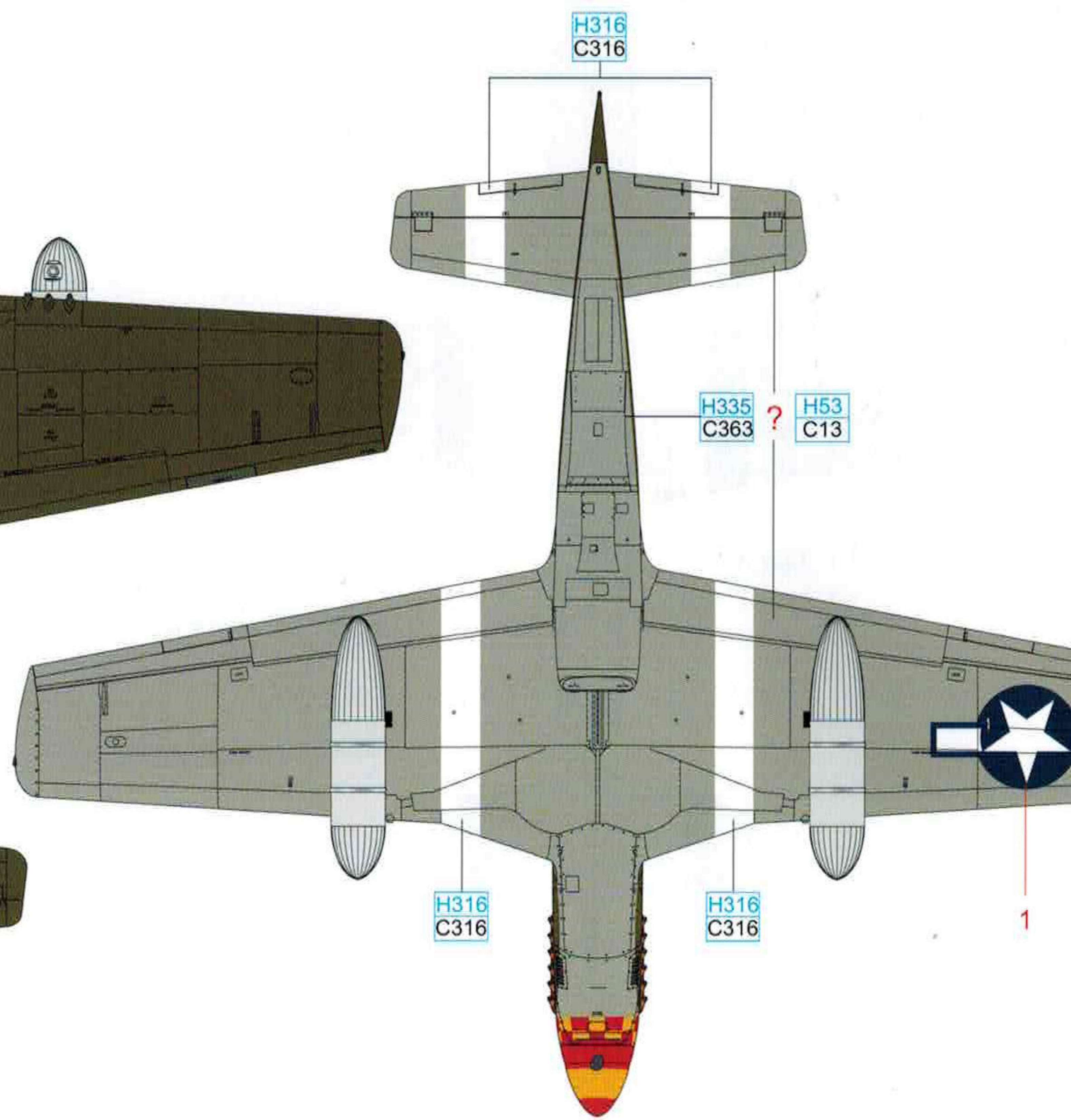
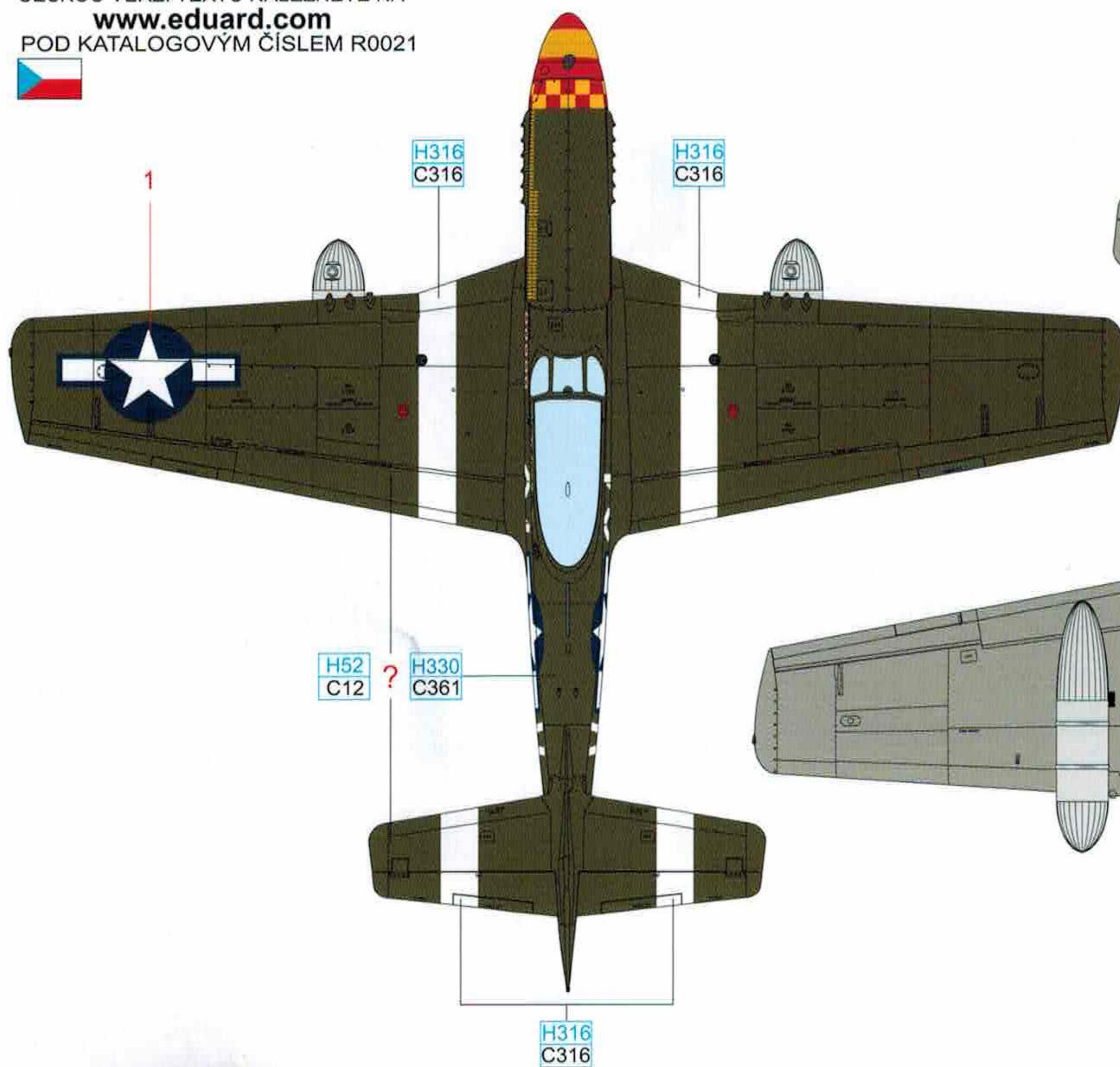


BLUE	H25 C34	BLACK	H12 C33	RED	H327 C327
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM202

The 357th Fighter Group became the first 8th Air Force fighter group equipped with P-51 Mustangs with which, in November 1943, it underwent training at British airbase Raydon. It entered the combat with enemy in February operating from Leiston airbase. The unit personnel was nicknamed Yoxford for the first time by the commentator of the British Broadcasting of the German Radio during the night after their arrival in Leiston airbase located in the village of Yoxford. Joseph Broadhead commanded the incorporated 362nd FS from March 10 to August 25, 1944, when having completed his second tour of duty he was sent back to United States for recuperation. After that he returned to 357th FG for his third tour of duty which he completed in February 1945. His score in World War II rose to eight kills. Maj. Broadhead's aircraft carried the inscription Master Mike (his previously flown P-51B was christened Master Mike) on the nose port side. Number of sorties flown was marked above the exhaust in the form of little bombs. It is not clear what kind of camouflage was applied on 357th FG aircraft. While the veterans are mentioning British colors Dark Green and Medium Sea Gray the period color picture points us towards American colors Olive Drab and Neutral Gray. The 357th FG aircraft noses were decorated with yellow-red checkerboard, the propellers were painted in the same colors.

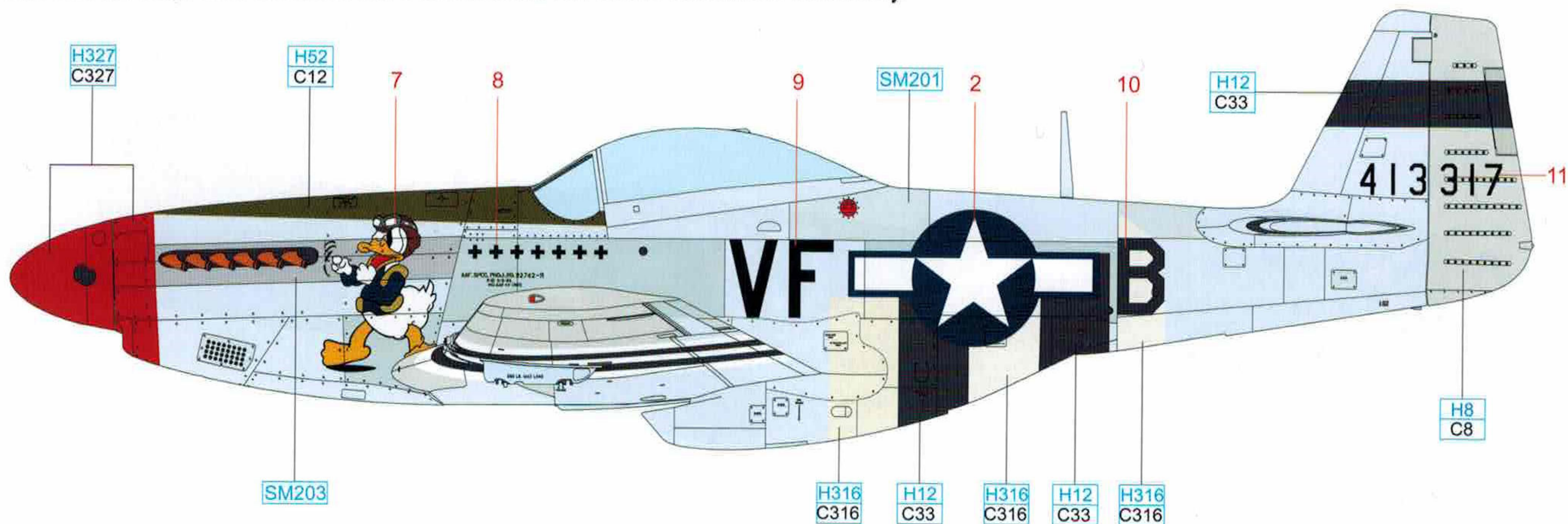


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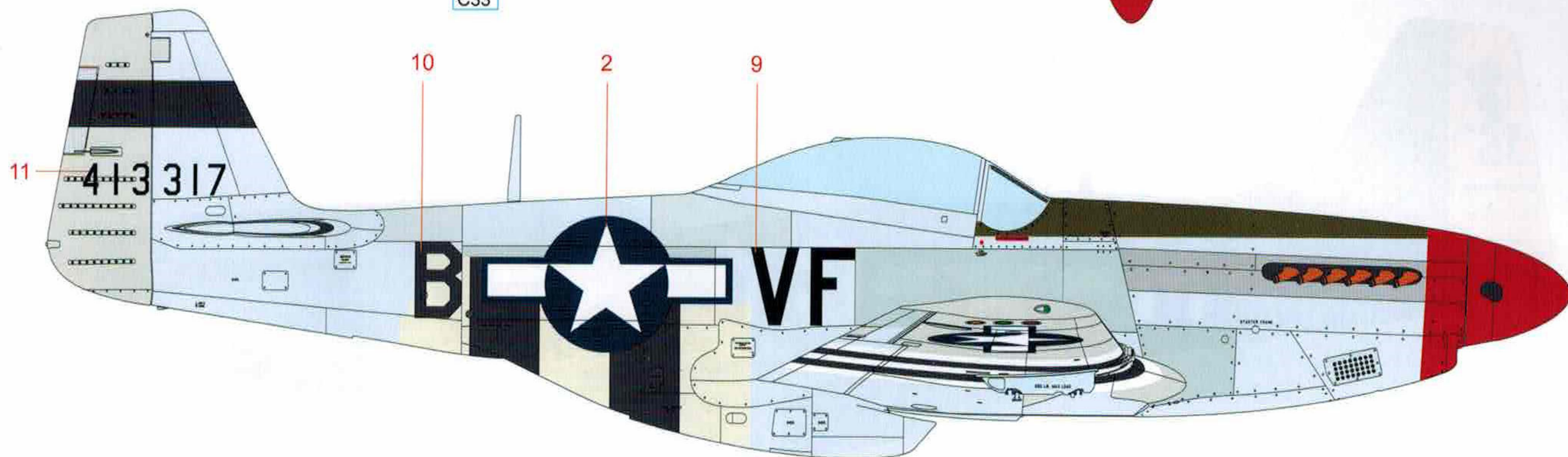
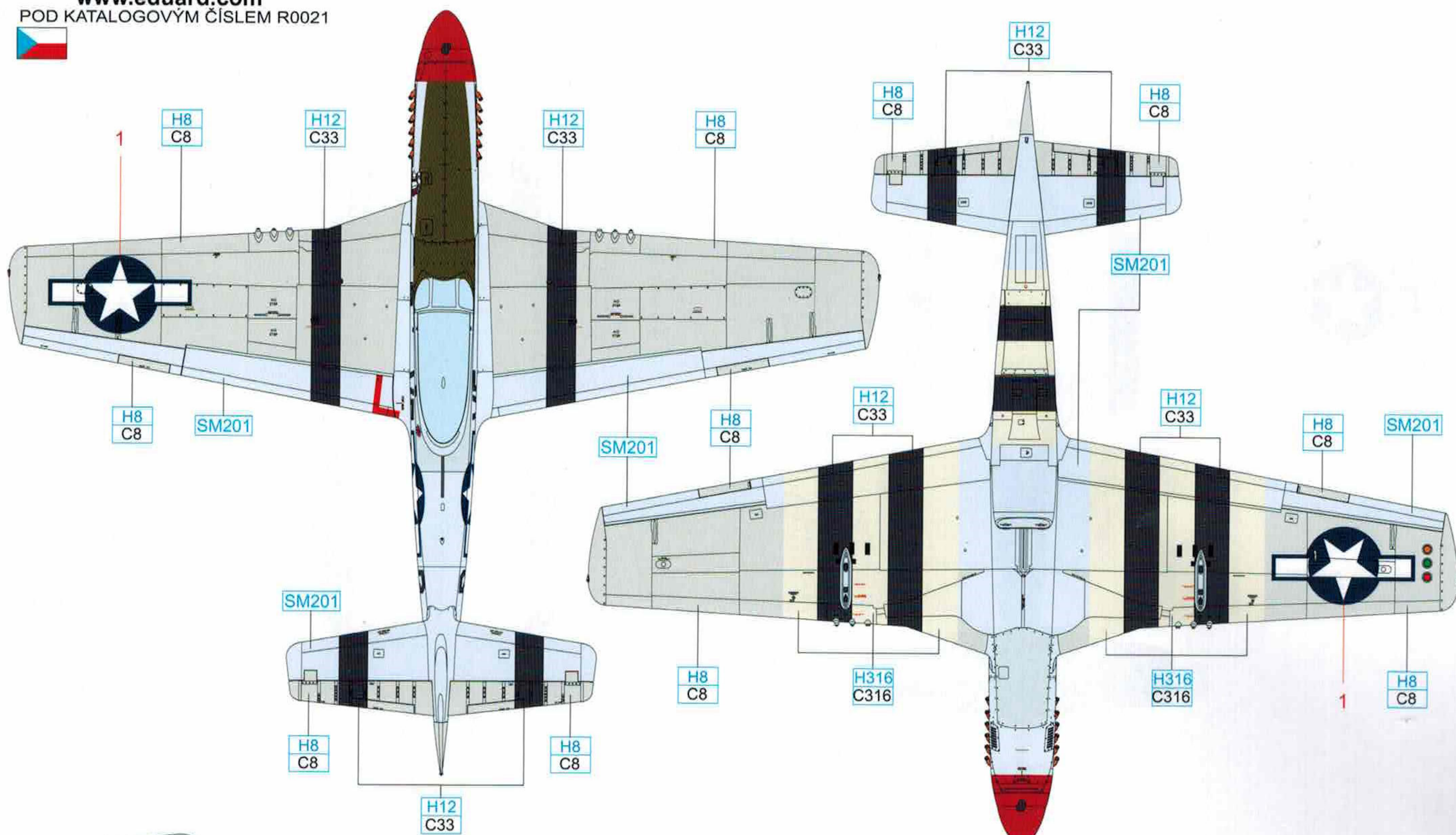


YELLOW H329 C329	RED H327 C327	OLIVE DRAB H52 C12	DARK GREEN H330 C361
SILVER H8 C8	MEDIUM SEA GRAY H335 C363	NEUTRAL GRAY H53 C13	WHITE H316 C316
SUPER FINE SILVER SM201			

The 4th FG was nicknamed Debden Eagles thanks to its home base and origins as it was formed from RAF Eagle Squadrons (Nos. 71, 121 and 133). After the incorporation into 8th AF the Squadrons were redesignated to 334th FS, 335th FS and 336th FS. Their Spitfires were replaced by P-47s as of April 1, 1943, and in February 1944 these were changed for P-51 Mustangs. Donald Emerson joined the ranks of 4th Fighter Group on March 9, 1944, and during the following eight months of duty he flew 89 sorties during which he was credited with 4.5 enemy aircraft shot down. On December 25, 1944, he perished returning from the bomber escort mission when he spotted six Bf 109s. During the ensuing combat he descended close to the terrain and was hit by the anti-aircraft fire over the front. Pilot was probably killed, and his aircraft crashed nearby the town of Sittard in The Netherlands. However, he had managed to shoot down two of his opponents prior to his death. Capt. Emerson had the fuselage port side of his Mustang decorated with boxing Donald Duck in resemblance to his first name. There were seven kill marks painted under the windshield. From the beginning of September, the invasion stripes on the upper wings and fuselage side surfaces were deleted and left on the bottom surfaces only.

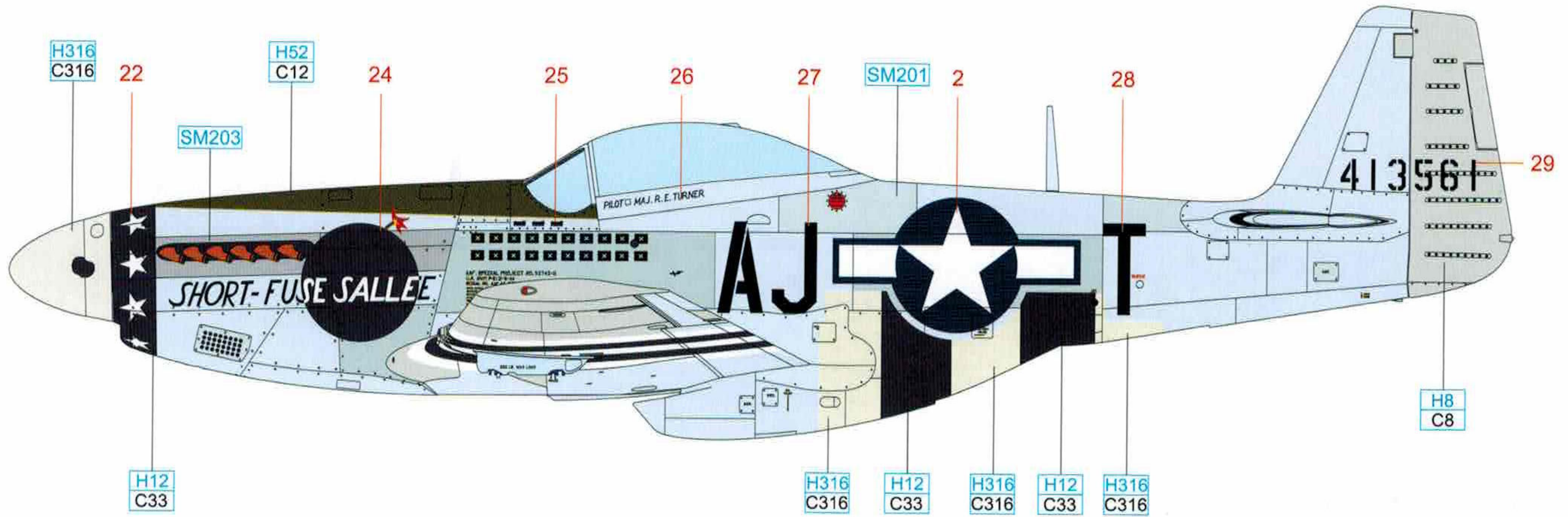


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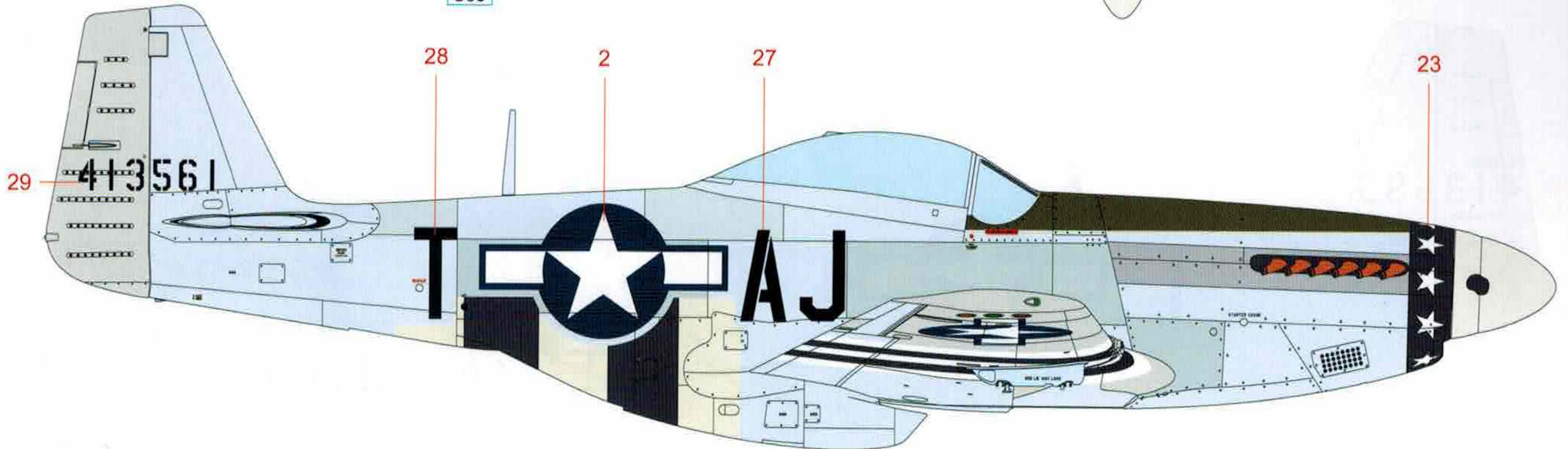
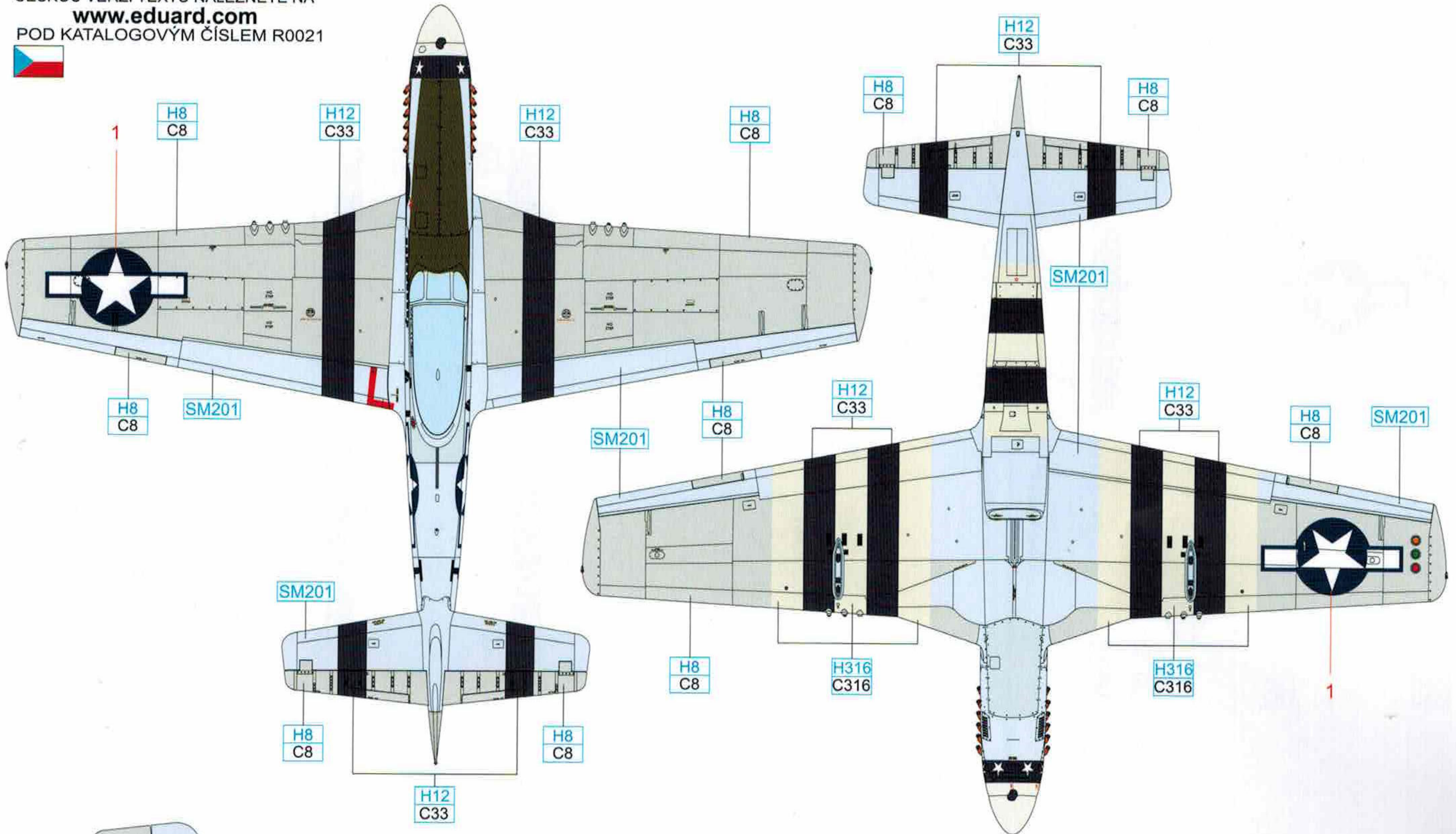


WHITE	H316 C316	BLACK	H12 C33	RED	H327 C327
SILVER	H8 C8	OLIVE DRAB	H52 C12	SUPER FINE SILVER	SM201
				SUPER IRON	SM203

The birth of 354th Fighter Group is dated to November 12, 1942, when it was formed at Hamilton Field base in California. After the initial hassle and bustle the training started on P-39 Airacobras and following its transfer to Europe in November 1943 the 354th FG it was incorporated into the 9th Air Force fighter groups. It happened at about the time the unit was re-equipping with P-51B Mustangs. Among all fighter groups fighting in the European Theater during the World War II, 354th FG pilots achieved the highest number of enemy aircraft shot down (701). The 356th Fighter Squadron aircraft proudly carried the black noses with white stars and Maj. Turner had the nose of his Mustang decorated with the inscription SHORT-FUSE SALLEE which appears on the other aircraft he flew, sometimes slightly modified. Turner achieved 12 aerial victories, acted as the CO of 356th FS and from February 1944 let the whole 354th FG.

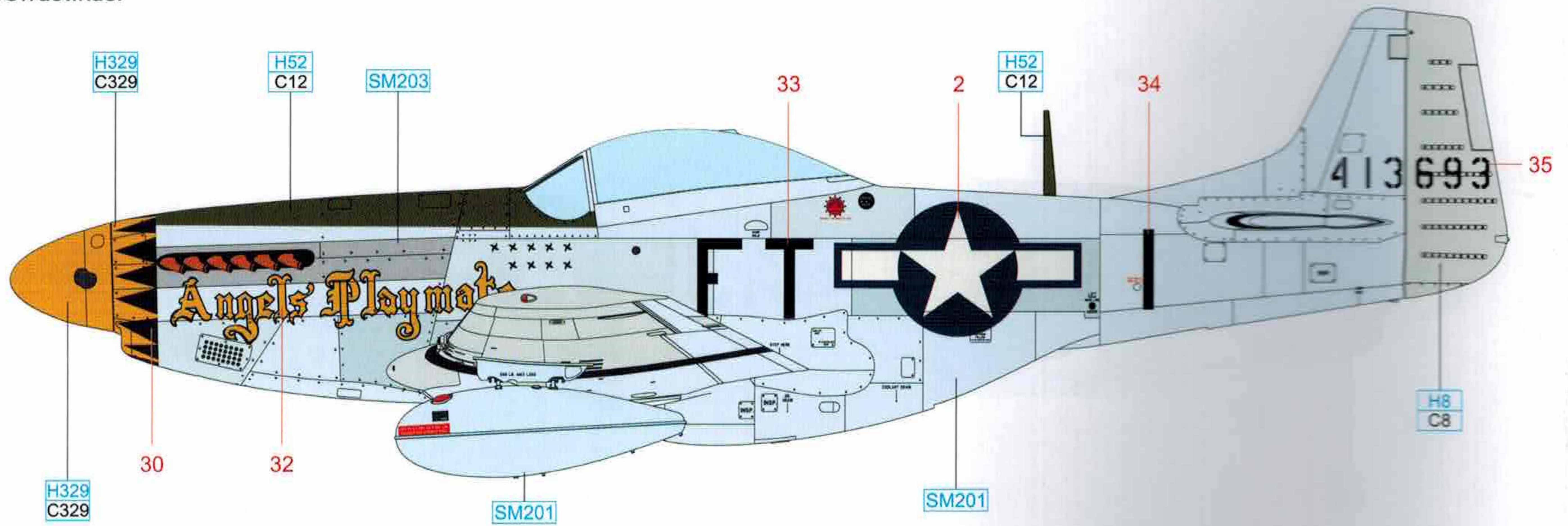


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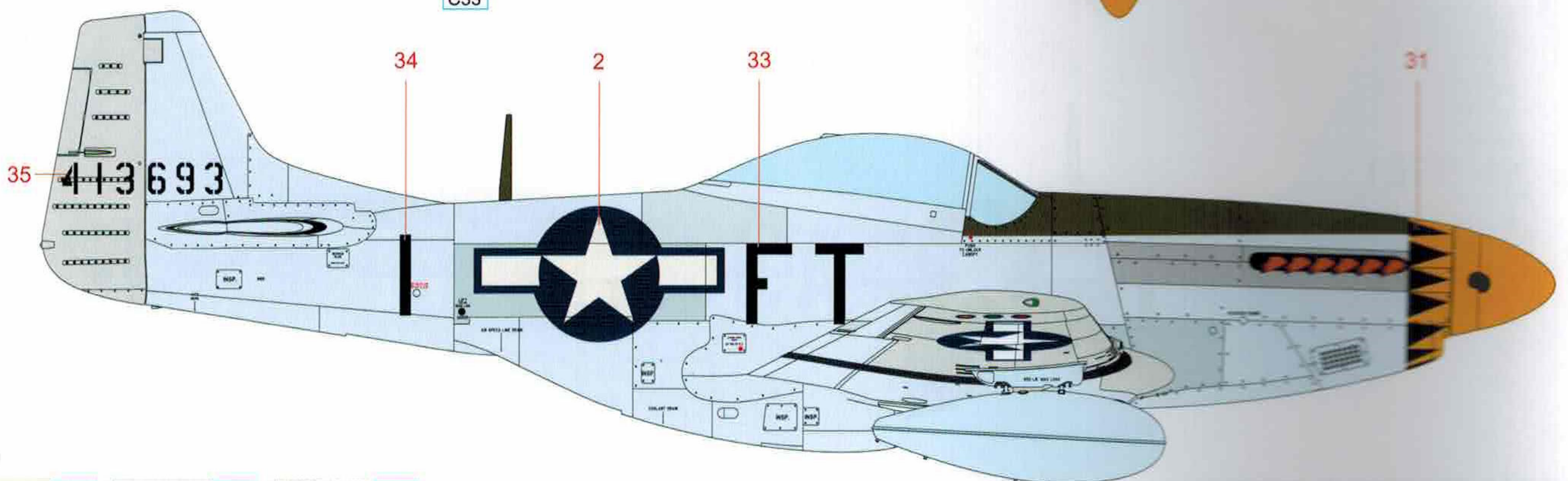
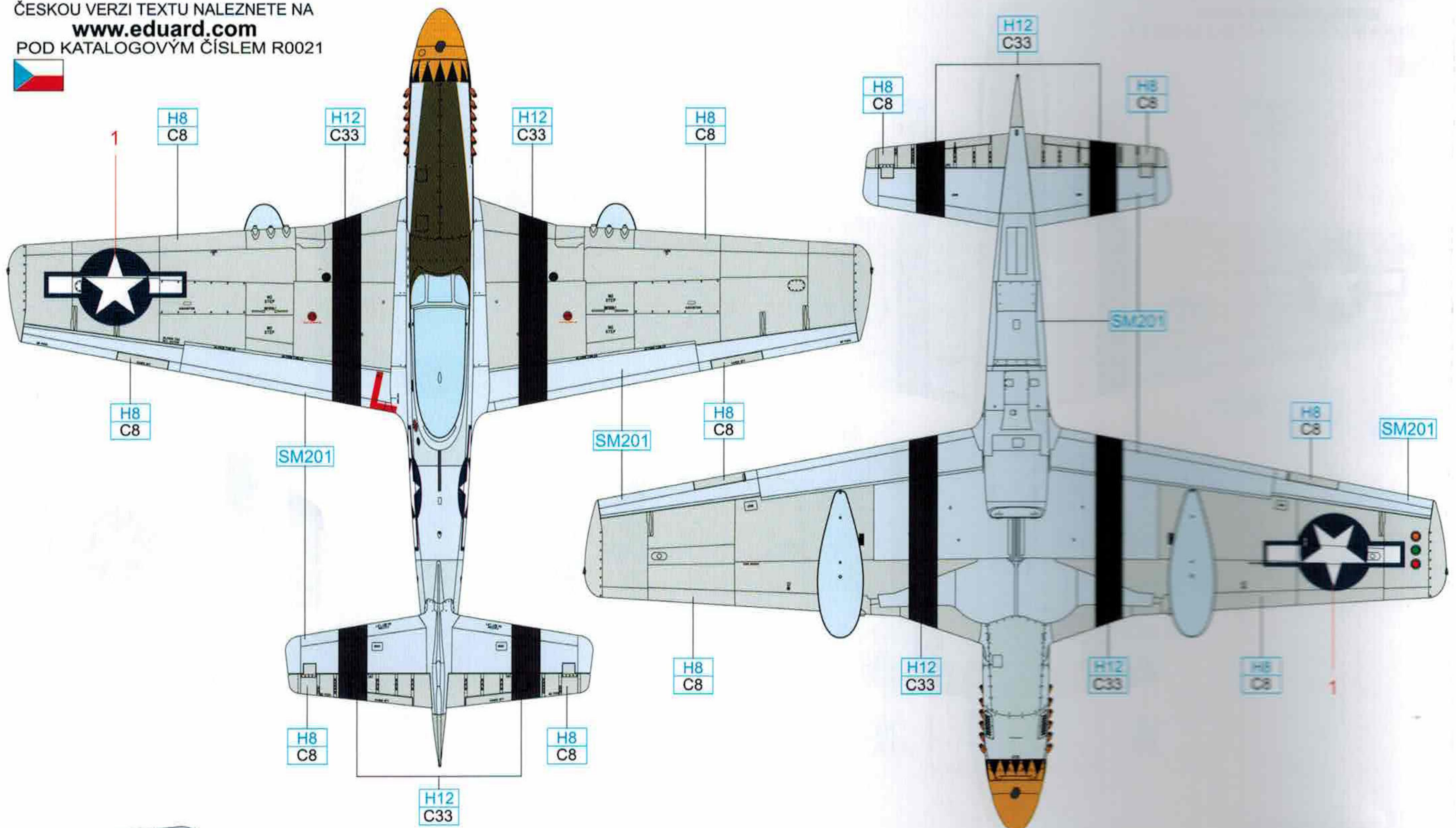


WHITE	H316 C316	BLACK	H12 C33	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

Bruce Ward Carr started his pilot training on September 2, 1942. After its completion on August 30, 1943, he added to his qualification ratings on A-36 and P-51A and after that he was dispatched to 380th FS. On March 8, 1944, he recorded his first victory and consequently was re-assigned to 353rd FS becoming one of the 354th Fighter Group aces. On November 2, 1944, during the fighter sweep over the occupied Czechoslovakia, his aircraft was hit by the anti-aircraft fire. Bruce Carr bailed out and was evading capture for couple of days. Exhausted, he finally decided to sneak into the Luftwaffe airfield, where he captured Fw 190A-6 fighter and reached the friendly soil. Just after crossing the lines, he belly-landed the German plane in the fields to avoid being shot-down by friendly AA. During the World War II he was credited with 15 enemy aircraft shot down. He continued his aviation career after the war and flew combat in Korea and Vietnam as well. He passed away in April 1998 in Florida. Noses and spinners of the 353rd aircraft were painted yellow with added black triangles on the engine cowling. As the majority of fighter pilots Capt. Bruce Carr too had his score painted under the windshield in the form of small swastikas.

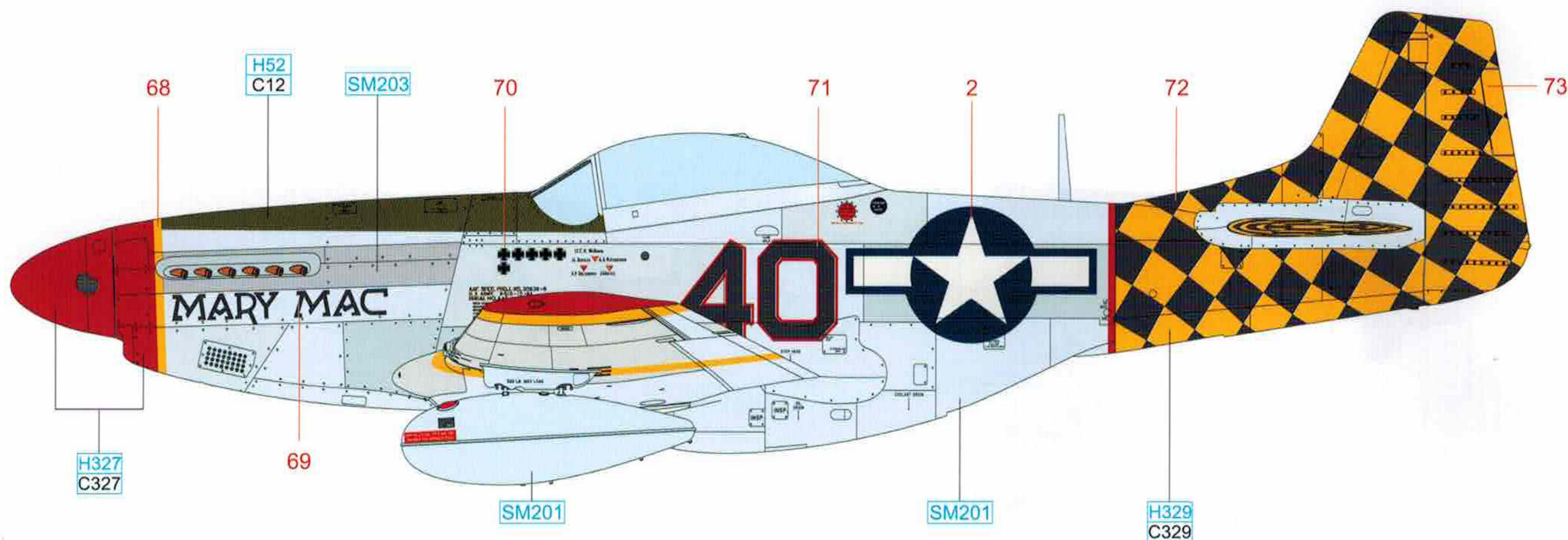


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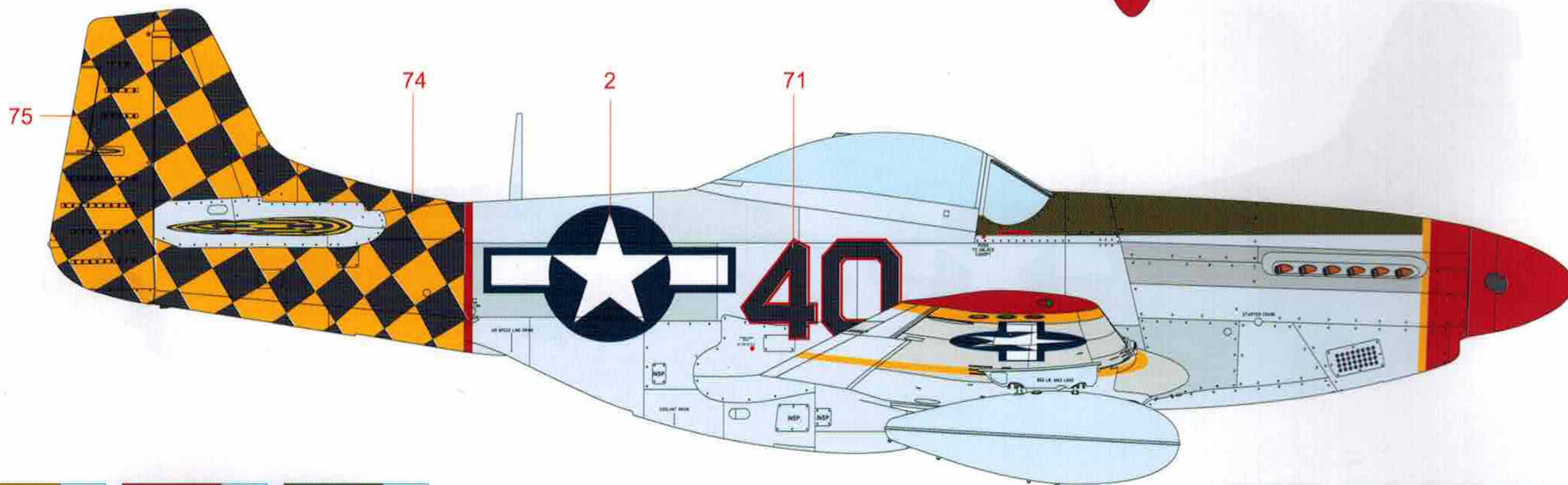
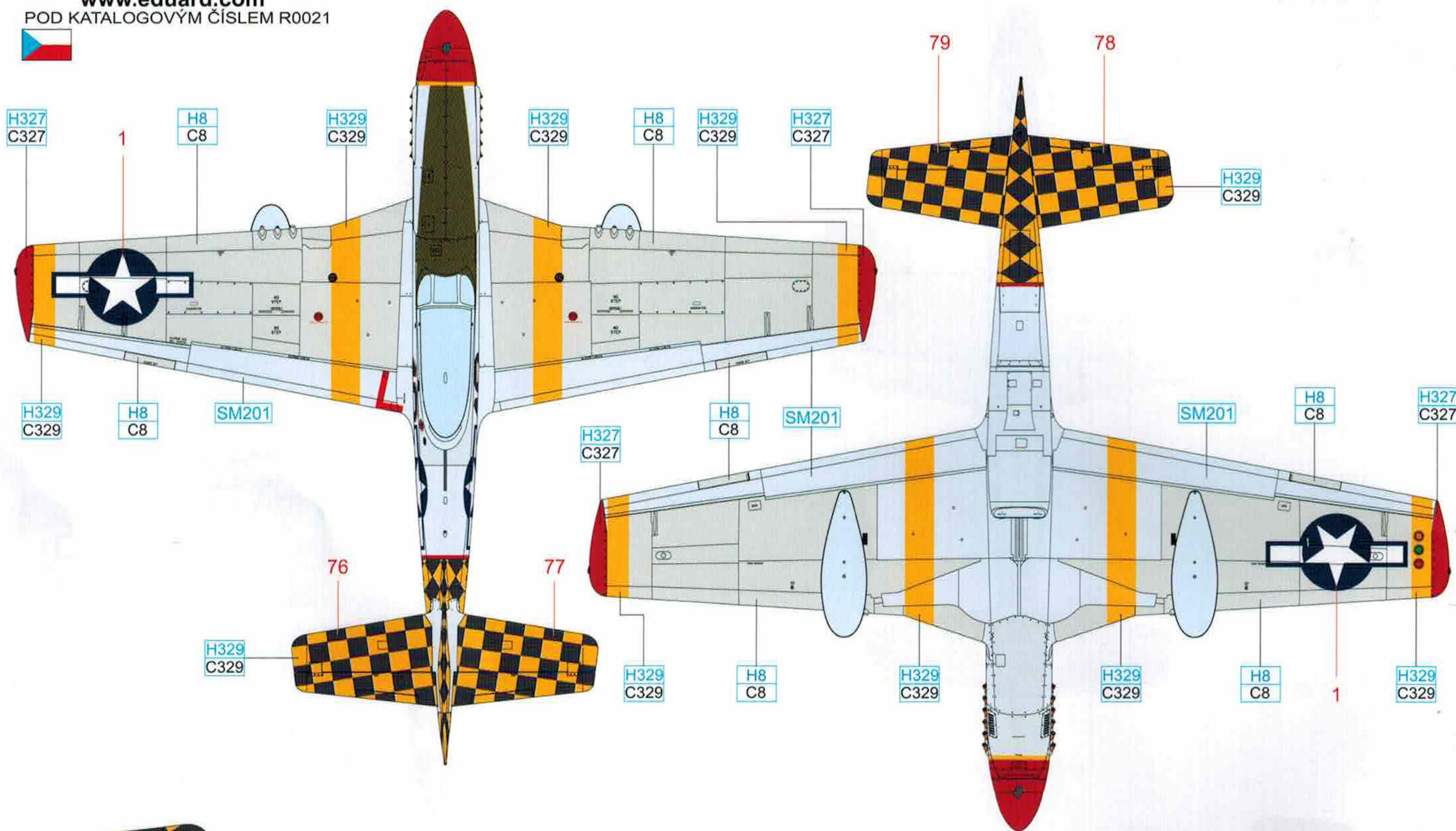


YELLOW	H329 C329	BLACK	H12 C33	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

The 325th Fighter Group was born in August 1942 when it was activated at Mitchel Field airbase in New York. The training on P-40 aircraft was conducted at Hilsgrrove Field airbase in Rhode Island. The unit was transferred to North Africa in the beginning of 1943 and re-equipment to more powerful Thunderbolts took place in the end of the same year. Once the training was completed the transfer to Italy followed. Here, in the ranks of 15th AF, the unit was flying escorts to heavy bombers on their raids over Southern and Central Europe. The entire group was re-equipped with Mustangs in May the following year. Further escort missions of the heavy bombers over Europe followed as early as in June. 325th Fighter Group was disbanded in May 1945. Since the deployment in Africa the 325th FG aircraft were marked with yellow-black checkerboard on the tail surfaces to help with the friend-or-foe identification flying escorts to the bombers who gave them the nickname "Checkertails". The checkerboard squares on P-51s measured 10 by 10 inches each. Lt. McDaniel had his girlfriend's name (Mary) and his nickname (Mac) painted on the nose of his fighter.



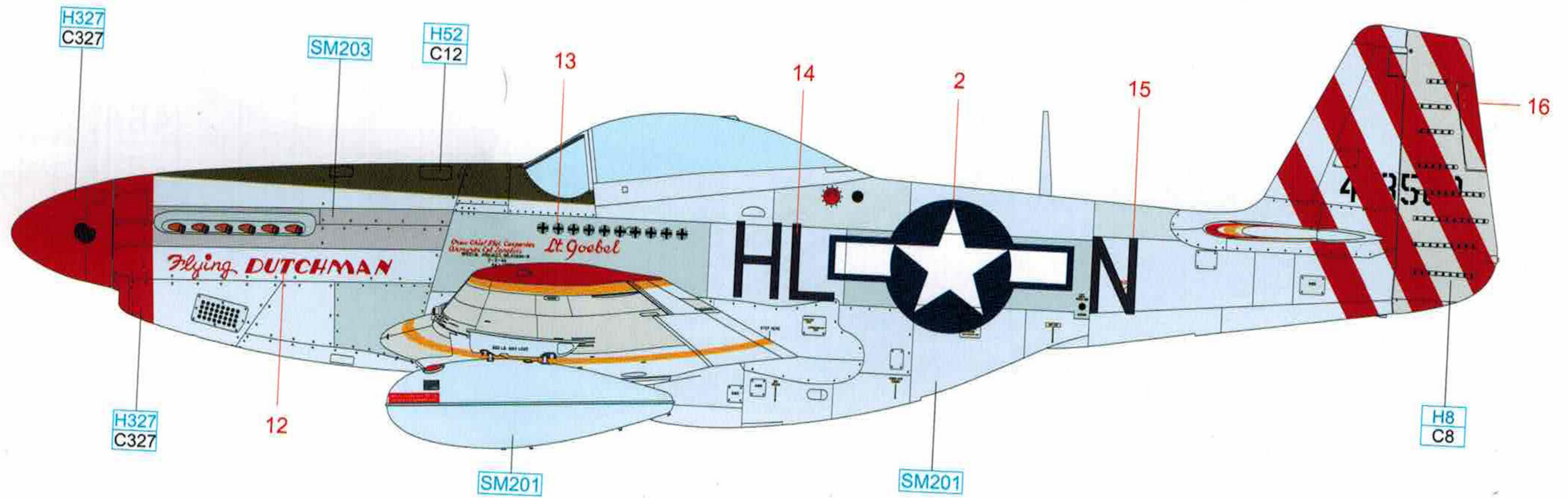
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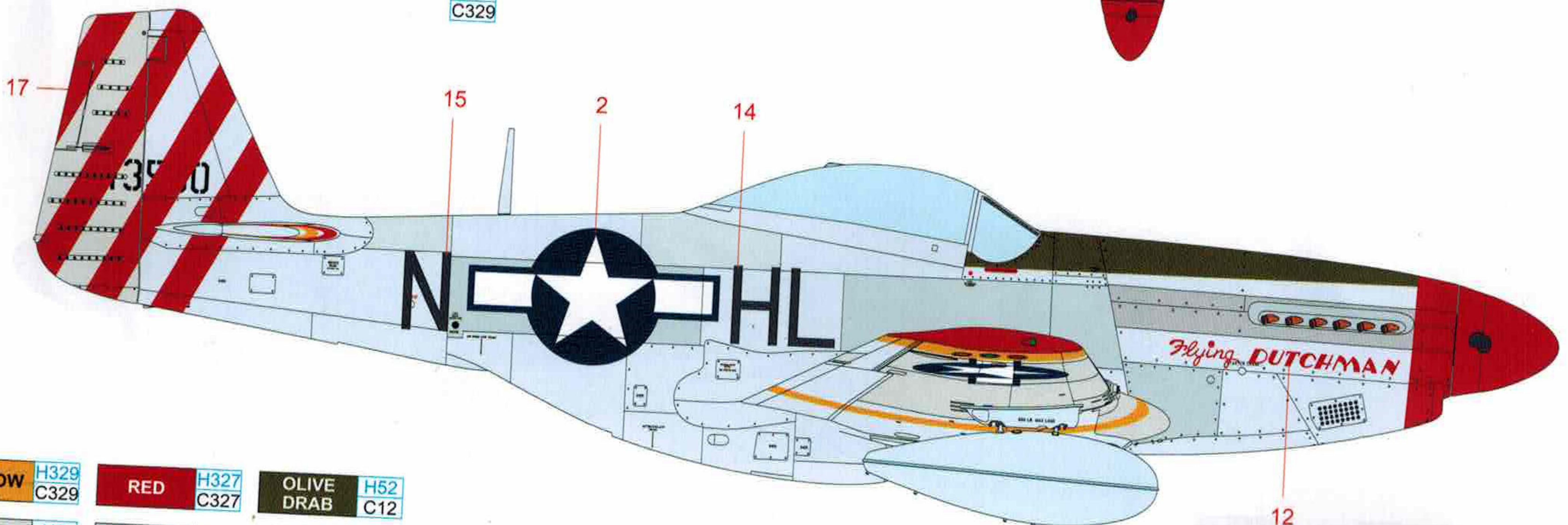
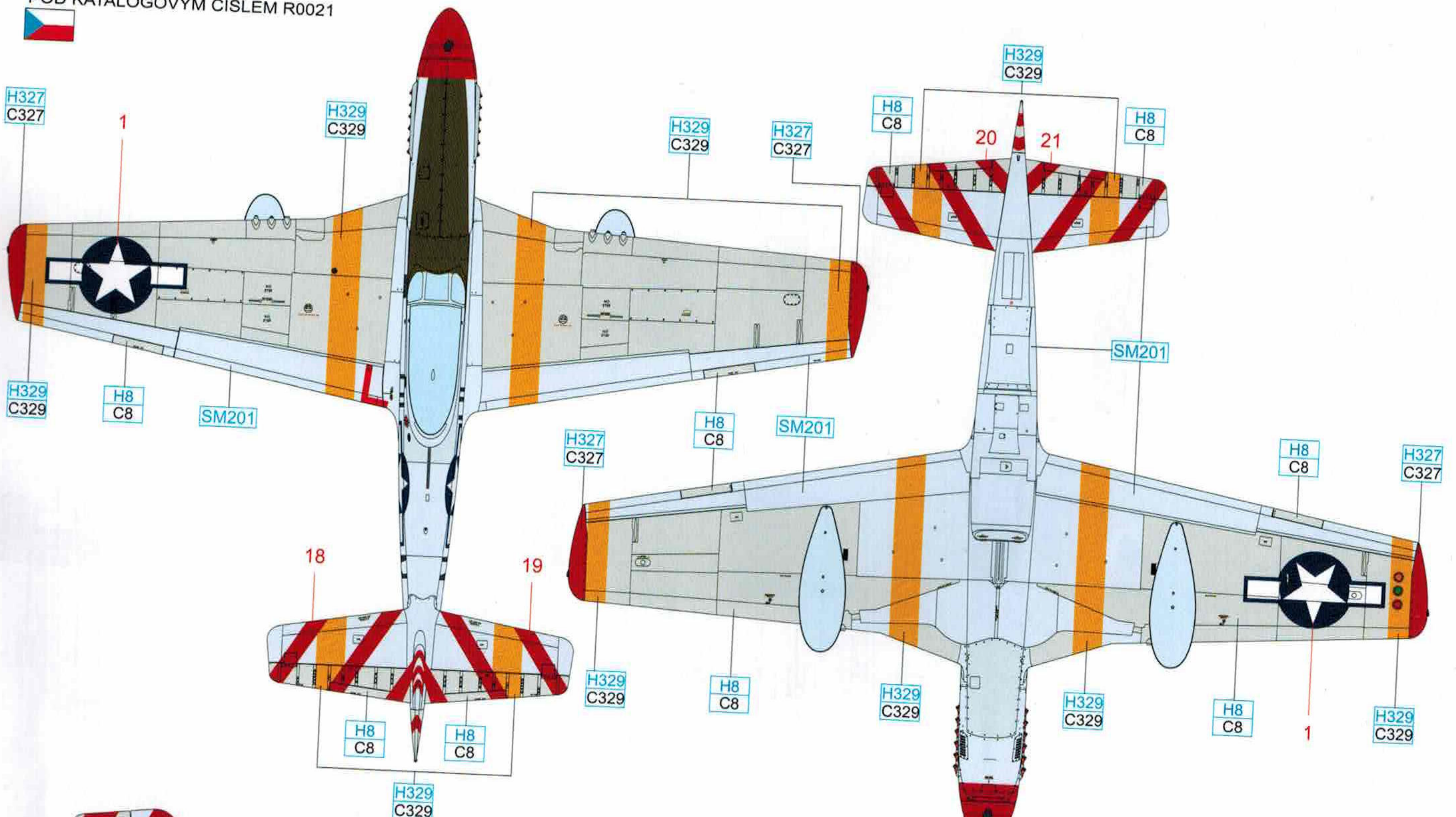
YELLOW	H329 C329	RED	H327 C327	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

P-51D-5, 44-13500, Capt. Robert J. Goebel, 308th FS, 31st FG, 15th AF, San Severo, Italy, 1944

December 22, 1939, is a date of birth of 31st Pursuit Group which was redesignated as 31st Fighter Group on May 15, 1942. On February 1 of the following year the unit was activated at Selfridge Field airport in Michigan and equipped with P-39 Airacobras. In October 1942, after a short service with 8th AF, the unit was transferred to North Africa and incorporated into the 12th AF. During its deployment with 8th AF and 12th AF the unit was equipped with Spitfires, but after the transfer to 15th AF it received P-51 Mustangs. At the same time its mission changed to escorts for the heavy bombers. While the identification of the airplanes flying with 8th AF and 9th AF consisted of black or white stripes on the wing and tail surfaces the aircraft operating in the south of Europe carried yellow stripes. Red nose and spinner was also part of the recognition marking of the 15th AF fighters. To help friend-or-foe identification during the bomber escort sorties 31st FG aircraft carried red diagonal stripes on the tail surfaces. Goebel named his Mustang "Flying Dutchman" and while with the 308th FS, he flew 61 long-range missions. During his combat tour, he shot down 11 enemy aircraft over a 91-day period from the end of May to the end of August 1944. By the time he completed his first tour in September 1944, he was 21 years old and was promoted to Captain.



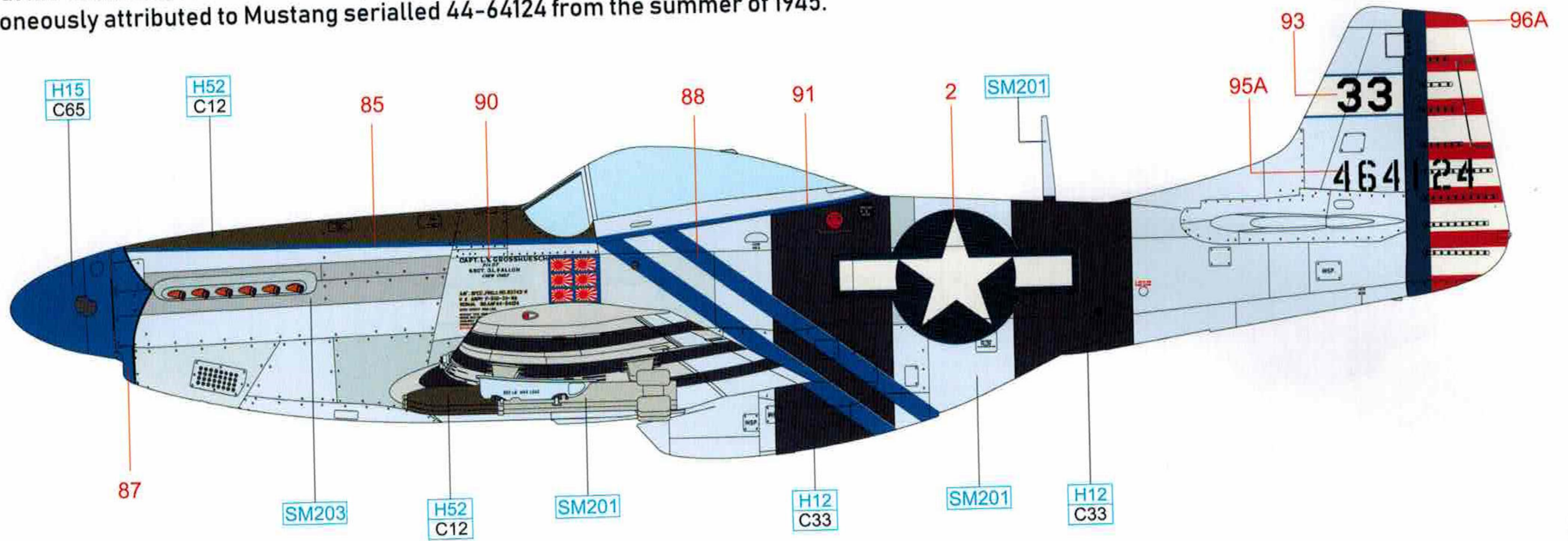
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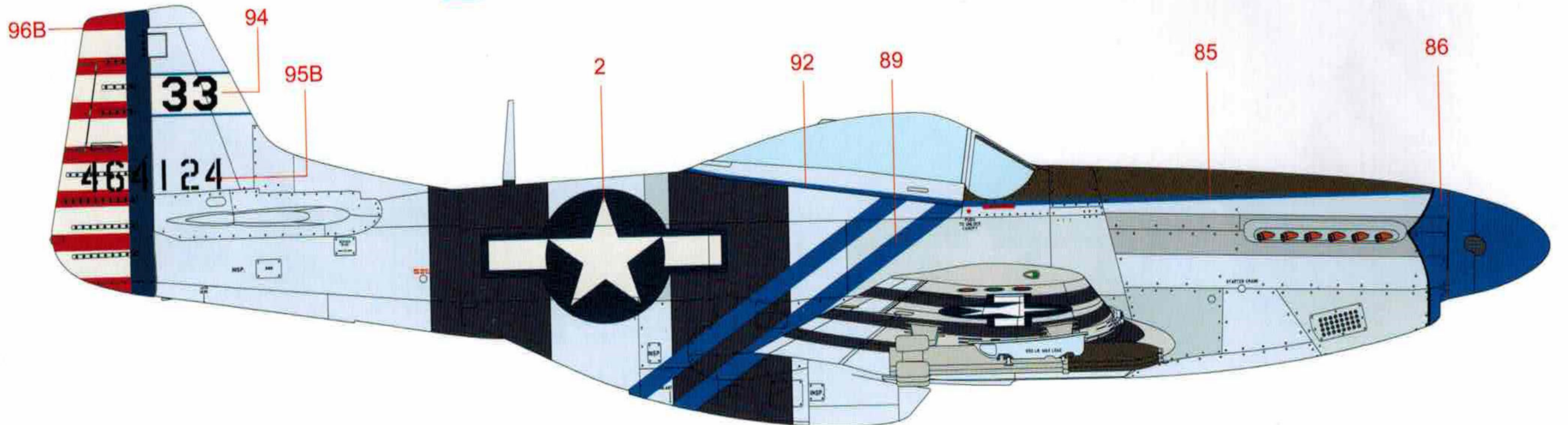
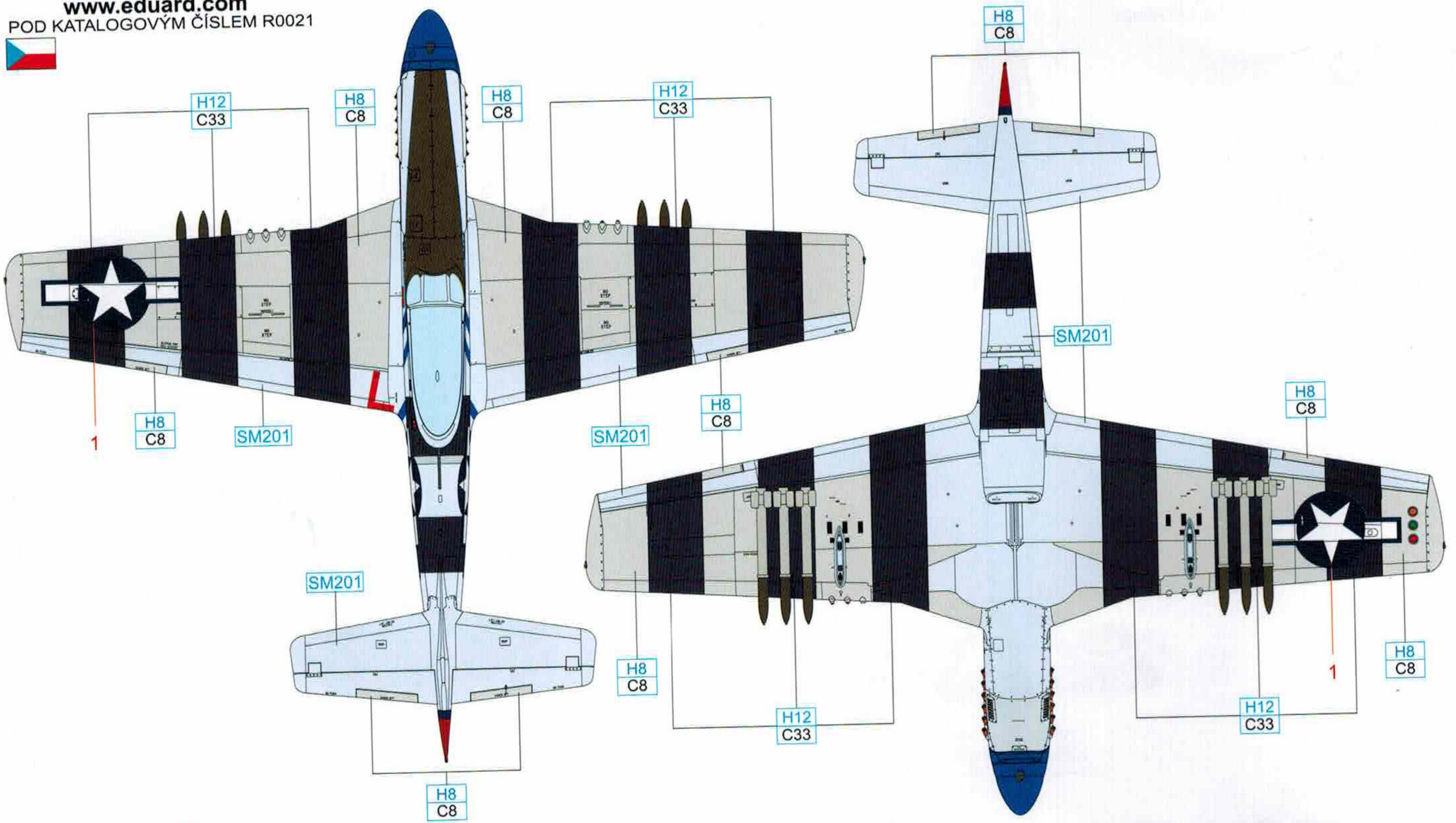
YELLOW	H329 C329	RED	H327 C327	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

J P-51D-20, 44-64124, Capt. Leroy V. Grosshuesch, 39th FS, 35th FG, 5th AF, Okinawa, August 1945

The 39th FS, initially equipped with the P-39 and P-400, was relocated in the summer of 1942 to undertake defence duties of Port Moresby, New Guinea. Leroy V. Grosshuesch began his combat career with the squadron in November 1943, and a year later was named CO of 39th FS. By that time, the unit was flying the robust P-47 Thunderbolts, with which Grosshuesch achieved seven kills against the Japanese over the Philippines. For their transition to Mustangs, the 39th FS moved to Okinawa and from there flew long range missions to targets on the Japanese island of Kyushu and in Korea. On one of the squadron's last missions on August 12, 1945, Grosshuesch shot down a JAAF Ki-84. The pictured Mustang sustained heavy damage during the combat, and he flew it only for a short while. The heavy black bands, sometimes in combination with white ones, were standard identifiers of 5th Air Army single-engine fighters from the end of 1944. Two blue diagonal bands on the fuselage below the cockpit were used by the Squadron CO. Leroy Grosshuesch served out his command function till the spring of 1946, and it was during the immediate postwar era that one of his Mustangs carried the inscription "Little Girl", erroneously attributed to Mustang serialled 44-64124 from the summer of 1945.



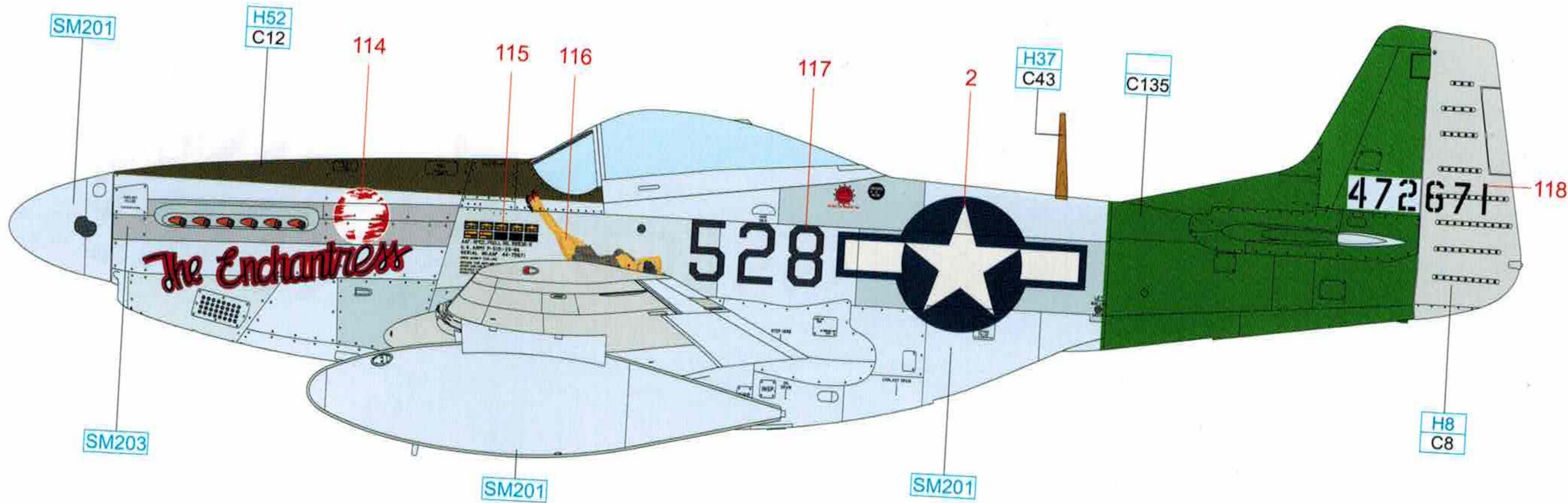
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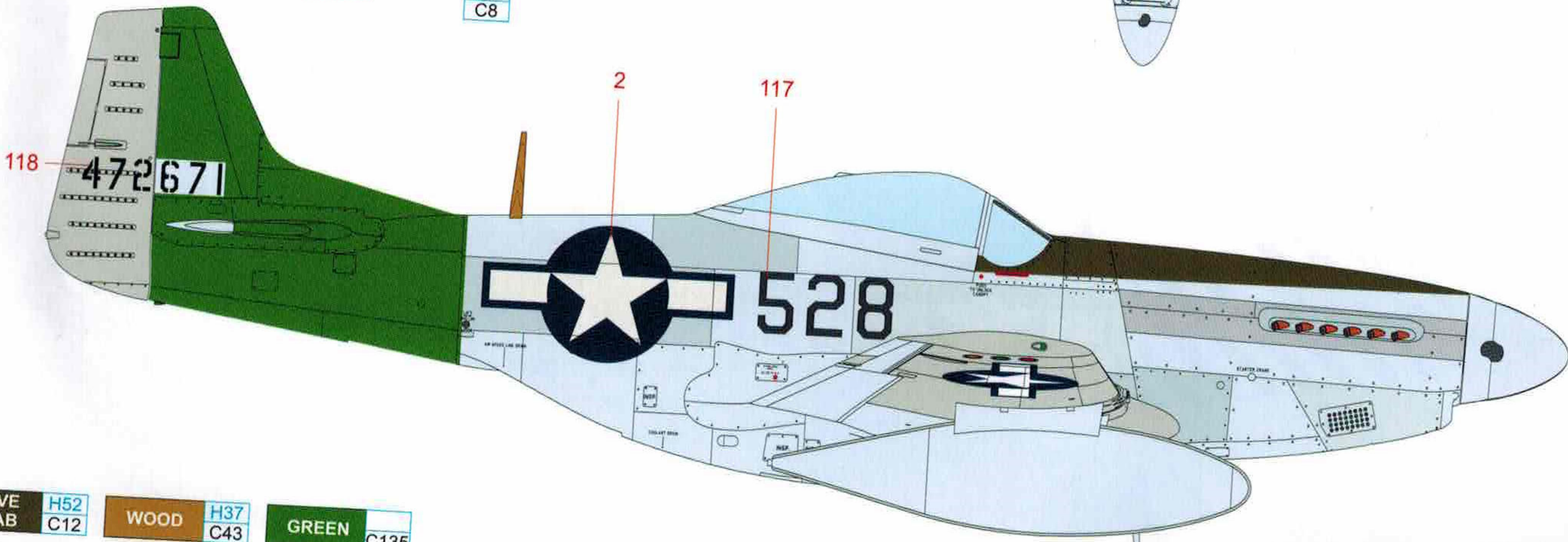
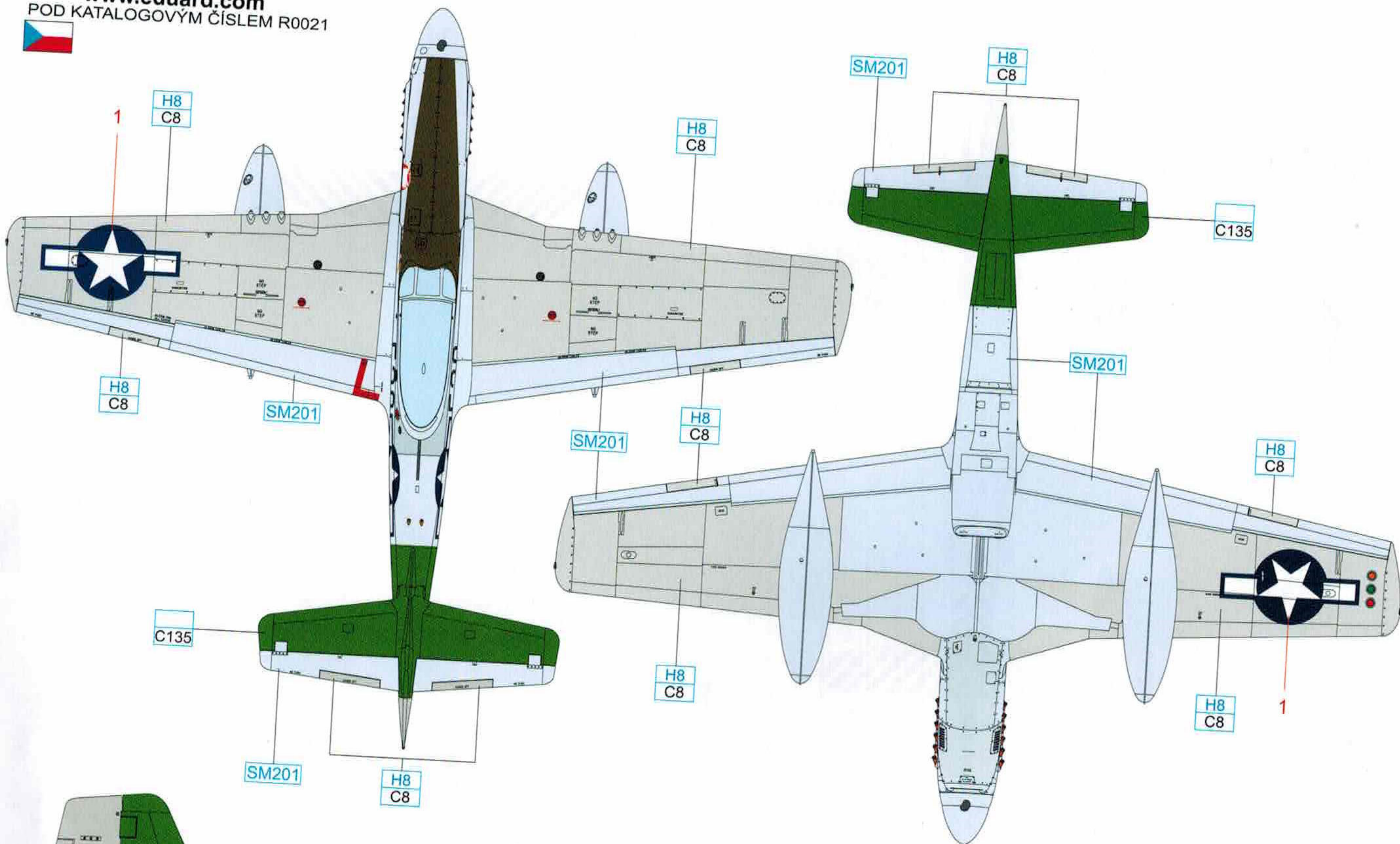
BLACK	H12 C33	BRIGHT BLUE	H15 C65	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

K P-51D-25, 44-72671, 2nd Lt. William Saks, 457th FS, 506th FG, 20th AF, Iwo Jima, June 1945

2nd Lt. William Saks is better known among historians for his Mustang's decoration than his combat achievements and enemy aircraft kills. In the ranks of 457th Fighter Squadron he participated in the B-29 bombers escort sorties which were devastating Japanese islands or in the entire 506th FG Mustang fleet raids against the logistical centers and other military targets in Japan. His fate was sealed on June 1, 1945, when returning to Iwo Jima he perished together with another eleven pilots of his unit due to bad weather. The day is therefore called Black Friday in 506th FG records. William Saks flew this mission with aircraft 44-72885. Tails of the 457th FS aircraft were sprayed in green color for better recognition during the long range escort flights. 2nd Lt. Saks named his aircraft Enchantress, there was a sparsely-clad girl painted under the windshield inspired by Albert Varga's artwork.



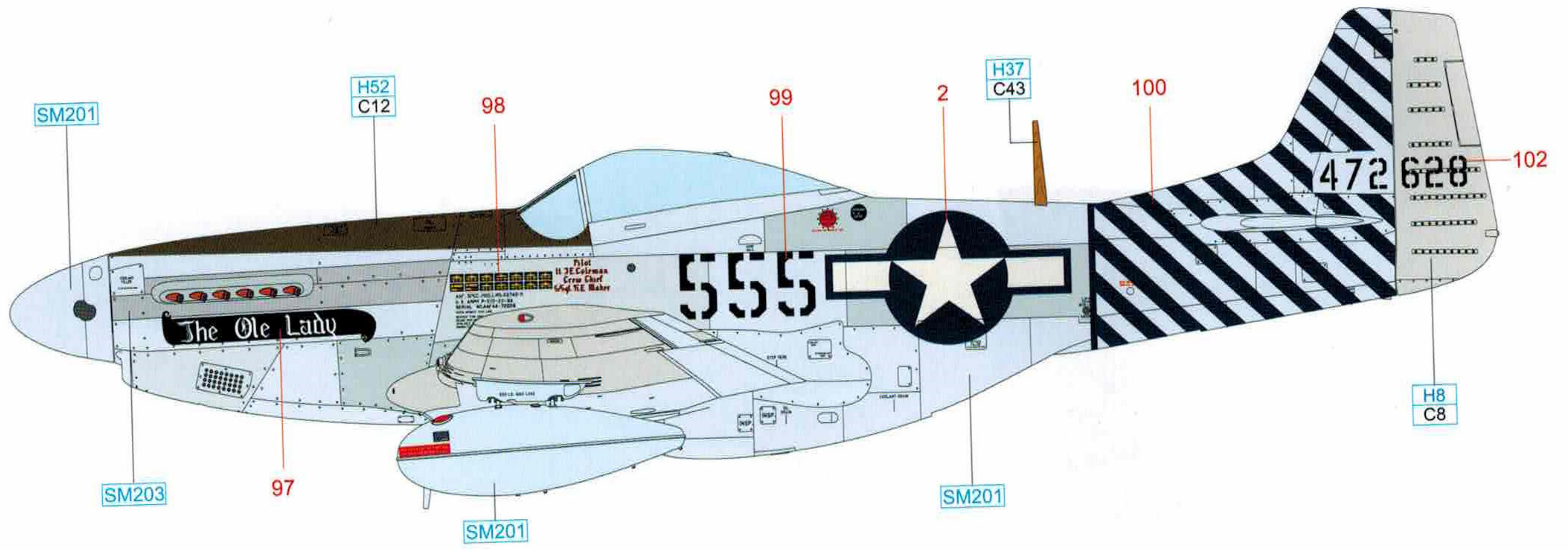
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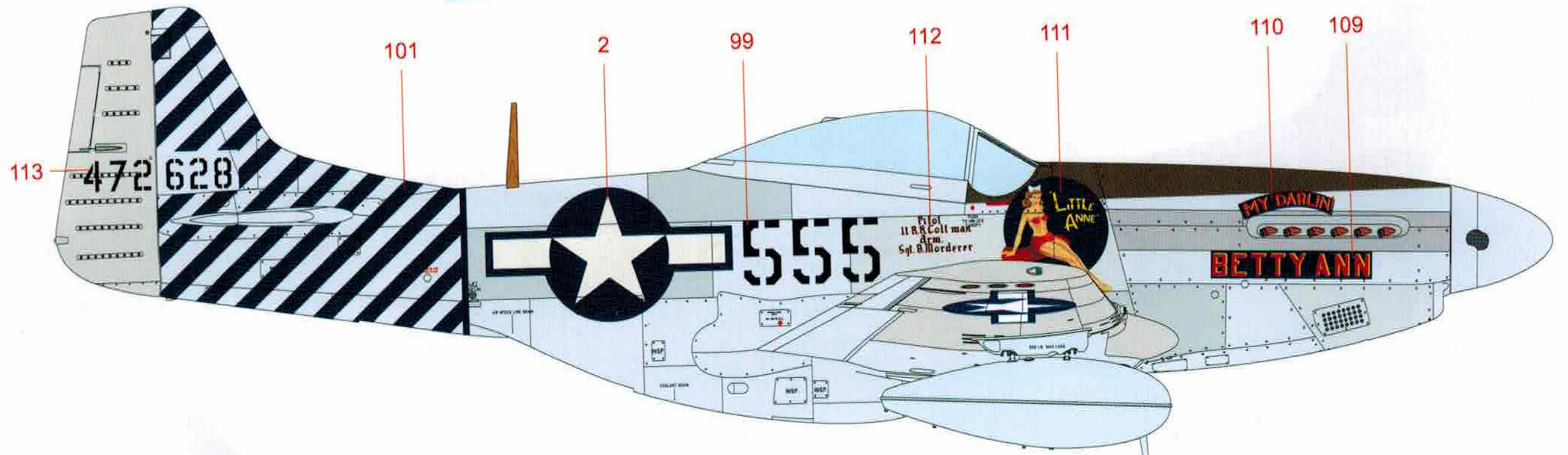
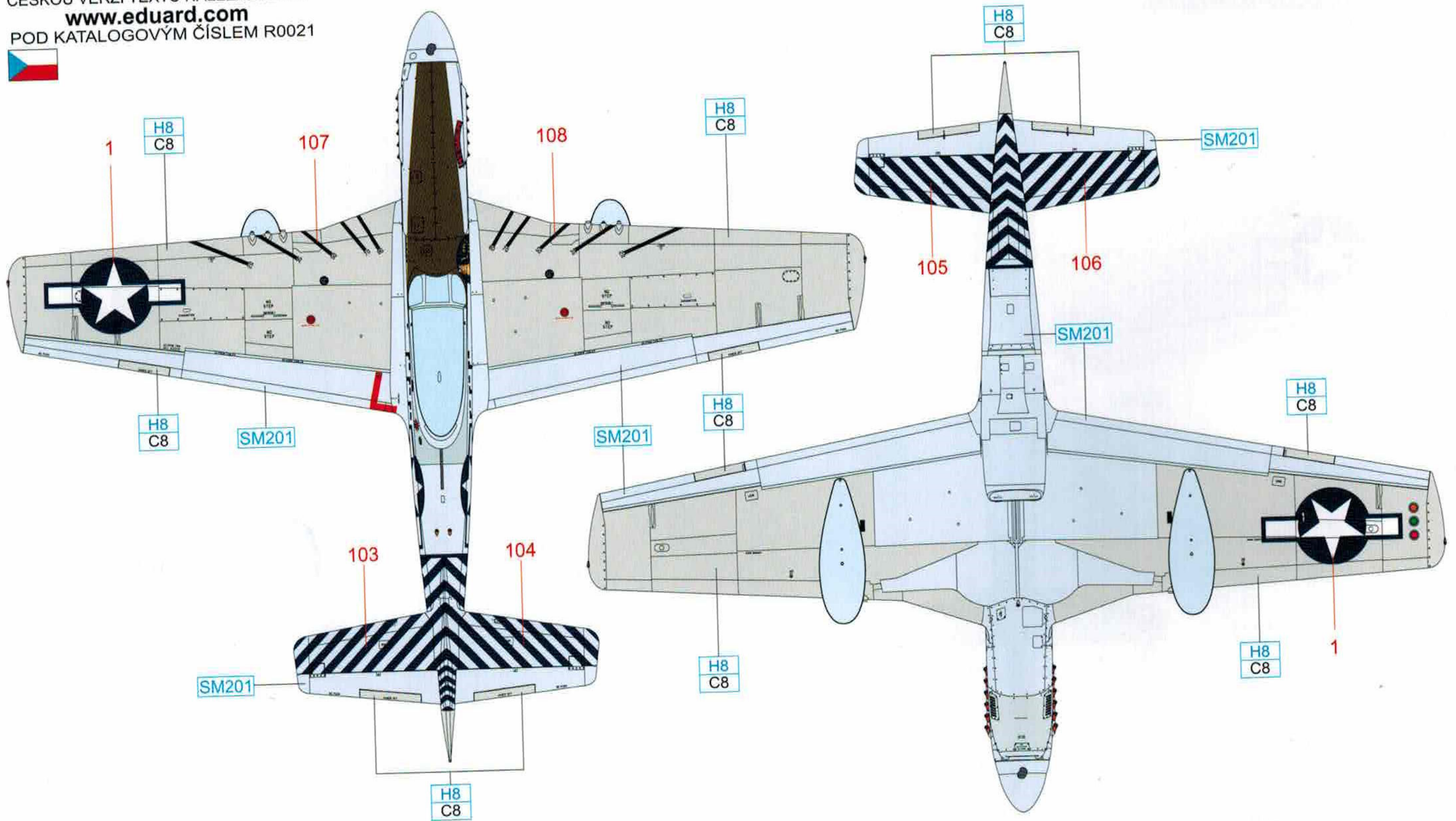
OLIVE DRAB	H52 C12	WOOD	H37 C43	GREEN	C135
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

L P-51D-25, 44-72628, Lt. Ralph R. Coltman / Lt. James E. Coleman, 458th FS, 506th FG, 20th AF, Iwo Jima, July 1945

From its inception in October 1944 at Lakeland Army Airfield in Florida, 506th Fighter Group was equipped with P-51 Mustangs. During the training its pilots were polishing the skills in very long range flights since their mission was escorting the B-29 bombers in the Pacific Theater of Operation. On March 17, 1945, the ship carrying the unit's personnel anchored at Guam where they received new P-51D blocks 20 and 25. They then flew them over to Tinian and consequently to Iwo Jima. From there, starting in May 1945, pilots flew the sorties against Bonin Islands and Japan and also escorted B-29 bombers on their sorties over Japanese soil. Aircraft of the 506th FG sported colorful tails, either in single color or in the form of diagonal stripes. Blue color indicated 458th FS. The aircraft 44-72628 is interesting thanks to the variety of artwork and inscriptions on its fuselage nose. According to some sources the aircraft might be missing part of the serial number on the vertical stabilizer, with only the part on the rudder left.



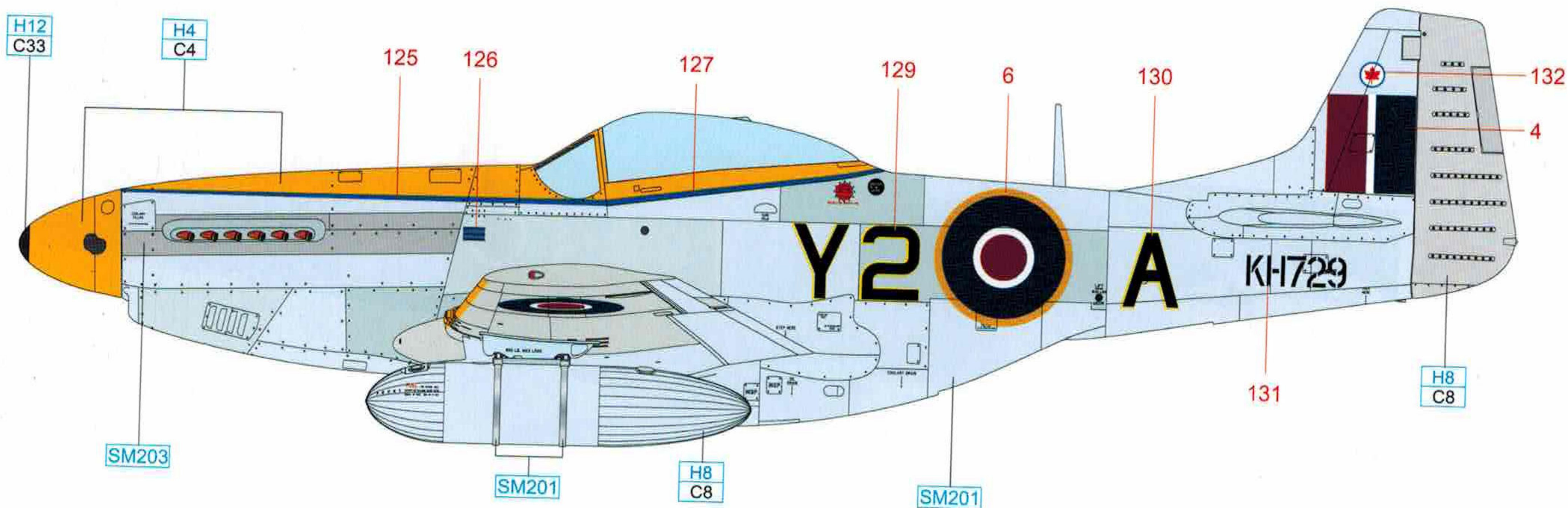
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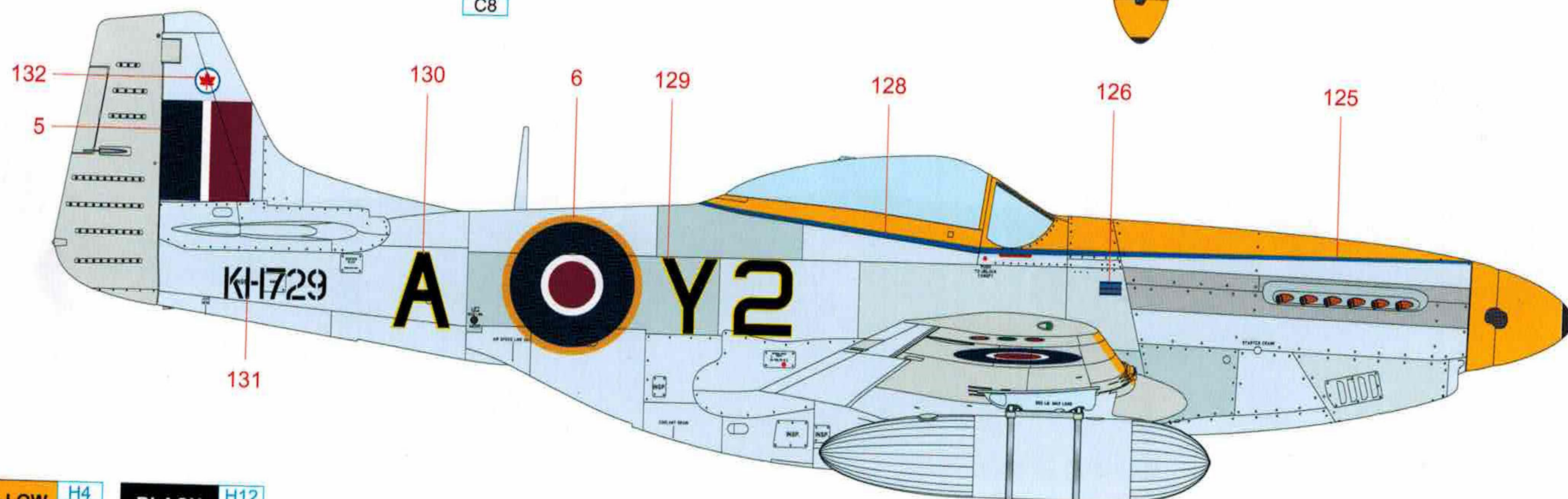
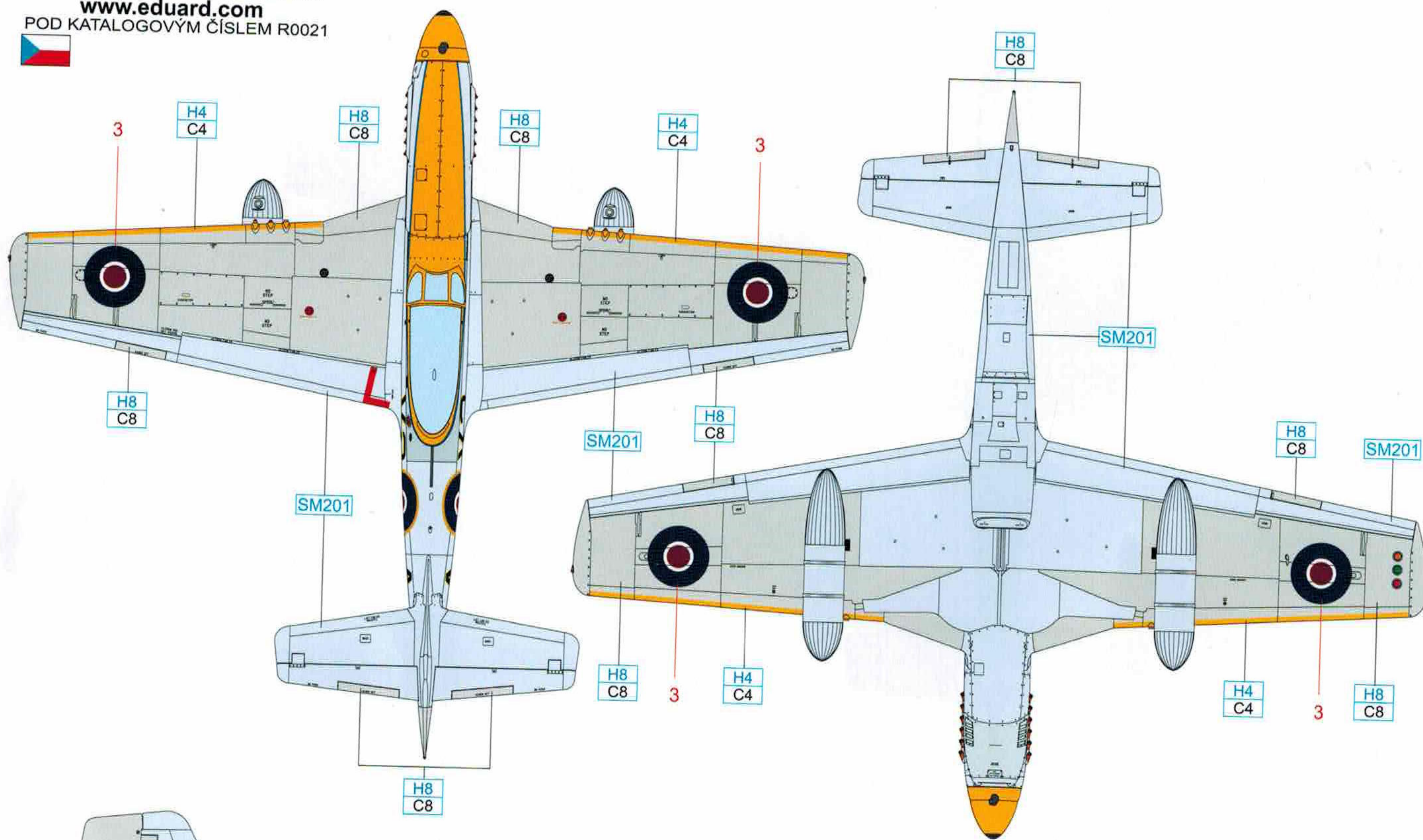
- | | | | |
|------------|---------|-------------------|---------|
| OLIVE DRAB | H52 C12 | WOOD | H37 C43 |
| SILVER | H8 C8 | SUPER FINE SILVER | SM201 |
| | | SUPER IRON | SM203 |

M Mustang Mk.IVA, KH729, S/Ldr Mitchell Johnston, No. 442 "Caribou" Squadron RCAF, RAF station Digby, United Kingdom, June 1945

No. 442 Squadron was activated in 1942 as No. 14 Squadron flying P-40 aircraft with the mission to defend the Canadian western coast against the potential Japanese attacks against Canadian territory following the Pearl Harbor attack. During its mission to prepare for the landing on Japanese-occupied island of Kiska, pilots of this unit were flying out of the Alaska airfields. The unit was later redesignated No. 442 Squadron and dispatched to Great Britain where it pilots flew Mustangs Mk.IV on the long-range escorts for heavy bombers on their raids to the targets in Germany and occupied Europe. During World War Two the unit recorded 58 aerial kills and hundreds of ground targets utilized by Germans to move troops or supplies to the battle fields. The last unit's sortie was the aerial cover of the liberation of the Norman Islands on May 9, 1945. The unit was disbanded after the end of the war. RAF marked P-51Ks manufactured at Dallas factory in Texas as Mustangs Mk.IV. Code letters and unit insignia above British marking on vertical tail surface confirm that the aircraft belonged to No. 442 Squadron RCAF. James E. Storrar logged several flights in this particular airplane.



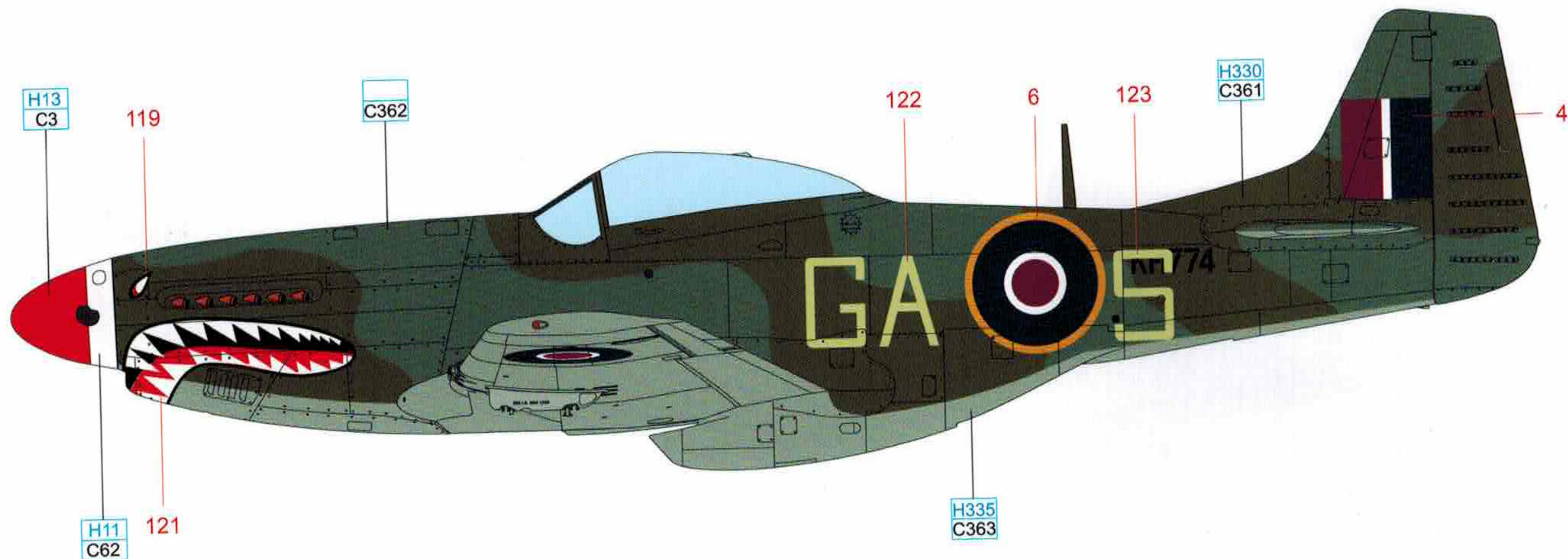
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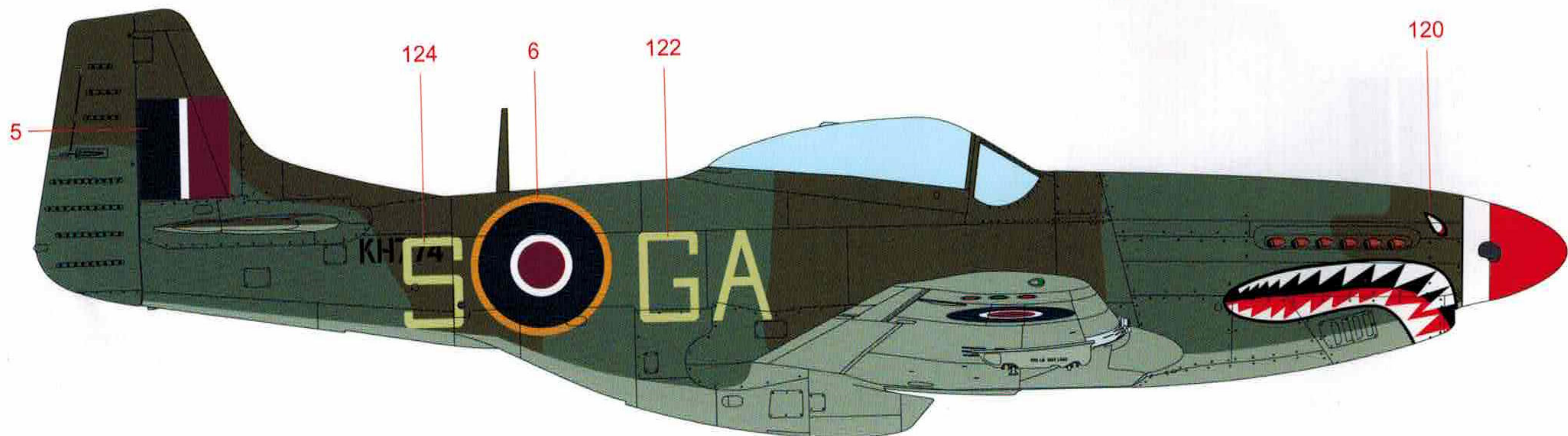
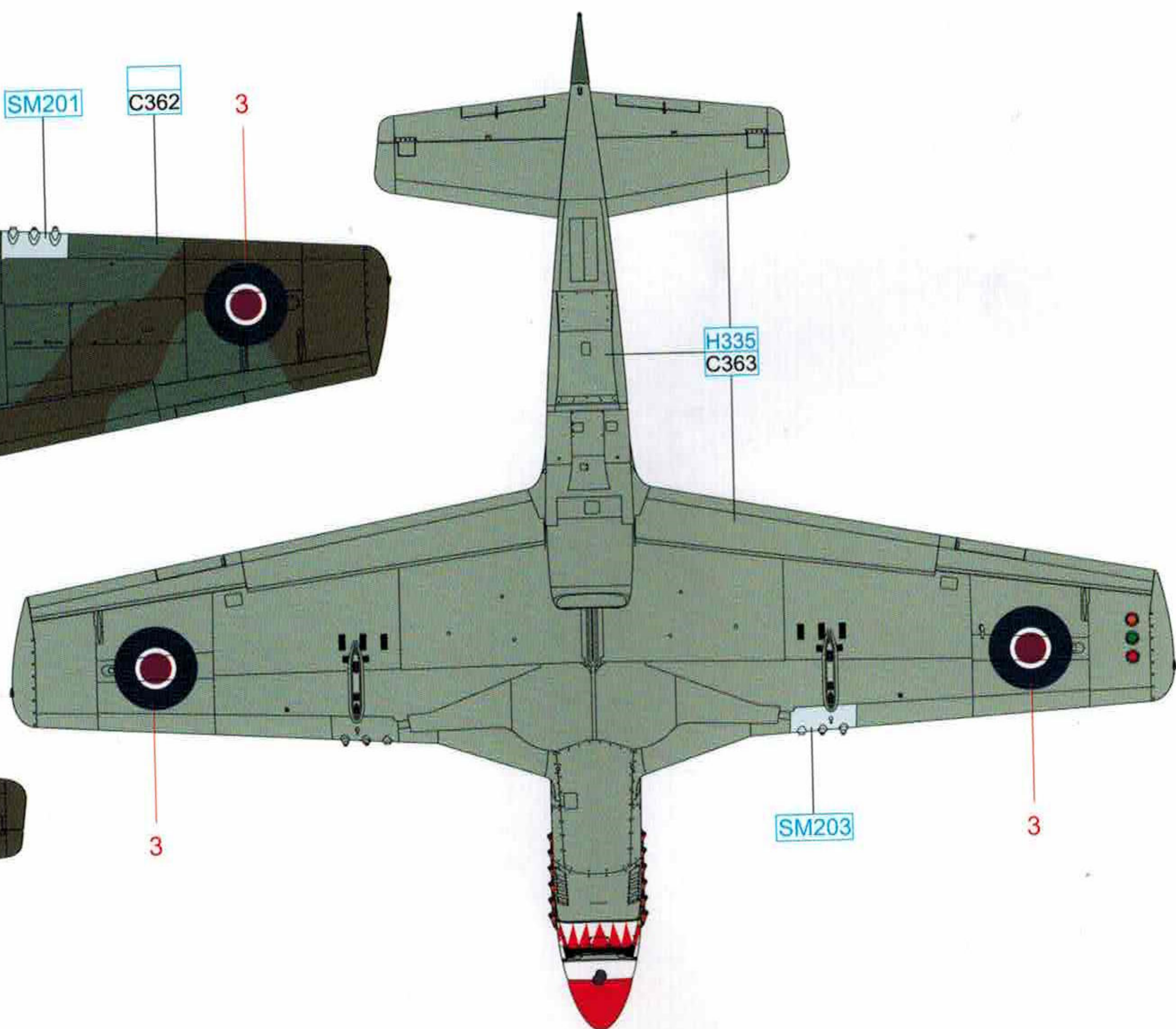
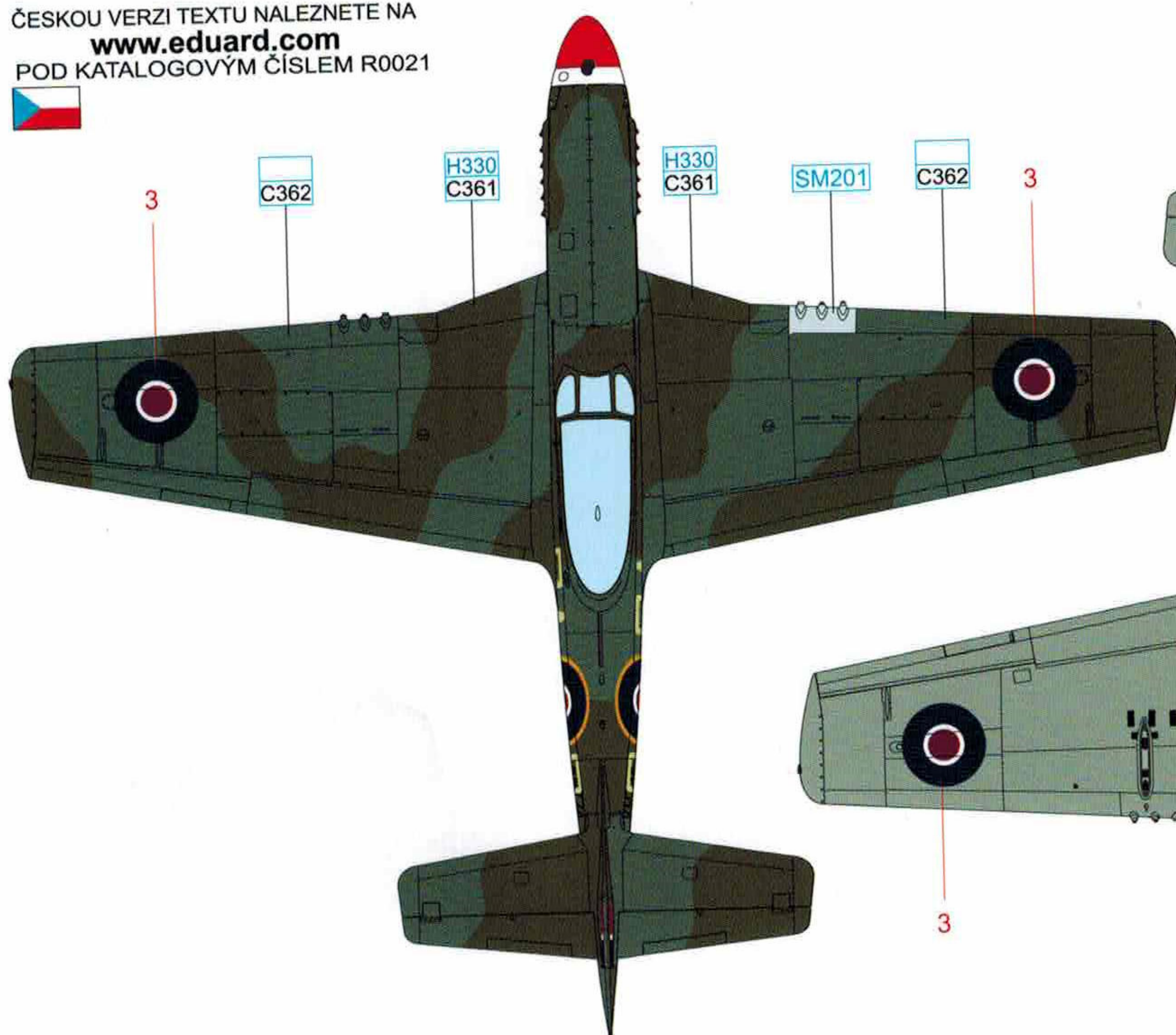
- YELLOW H4
C4 BLACK H12
C33
- SILVER H8
C8 SUPER FINE SILVER SM201 SUPER IRON SM203

N Mustang Mk.IVA, KH774, Fl/Lt. Ellis F. Blanchford, No. 112 Squadron RAF, No. 239 Wing RAF, Italy, April 1945

No. 112 Squadron history dates back to World War I period, as it had been established in June 1917 at Throwley aerodrome in Kent with the mission to protect London against enemy raids. Before the World War II outbreak, it was sent to Egypt to protect this territory in the case of a conflict. Later it participated in the defense of Greece during the German invasion of the country, battles on the African hot soil and later in Sicily and Italy. During July 1941 the unit received the American P-40 aircraft on which, inspired by Bf 110 aircraft from ZG 76, sharkmouths were painted. This practice lasted until the re-equipment to Mustangs Mk.III in June 1944. In February the unit received newer Mustangs Mk.IV which it flew until the end of hostilities. During the World War II pilots of this unit shot down 206 enemy aircraft and destroyed further 62 on the ground. Mustang camouflaged in British colors of Dark Green and Ocean Gray on the upper and side surfaces sported the sharkmouth on the nose, typical for No. 112 Squadron aircraft. The lower surfaces were painted in Medium Sea Gray.



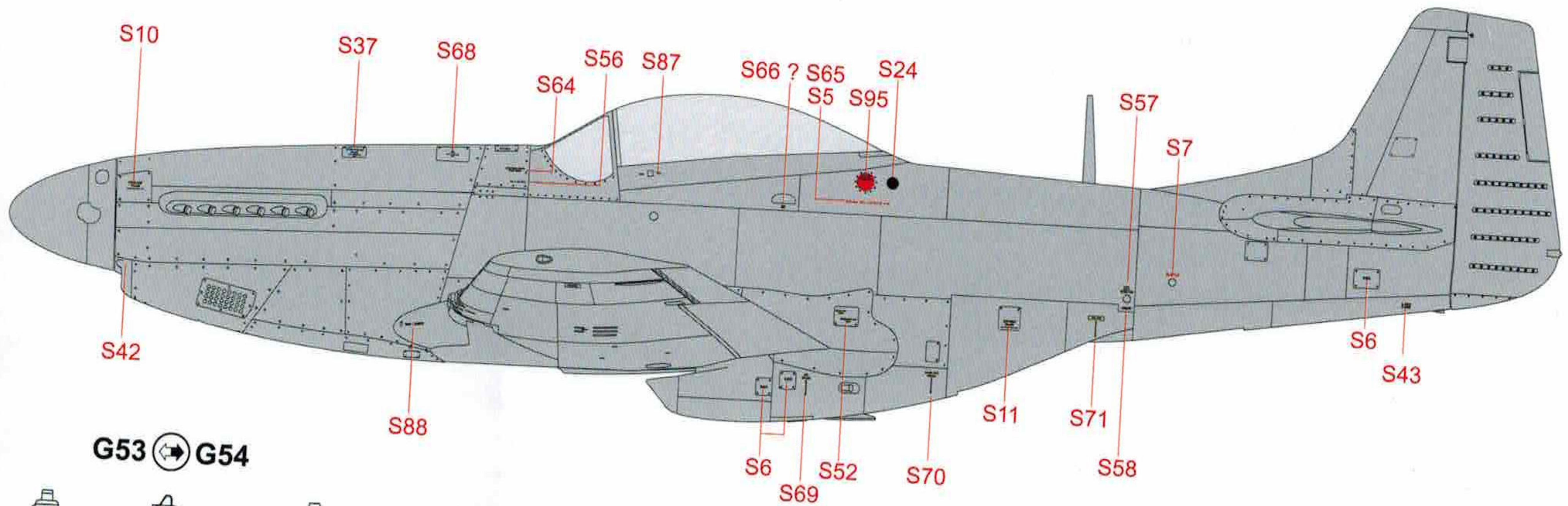
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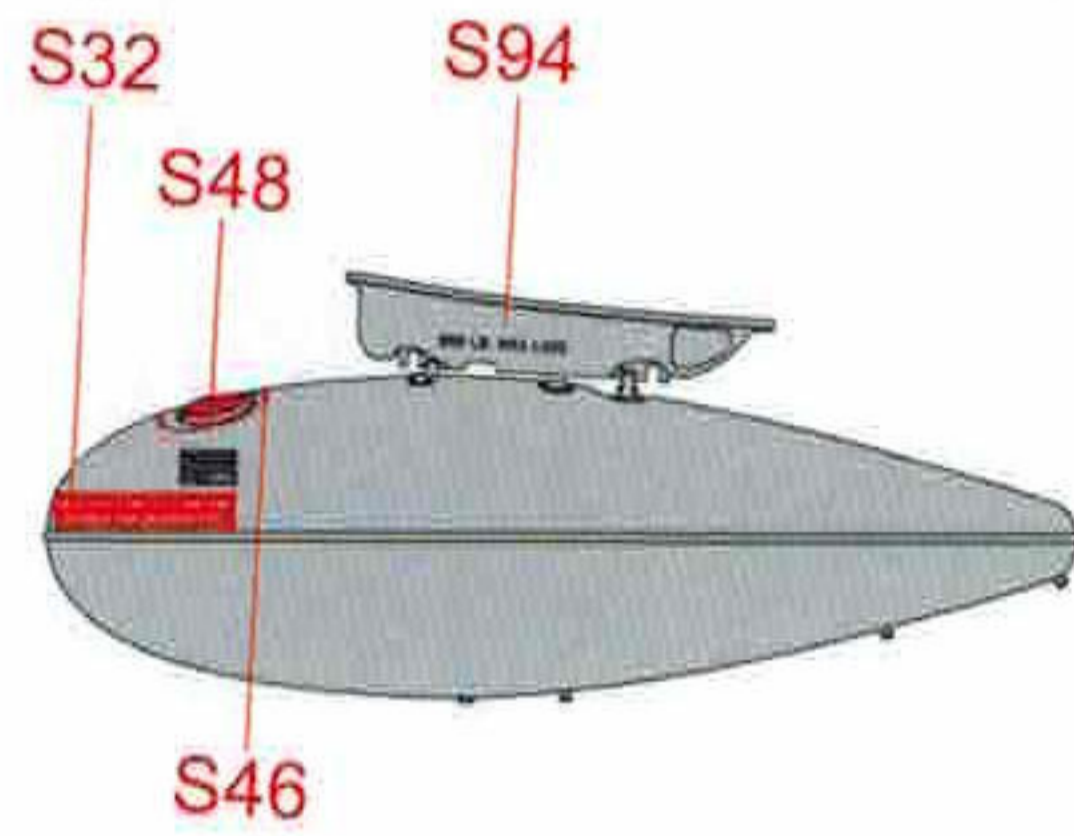
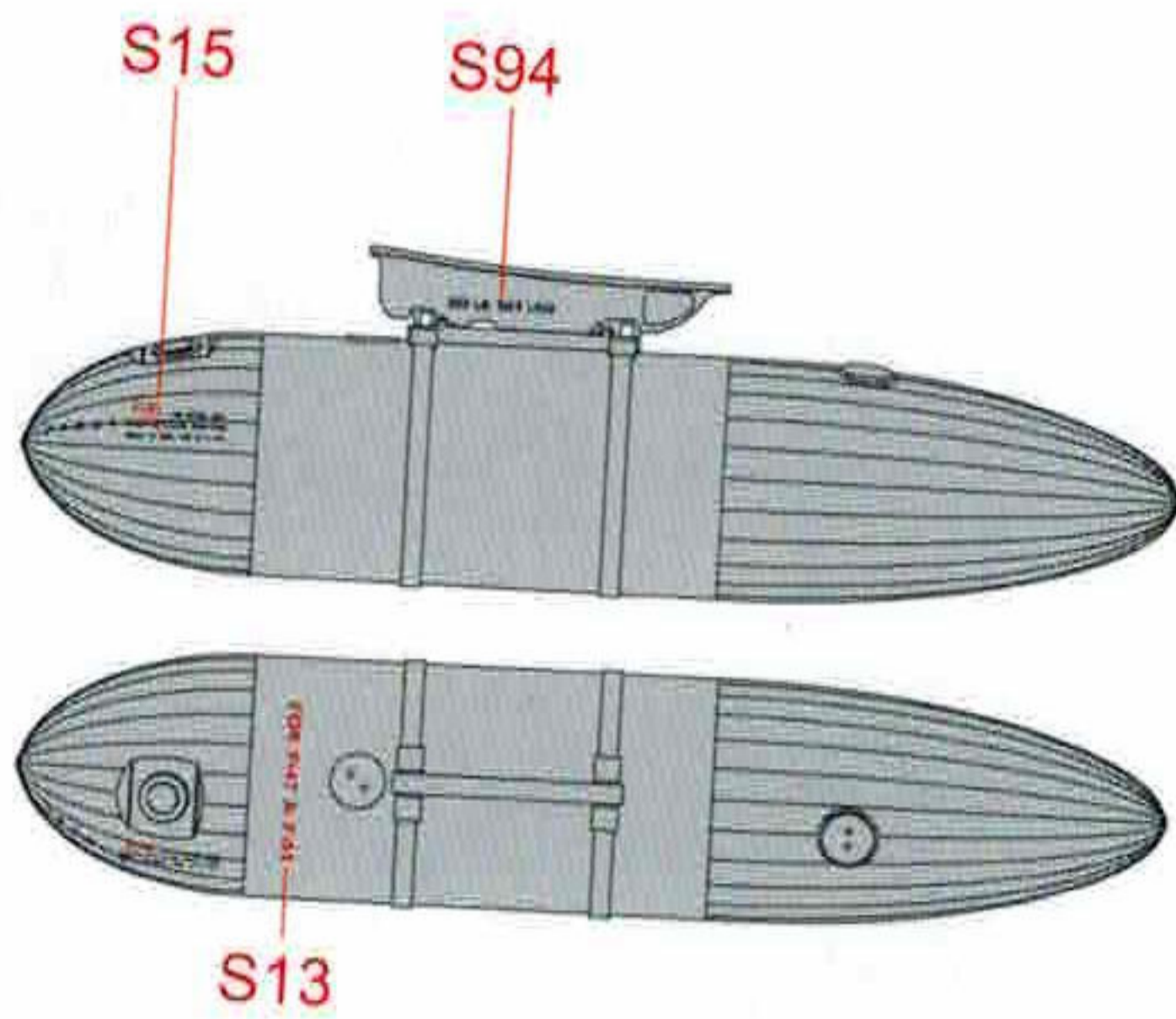
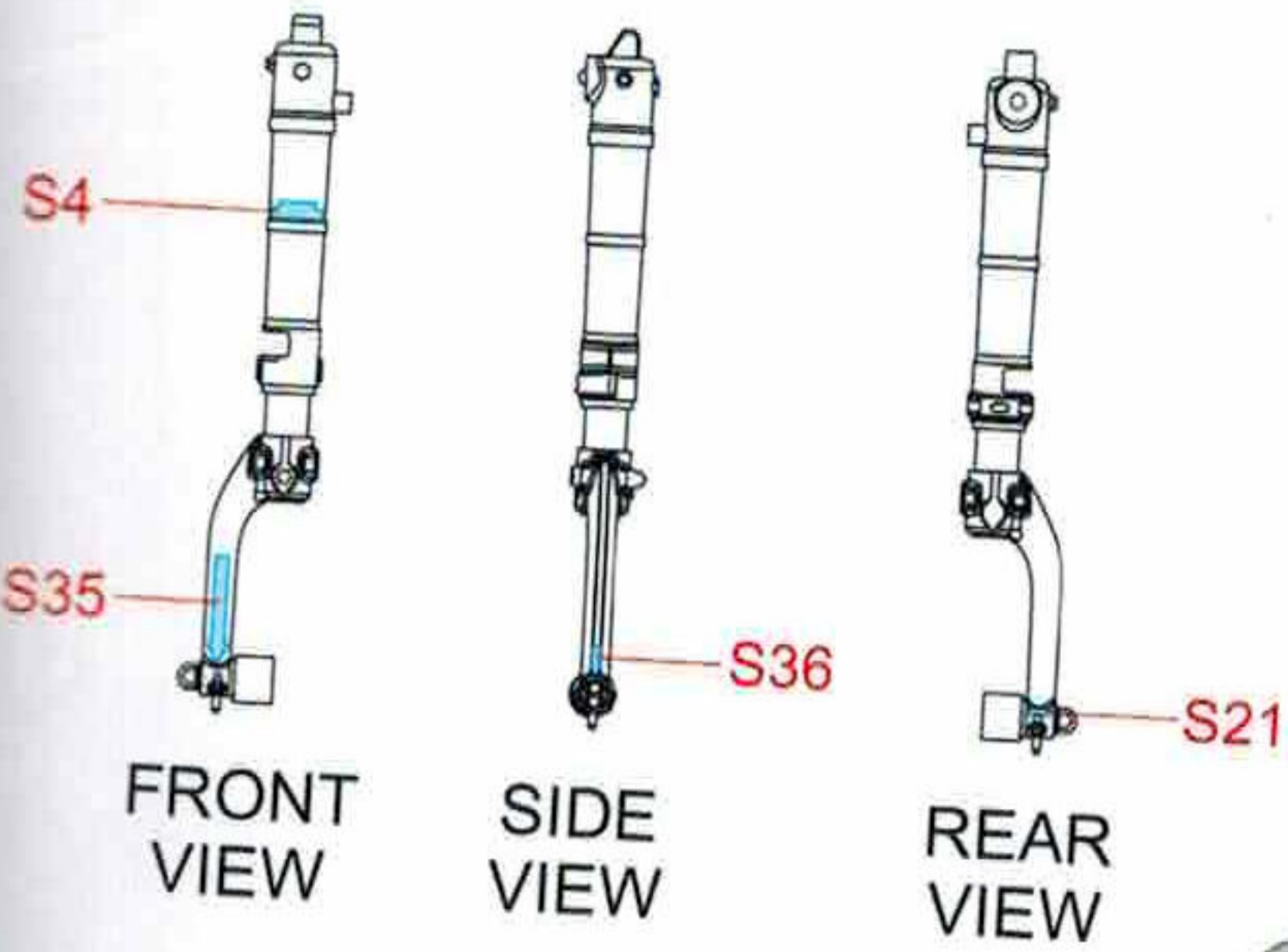
RED	H13 C3	WHITE	H11 C62	SUPER FINE SILVER	SM201
MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361

P-51D/K

STENCILING POSITIONS



G53 ↔ G54



Parts No. H27, H28

H329
C329
H12
C33

S76
S27?
S31

