

DECALS
AMDG

1/48

YANKEE MERLIN ROARS !!!

North American
P-51 of 1939-45
U.S.A.A.F. units



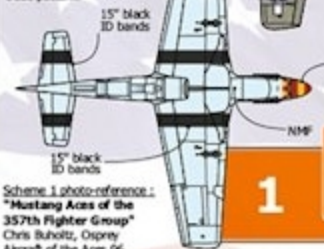
PART IV



A48-004

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Scheme 1 important notes:
- no exhaust shroud;
- flexible antenna wire;
- no external rear-view mirrors;
- inspection panel after exhaust stubs remained OD;
- both wheels diamond tread pattern.



Scheme 1 photo-reference:
"Mustang Aces of the 357th Fighter Group"
Chris Buholtz, Osprey
Aircraft of the Aces 96

P-51B-10-NA s/n: 42-106447

unit : 364 FS / 357 FG
pilot : Lt. John Howell
location : Leiston, UK
date : March, 1944

Kit recommended: 1/48 Tamiya P-51B/C Family

Delivered in standard factory OD/NG finish, this a/c was stripped-down from its original paint on fuselage sides and undersides, then painted with 357th FG nose & spinner ID pattern and field-fitted with Malcolm hood canopy. Previous white 15" ID bands remained only on horizontal stabilizers (black on undersides). Vertical stabilizer band was not applied to follow 23 March 1944 order. Paint

spinner red (to match FS 31136) before applying 2A yellow band decal. Use 2B + 2C decals to represent 357th FG nose-checker, when background painted yellow before (to match FS 33538). Finish with separate "chin-strap" to apply below the spinner, in front of chin air intake. If any "welding" issues observed, use separately provided red triangles & rectangles to "seal" edges - cut to appropriate shape and dimension when necessary. ID is to be applied

to represent full nose nickname - if afraid about its transparency use separately provided white checkers. When print register inaccuracies occurred, use separately provided yellow+red components over white background. Mission markings - IE decal, could be applied twice, if any transparency problems expected. Decal 1F (A/C data block)

should be accompanied with 1P white cross decal to indicate fuel fuselage tank installed - exact location not shown on profile below, obscured by wing tip; see photo-reference material. Proceed then with unit and individual a/c codes, fuselage and wings US national insignia, and fin s/n. Quadruple 4F decal is applied on all four propeller blades as HS logotype

and sterils. You may also fix some additional colour elements: 75 or 108 US gallon Neutral Grey fuel droptanks.



Although not entering ascendance with two confirmed and one shared kills, Lt. Howell was notable with shooting down German S2-victory ace Oberleutnant Gerhard Loos from 'experten' unit of JG 54 on March 6th, 1944. He also proved ultimate quality of P-51

design, when managed to land back in England, after long haul from Stralsund-Anklam area in northern Germany. On May 21st, 1944 357th FG pilots conducted several strafing attacks North of Berlin. Howell took part in the formation, which started to strafe

train in marshalling yard - or what was looking-alike - they realized immediately that it was Flak-train, when S-kill ace, Lt. William C. Reese went down to crash near Stralund town (KIA). Howell's mission was also stricken badly with intense AA return-fire, resulted

with big hole in vertical stabilizer, and mangled whirprop after second firing pass. Responding poorly to the controls, crippled P-51 was nursed-back to Leiston, with throttle and trim tab work all the near 1000-kilometres way back. Silent salute to P-51 design and North American production quality. Howell stayed on active duty in post-WWII USAF and took part in Berlin Airlift, Korean and Vietnam Wars - finally retired as Lieutenant Colonel.

Scheme 2 important notes:
- no exhaust shroud;
- flexible antenna wire;
- no external rear-view mirrors;
- fitted with fuselage fuel tank;
- both main wheels diamond tread pattern;



Scheme 2 photo-reference:
"Mustang Aces of the 357th Fighter Group"
Chris Buholtz, Osprey
Aircraft of the Aces 96

P-51B-5-NA s/n: 43-6425

unit : 353 FS / 354 FG
pilot : Capt. Jack T. Bradley
location : A-2, Criqueville, France
date : June, 1944

Kit recommended: 1/48 Tamiya P-51B/C Family

Delivered in standard factory OD/NG finish, this a/c was painted with full D-day stripes set and field-fitted with Malcolm hood canopy. 8th AF Quick recognition element of white nose and spinner was overpainted with fresh (darker) OD shade when entire group was transferred into 9th AF. Previous

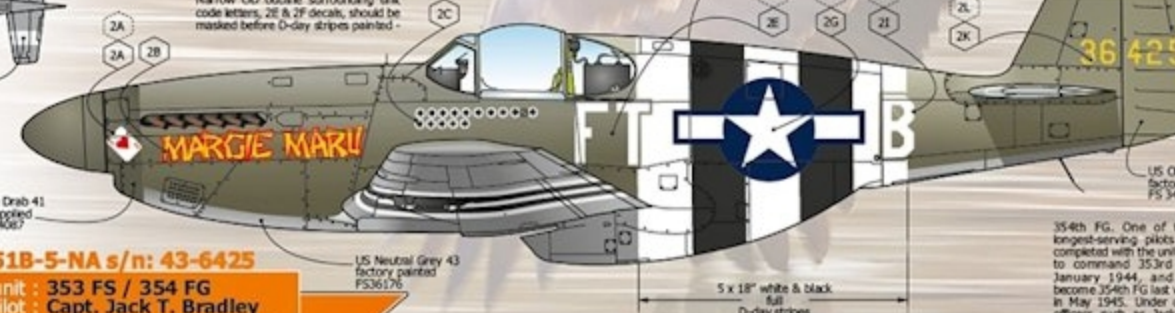
white 15" ID bands remained only on horizontal stabilizers - vertical stabilizer band (placed exceptionally higher than on other P-51s) was overpainted with fresh OD shade ("bit-of-the-dirt" darker) to follow 23 March 1944 order. Start with nose Ace of Hearts emblem (2A), then proceed to plane nose-nickname and kill markings. If any transparency or register problems occurred on 2B or 2C decals, use "doubled-ones" 2B+2B and 2C+2C, provided separately. Narrow OD outline surrounding unit code letters, 2E & 2F decals, should be masked before D-day stripes painted -

when done, move on with all the BWW paint job, and then proceed with decaling "FT" + "B" when all masks removed. Don't go "fanatically" accurate with D-day stripes geometry and dimensions - available 354th FG photos shows paint job crudely applied in "hunched-up" manner during rush hours before SHAEF crusade was launched. Available photo-reference material indicates that particular a/c with slightly worn and paint-chipping

D-day stripes pattern. Follow next with fuselage and wings national insignia, then finish with s/n on the fin sides. Quadruple 4D decal is to be applied on all four propeller blades, as HS logotype and sterils. Although "photo-purists" will fix 2x 500lb bombs as external ordnance (exactly as a/c was photographed), we believe that some additional colour - like "shiny" NMF 75 US gallons fuel droptanks, will

look excellent on your model display - it's up to modeler's choice.

15" white ID band overspaved by US Olive Drab 41 FS 34087



One of long-lived E.T.O. P-51s, Capt. Bradley's mount had contributed to destroying 15 enemy a/c during the course of 125 missions. At least five

victories of Bradley's final tally of 15, had been claimed in this very fighter, named after pilot's wife. Confirmed victories mentioned above, was

accompanied with further 3 destroyed, probably, and 12.6 damaged - which placed Toward-bomb as third top-scoring pilot of

354th FG. One of the group's longest-serving pilots (two tours completed with the unit), he started to command 353rd FS in late January 1944, and eventually became 354th FG last wartime C.O. in May 1945. Under command of officers such as Jack T. Bradley, entire group was granted with personal thanks from Gen. George Patton (3rd US Army), for their ceaseless support during the Battle of Bugey in late 1944.

Scheme 3 photo-reference:
"P-51 Mustang" Larry Davies,
Squadron Signal Publications
"Aces and Wingmen"
Danny Morris, Aviation UK.



P-51B-15-NA s/n: 42-106875

unit: 375 FS / 361 FG
pilot: Capt. William J. Shackelford
location: Bottisham, UK
date: August, 1944

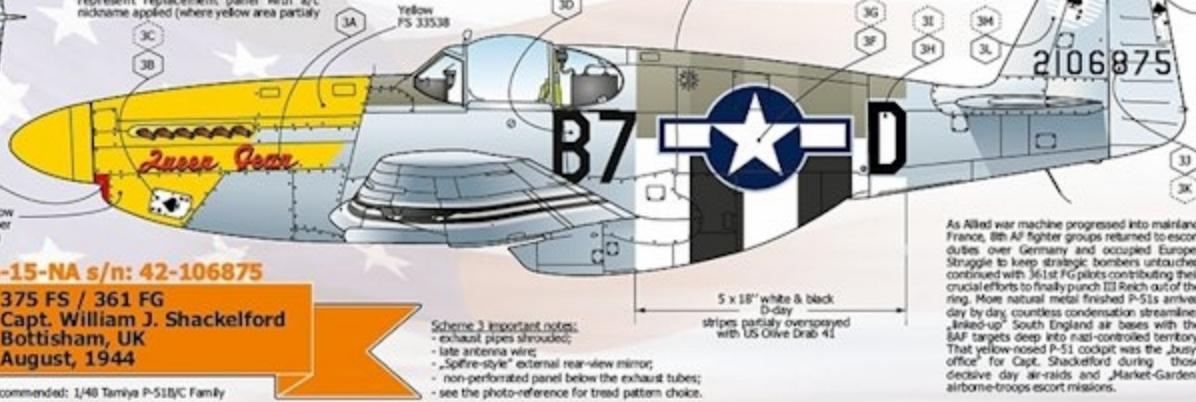
Kit recommended: 1/48 Tamiya P-51B/C Family

This late-production P-51B was delivered to 361st FG in standard factory natural metal finish with Olive Drab anti-glare panel in front of the cockpit. 361st FG ID marking, consisted of FS33538 yellow spinner and nose in extended form was added, and black unit & individual code letters as well. Pilot's "personalized" elements was applied in form of a/c nickname and nose Ace-of-Spades emblem below the exhaust stubs, repeated twice on vertical stabilizer and rudder trim tabs. Yellow nose section should be painted to represent replacement panel with a/c nickname applied (where yellow area partially

extended to firewall). Although existing photo-reference known to date, confirms nose and tail Ace-of-spades locations only on one fuselage side, "doubled" options (marked: 3C, 3H, 3O) provided for starboard symmetrical locations. D-day stripes (well-worn, partial paint-chipping and dirty) were oversprayed with OD on wings upper sides and fuselage spine - to fulfill requirements

ordered from September 1944 onwards. Prior to applying fuselage US national insignia and a/c individual letter, mask areas dedicated to represent NMF "outlines": E.T.O. quick recognition 15" ID bands should be painted black on horizontal stabilizers only. Multi-opening panel covering the engine air intake below the plane nickname, should be modelled to non-perforated element on both fuselage sides (classic fill/sand job). If

desired, then some additional elements, paired with different colour may be filed - OD bombs or Neutral Grey "early-fashioned" fuel droptanks. Chais air-intake was draker colour: replacement part from different a/c - our choice is used (to match FS31136).



As Allied war machine progressed into mainland France, 8th AF fighter groups returned to escort duties over Germany and occupied Europe. Struggle to keep strategic bombers untraced continued with 361st FG pilots contributing their crucial efforts to finally punch III Reich out of the ring. More natural metal finished P-51s arrived day by day, countless condensation streamlines "leaked-up" South England air bases with the 8AF targets deep into Nazi-controlled territory. That yellow-nosed P-51 cockpit was the "busy-office" for Capt. Shackelford during those decisive day air-raids and "Market-Garden" airborne-troops-escort missions.

Scheme 4 important notes:
- no shrouds on exhaust tubes;
- early canopy emergency release handle;
- Miller rear-view mirror;
- AN/AP5-13 IFF aerial on the fit;
- see the photo-reference for tread pattern choice.



P-51D-20-NA s/n: 44-15499

unit: 504 FS / 339 FG
pilot: Lt. Vernon R. Blizzard
location: Fowlmere, UK
date: April, 1945

Kit recommended: 1/48 Tamiya P-51D Family

Delivered as standard factory NMF with OD anti-glare panel, this plane was painted with group ID nose & spinner markings, unit code and a/c individual letters, rudder 504th FS colour and improved with some pilot's personal markings: nose nickname, kill markings and pilot rank & name on canopy rail. Paint the spinner and nose area with white first, prior to applying all red markings over (4A, 4C, 4D and 4E - "striping" to apply below the spinner, in front of chin air intake). Be careful with nose nickname: different shapes for both fuselage side provided: Decals #E8MF, Early "fresh-Spiffie" nickname look, was photographed before kill markings were painted (1). When kill markings applied,

nickname was already worn and paint-chipping where exhaust fumes streamed over - see available photo-reference for details and follow with weathering techniques suitable for desirable effect. When transparency or decal print register inaccuracies observed, use elements provided separately: 4E+4I+4J for kill markings, and 4I+4J for personal emblem. Knowing that few opinions about 504th FS rudder colours arose

during the years, we follow existing colour photos of this a/c (and B-model "Swede" as well) and believe that shade close to RAF Ocean Grey or US Intermediate Blue will be accurate - but any of the "greenish-blue" from colour profiles could be up to modeler's choice. Quadriple 4J decal should be applied on all four propeller blades to represent HS

logotype and stencils. We also recommend to use some additional colour elements: "early-fashioned" Neutral Grey 75 or 100 US gallons fuel droptanks might be a nice "finishing touch".

