

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](http://www.eduard.com)

PARTS



DÍLY



TEILE



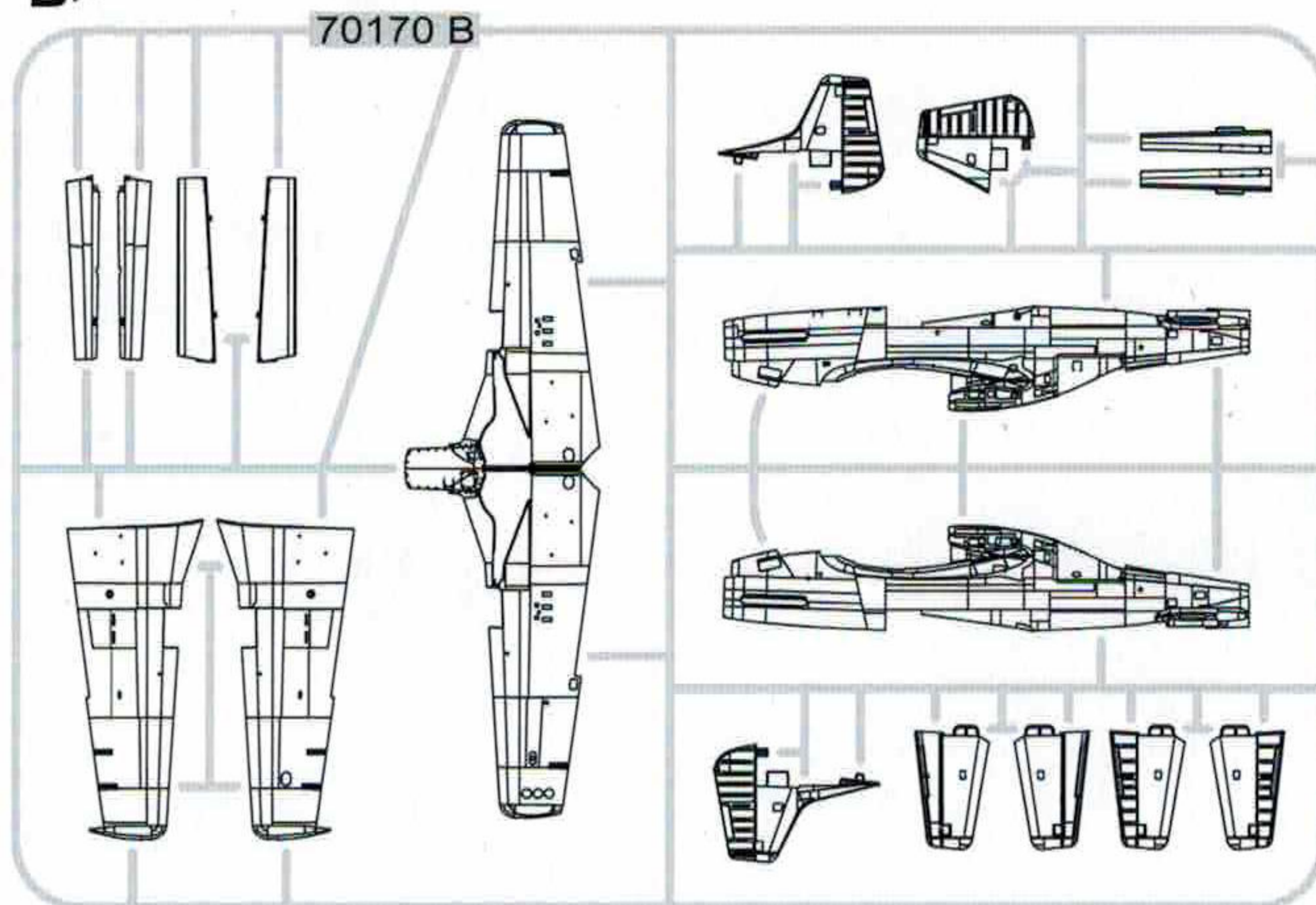
PIÈCES



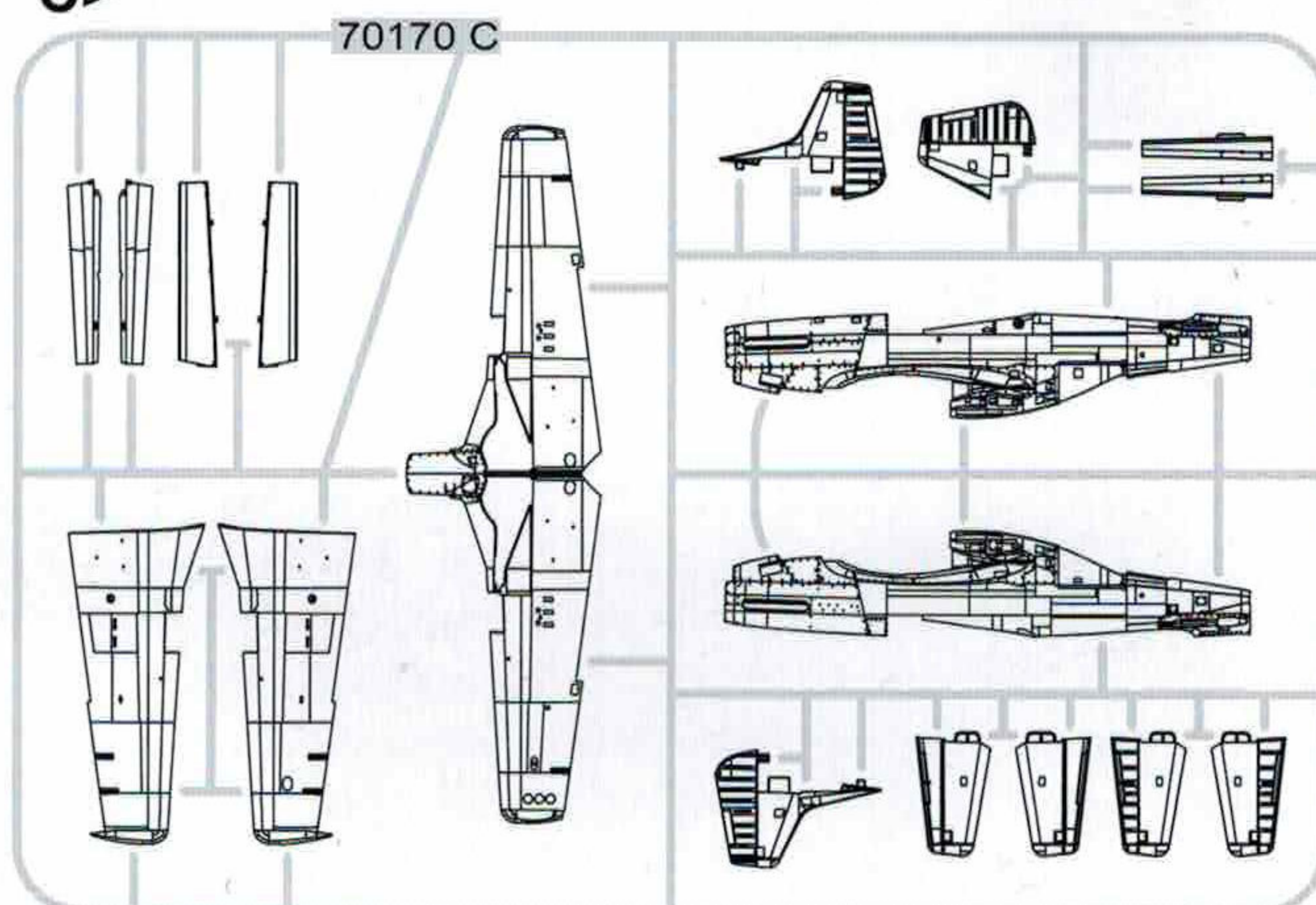
部品

## PLASTIC PARTS

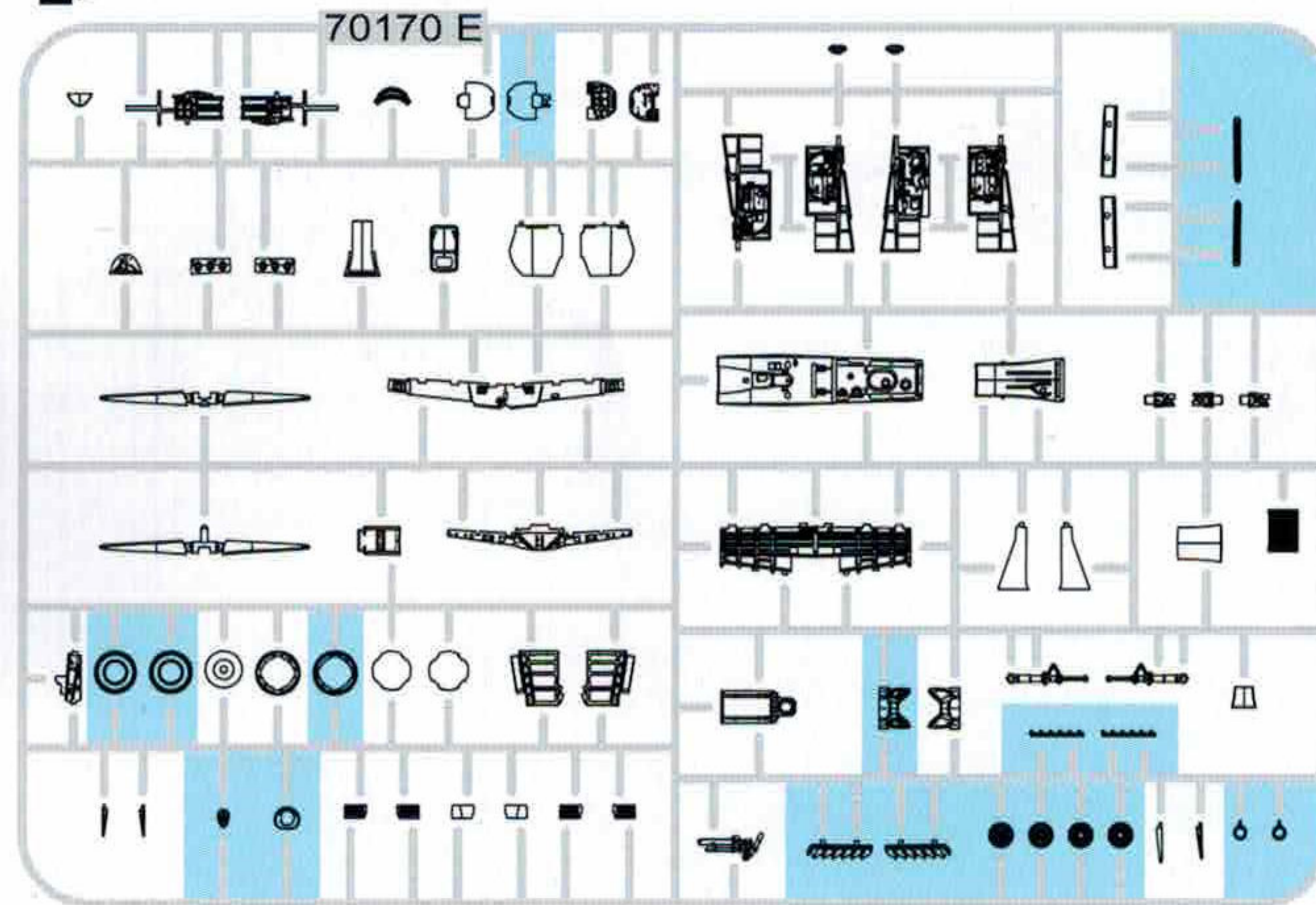
B&gt;



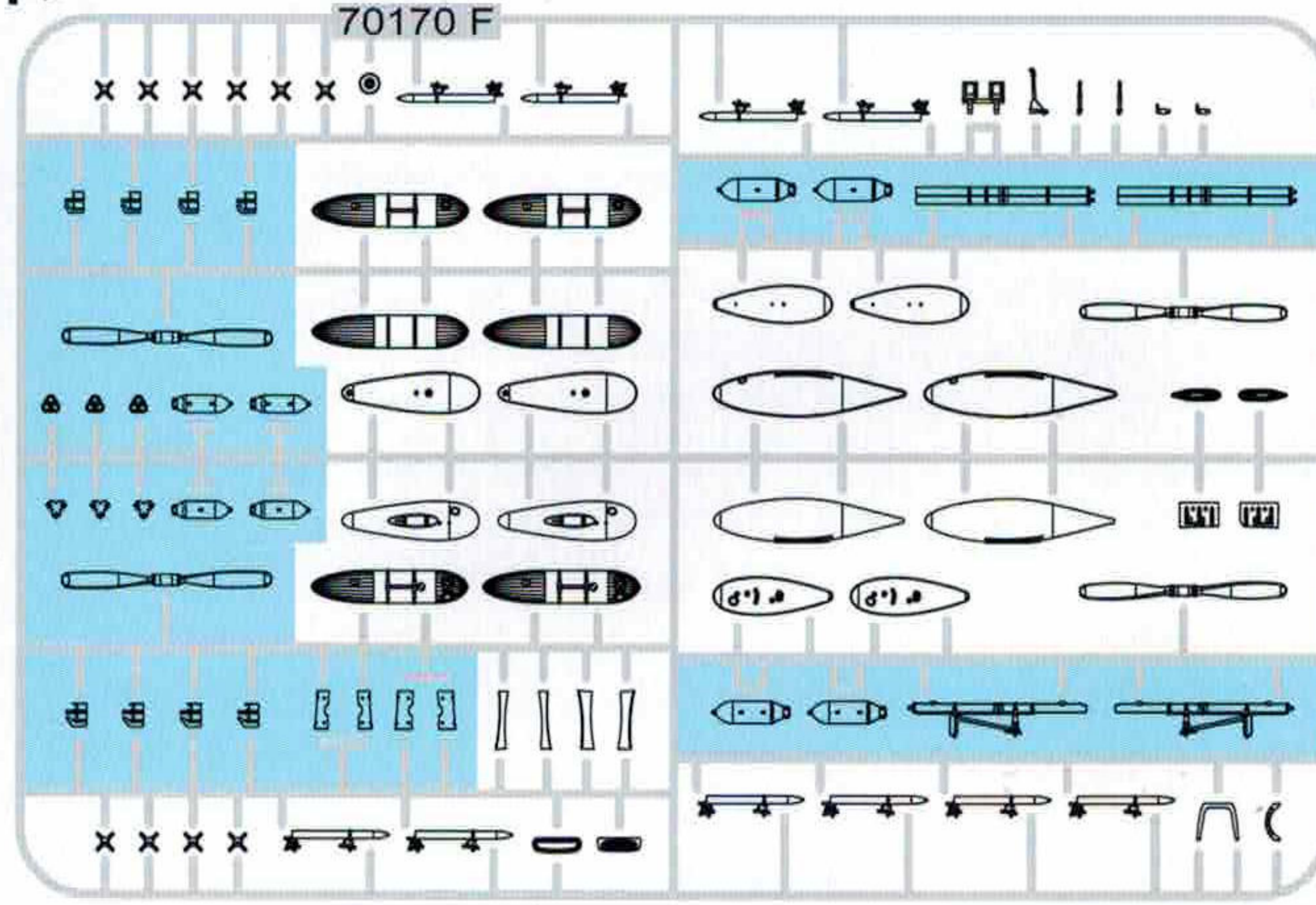
C&gt;



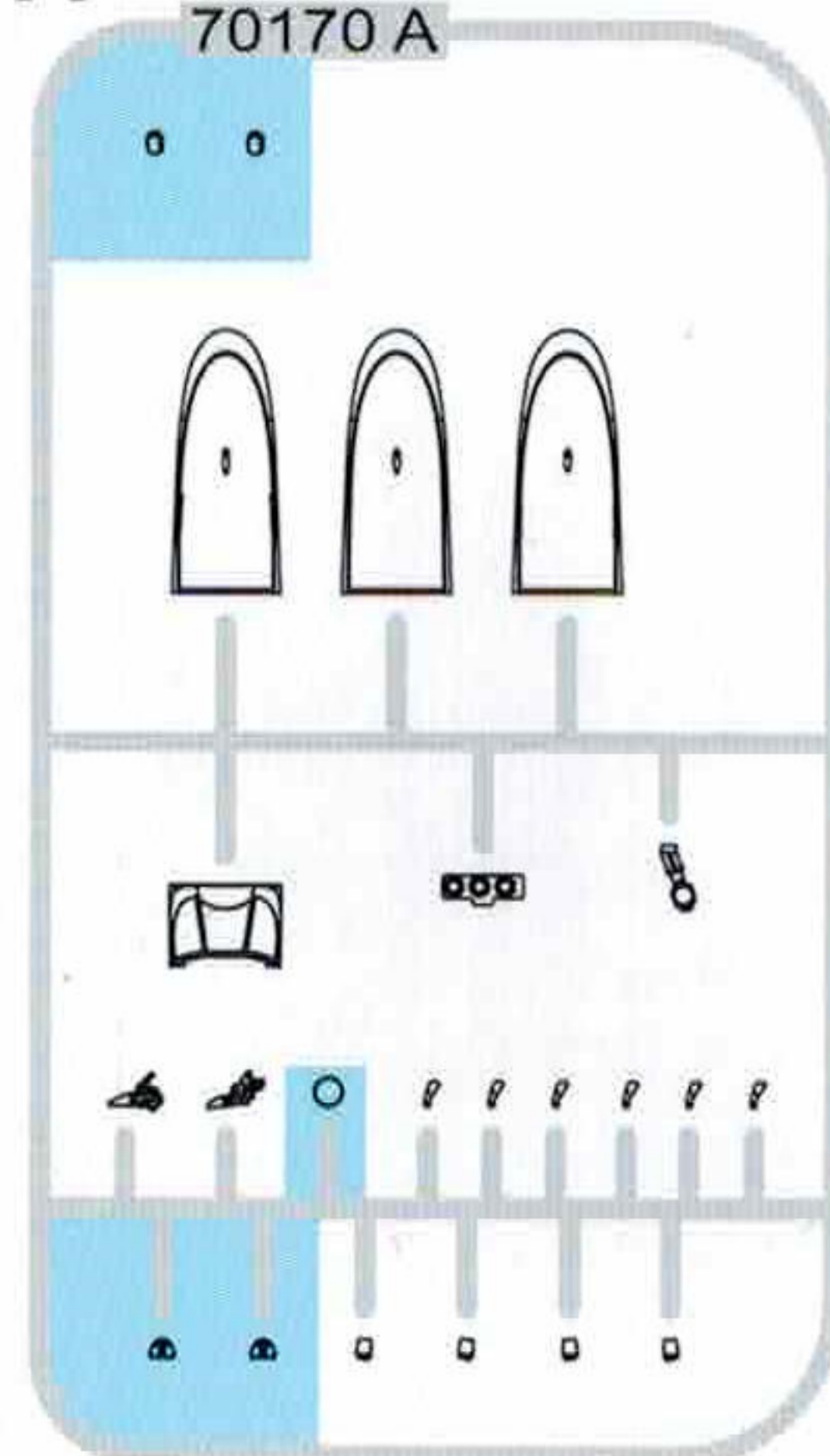
E&gt;



F&gt;



A&gt;







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PARTS



DÍLY



TEILE



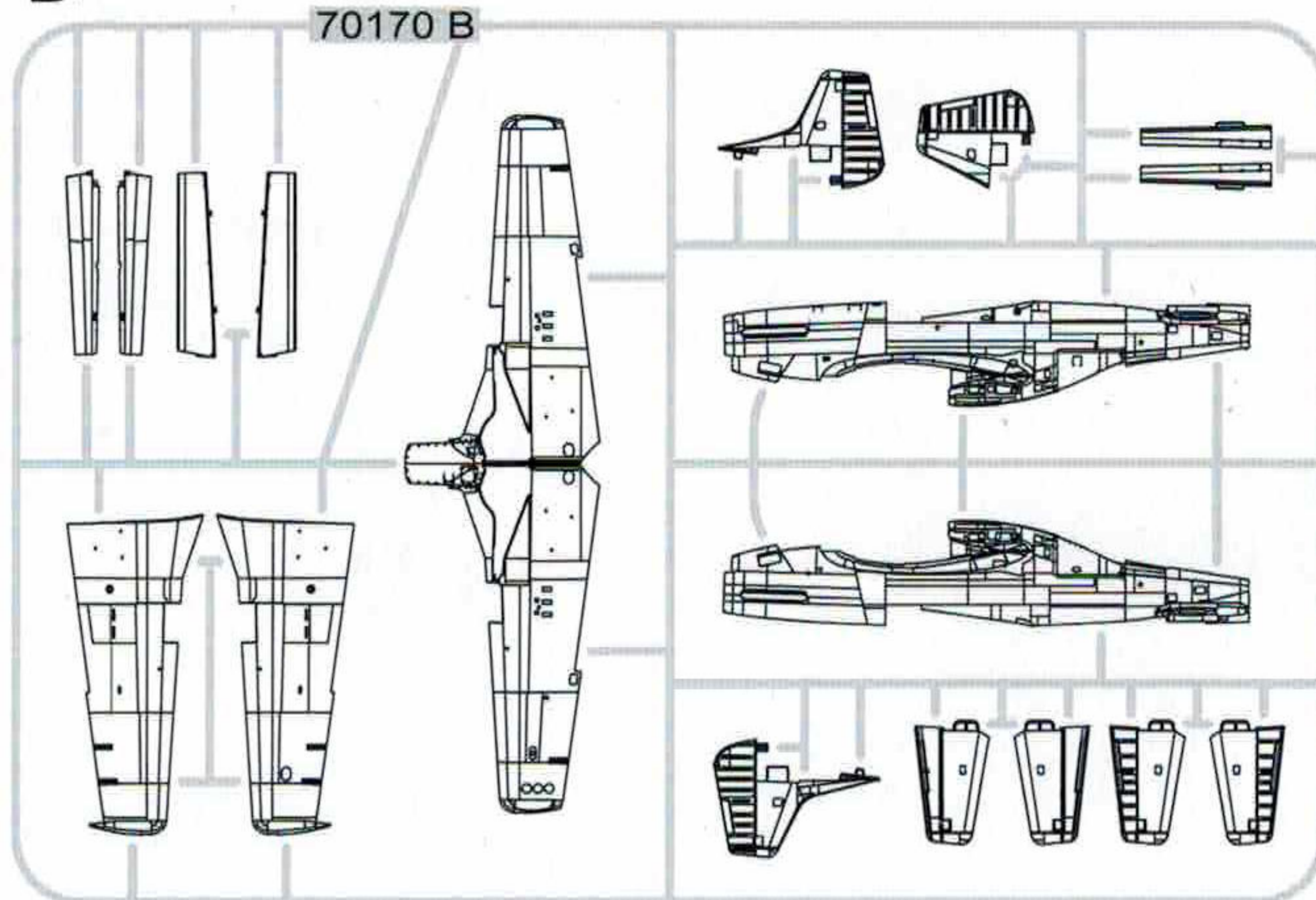
PIÈCES



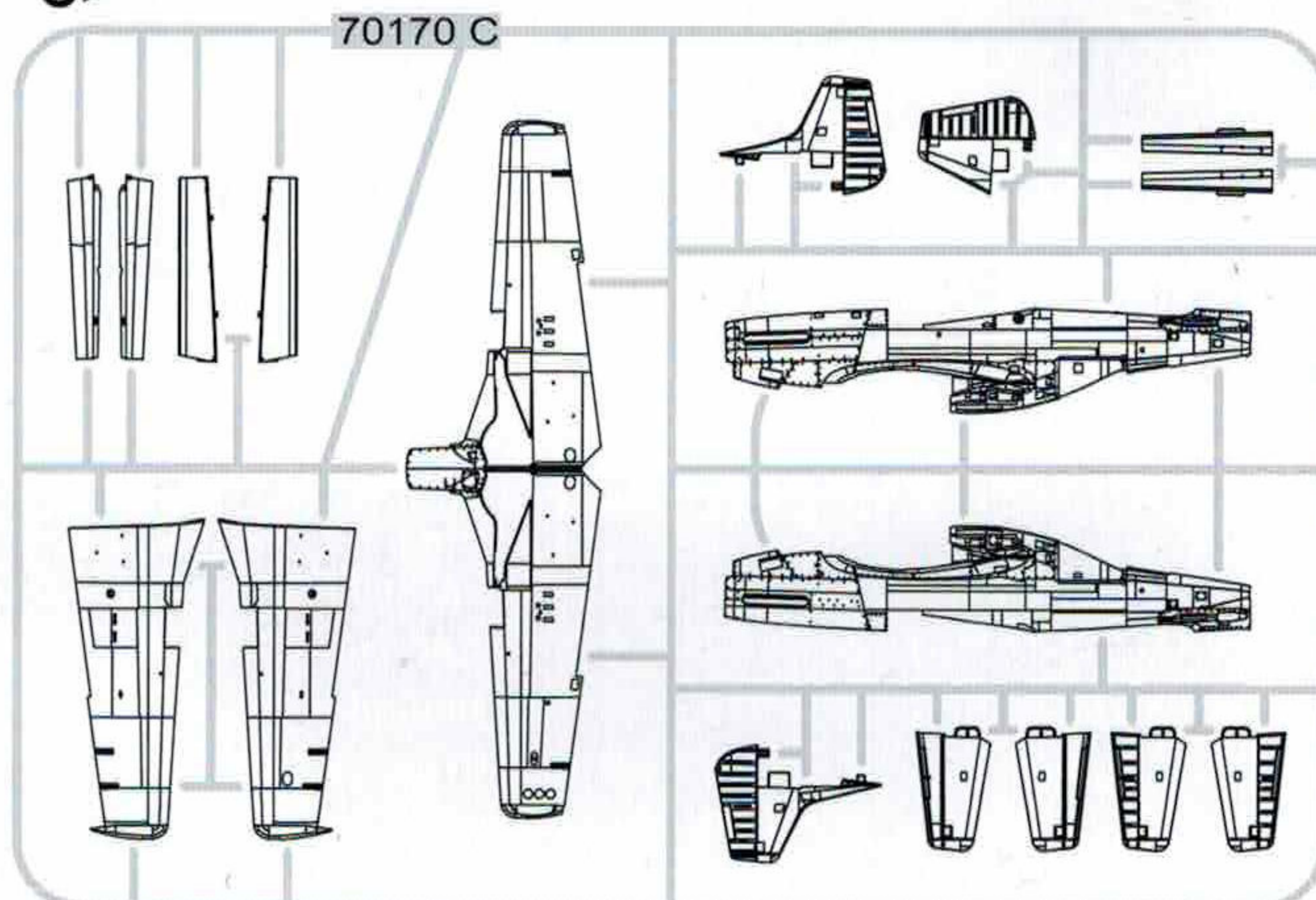
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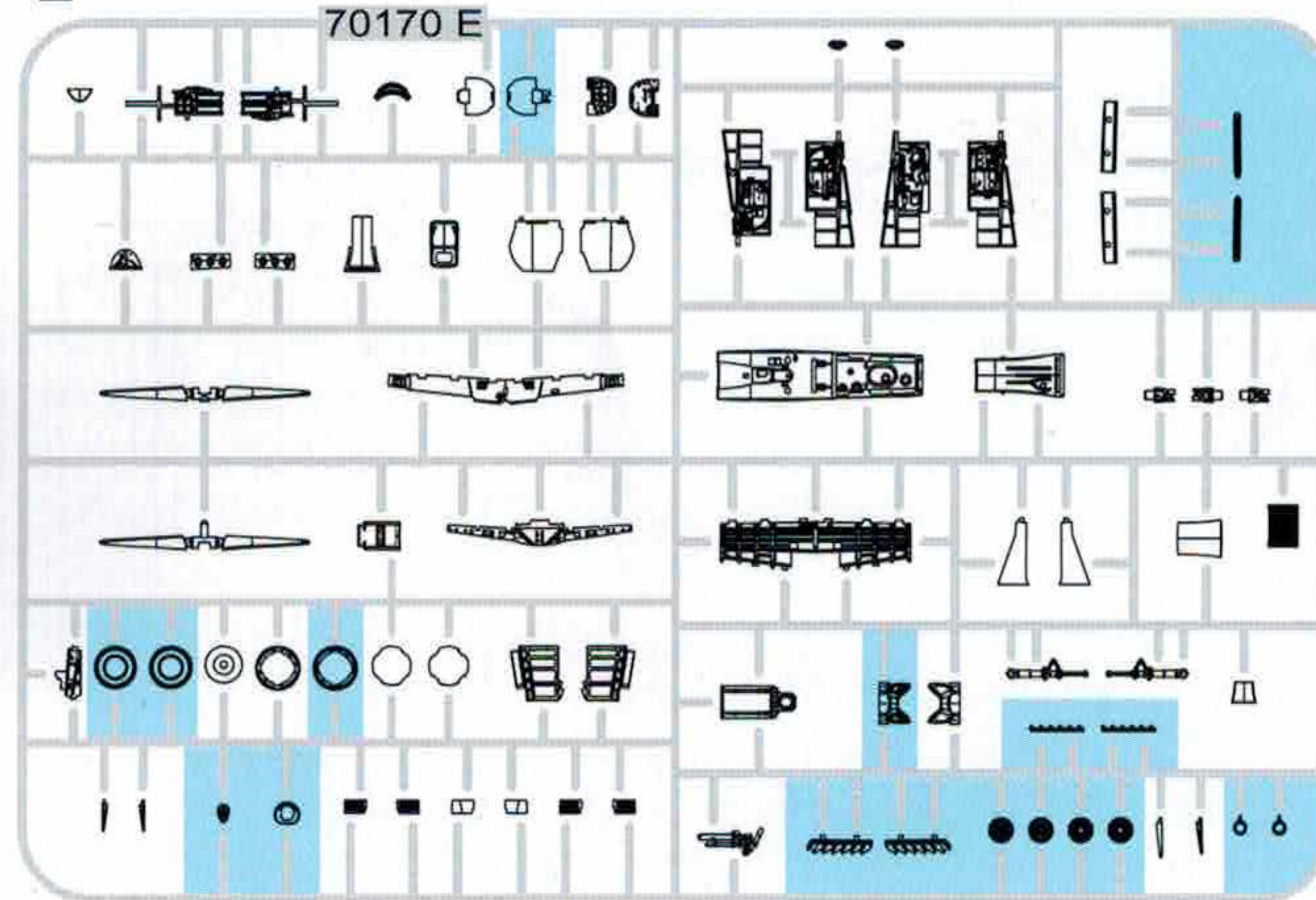
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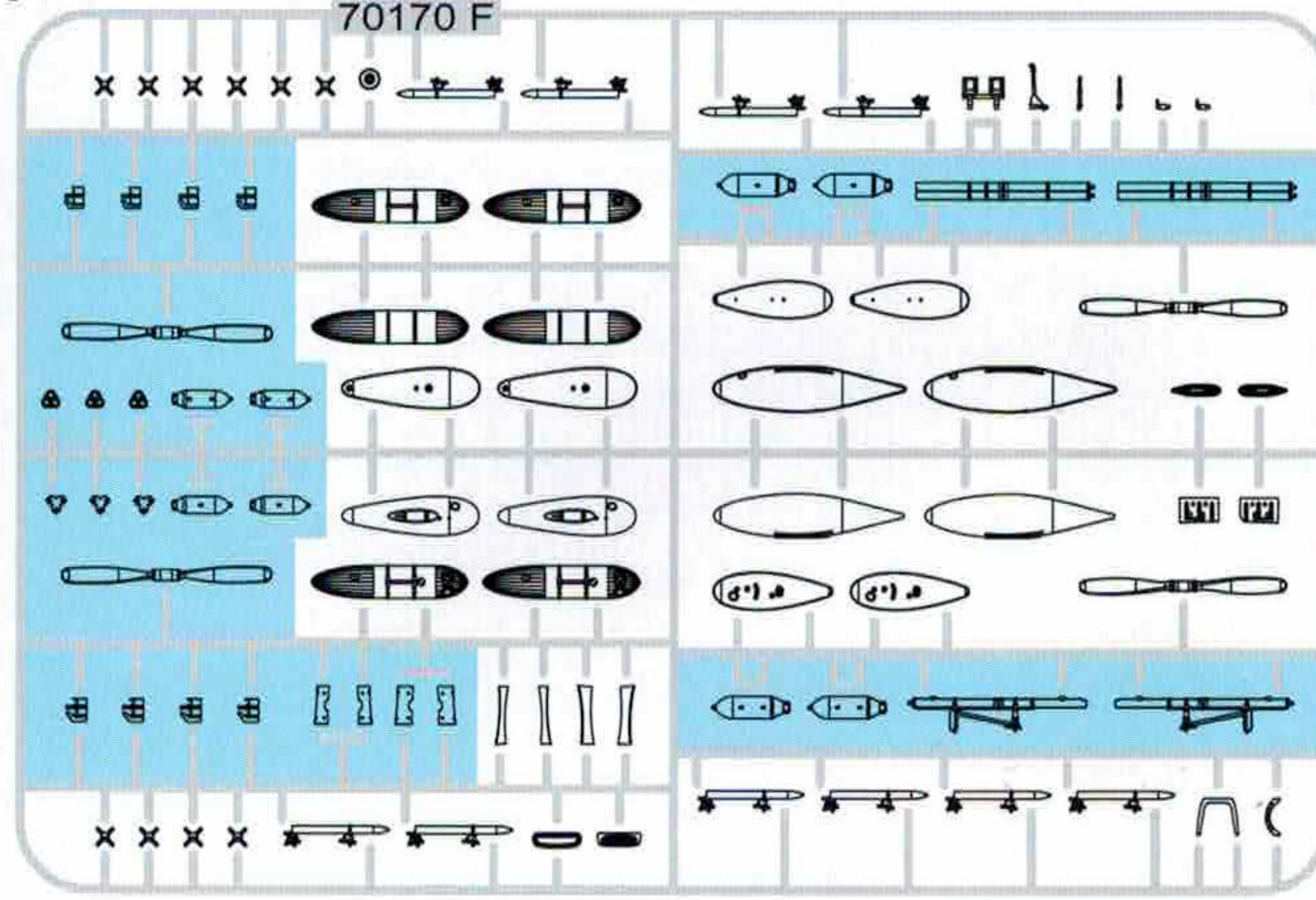
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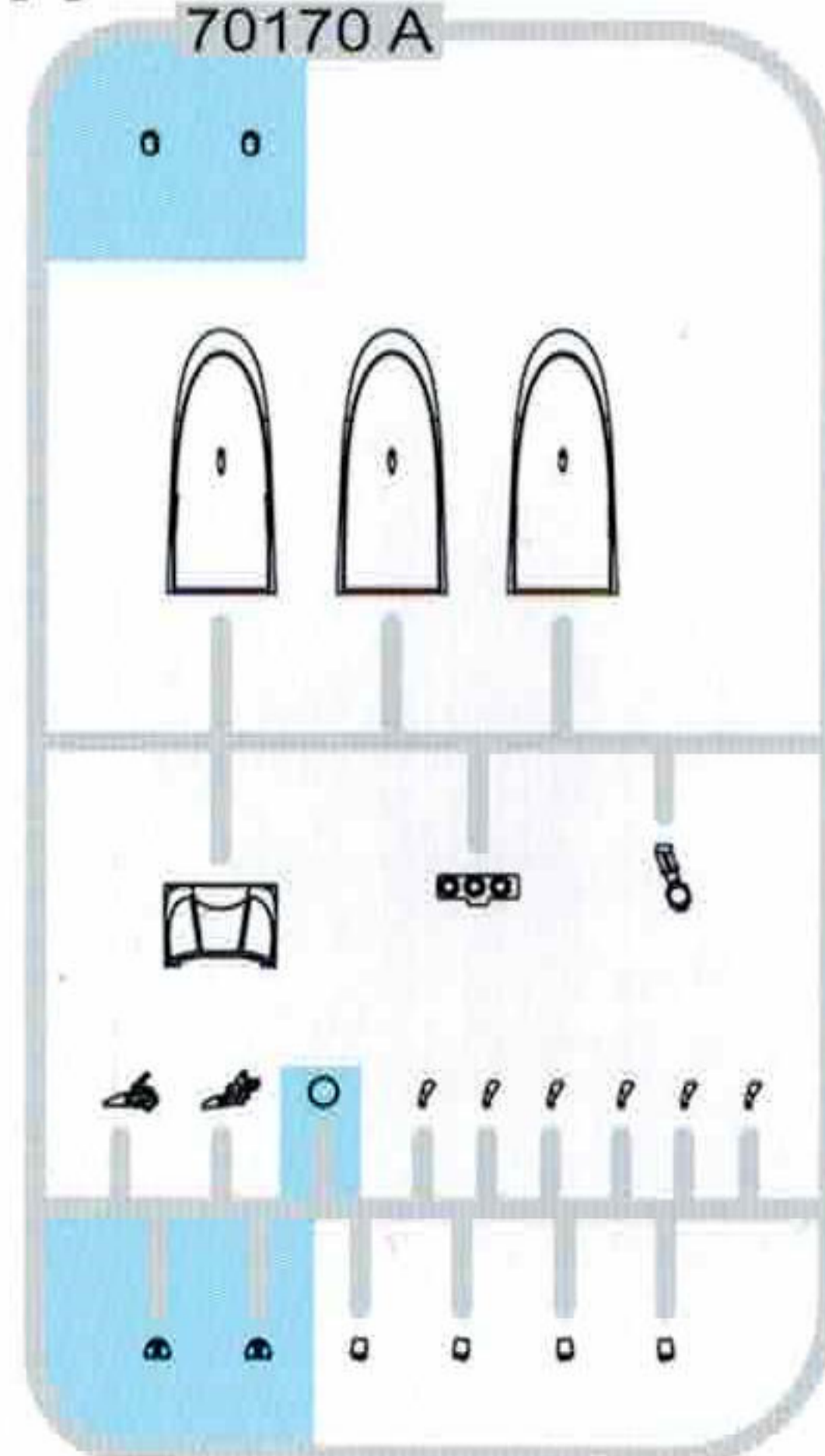
E&gt;



F&gt;



A&gt;





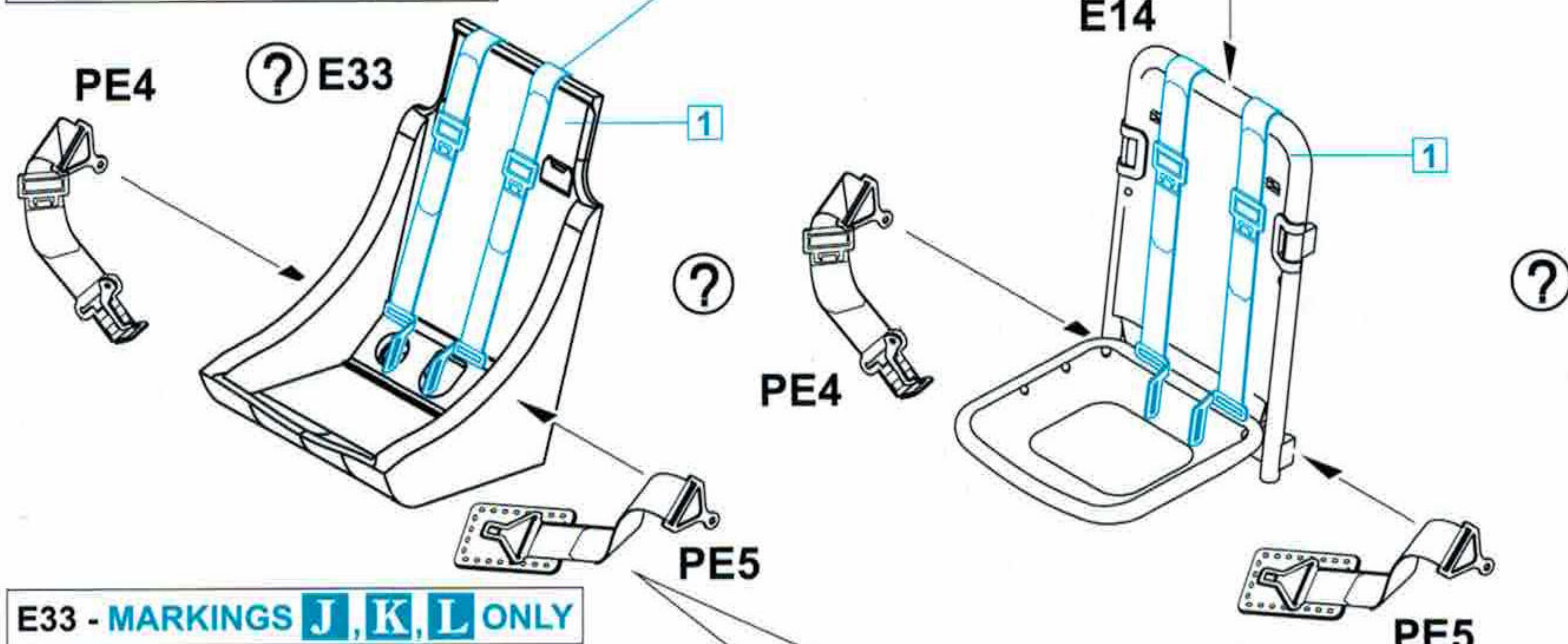
90% + 10%

H58 C351 INTERIOR GREEN    H12 C33 FLAT BLACK

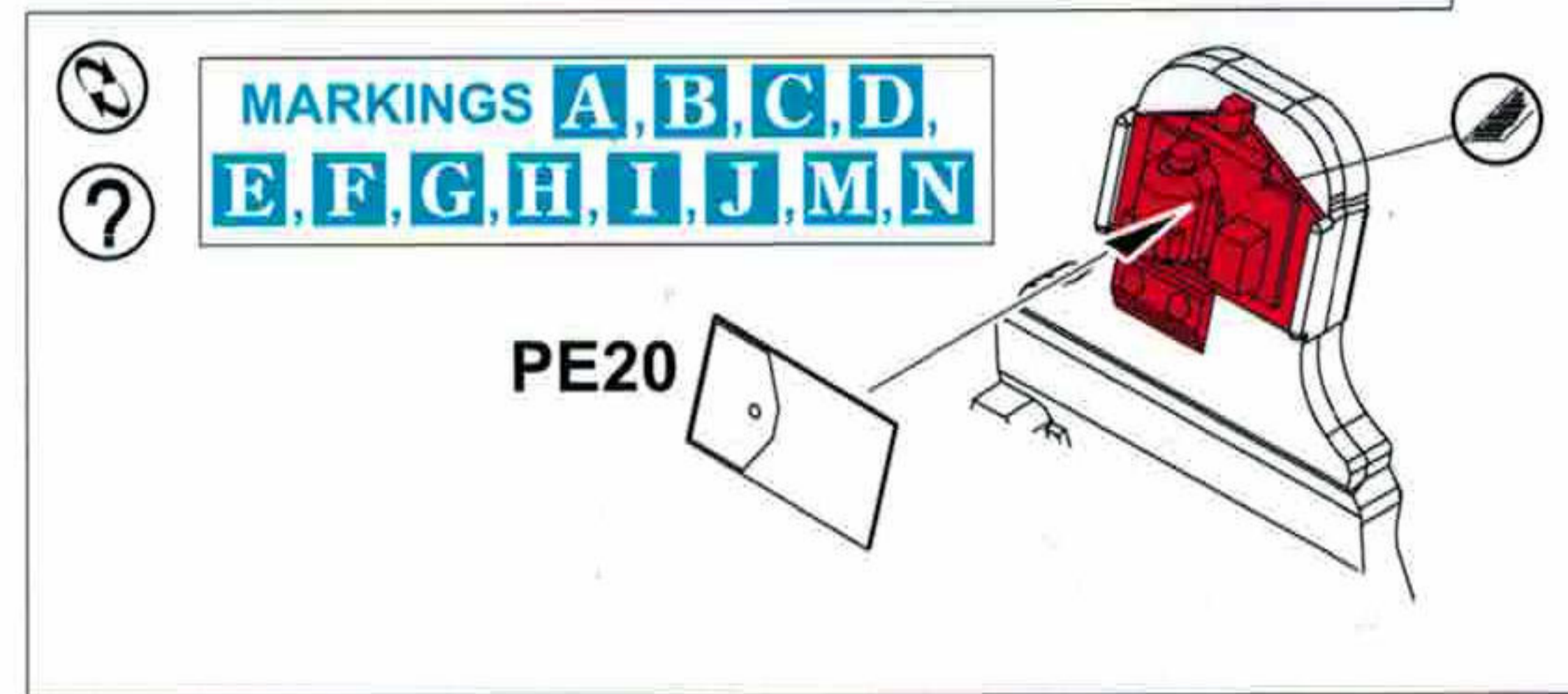
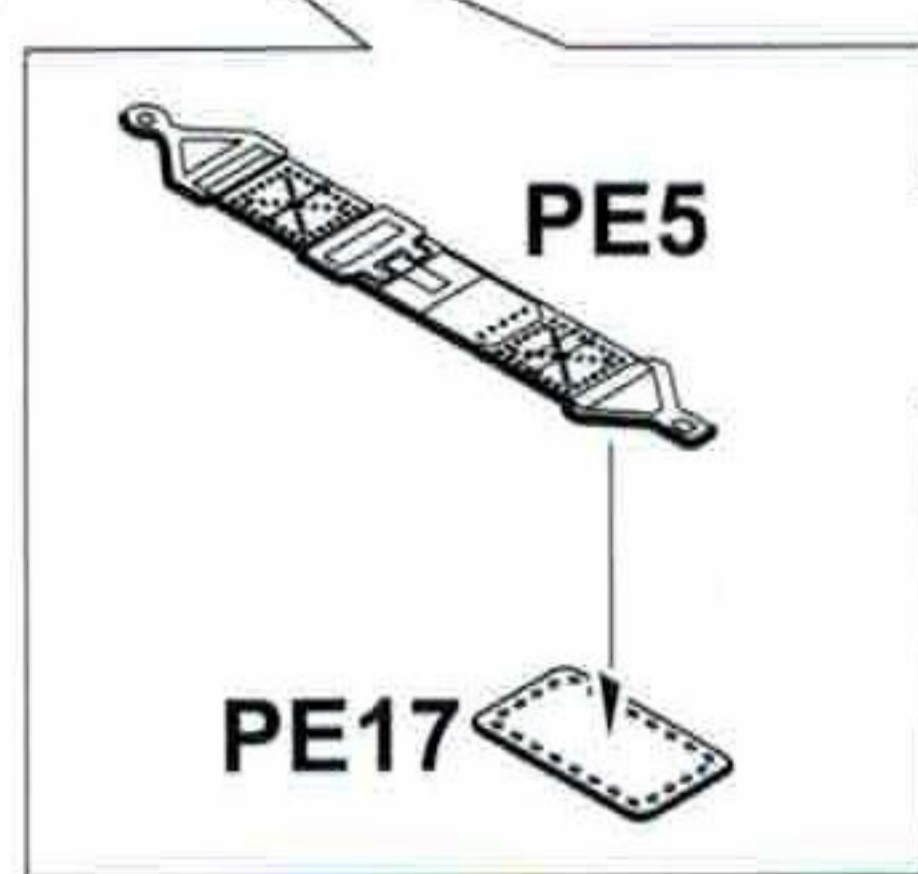
1 = ?

H52 C12 OLIVE DRAB

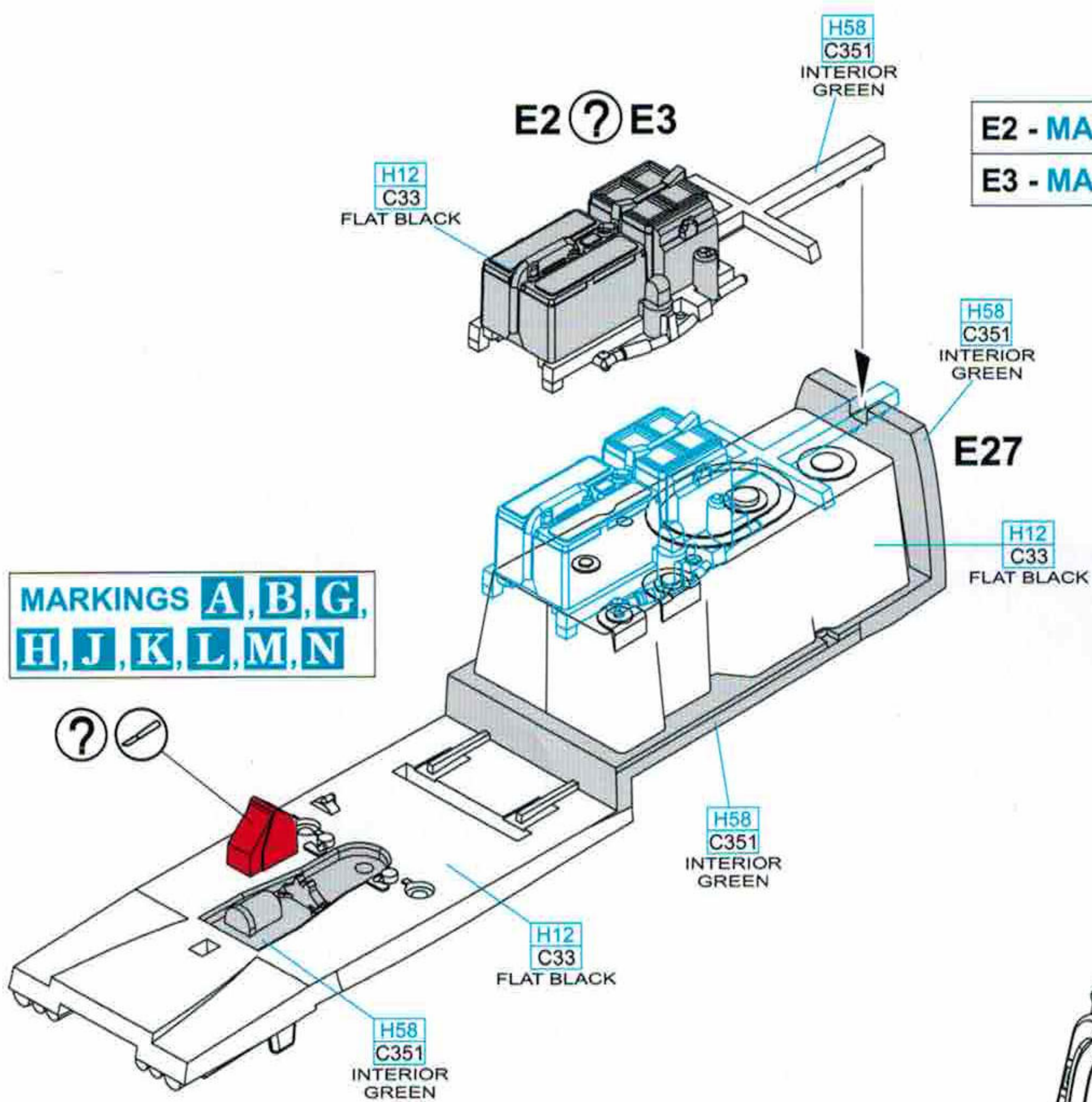
H58 C351 INTERIOR GREEN



E33 - MARKINGS J, K, L ONLY

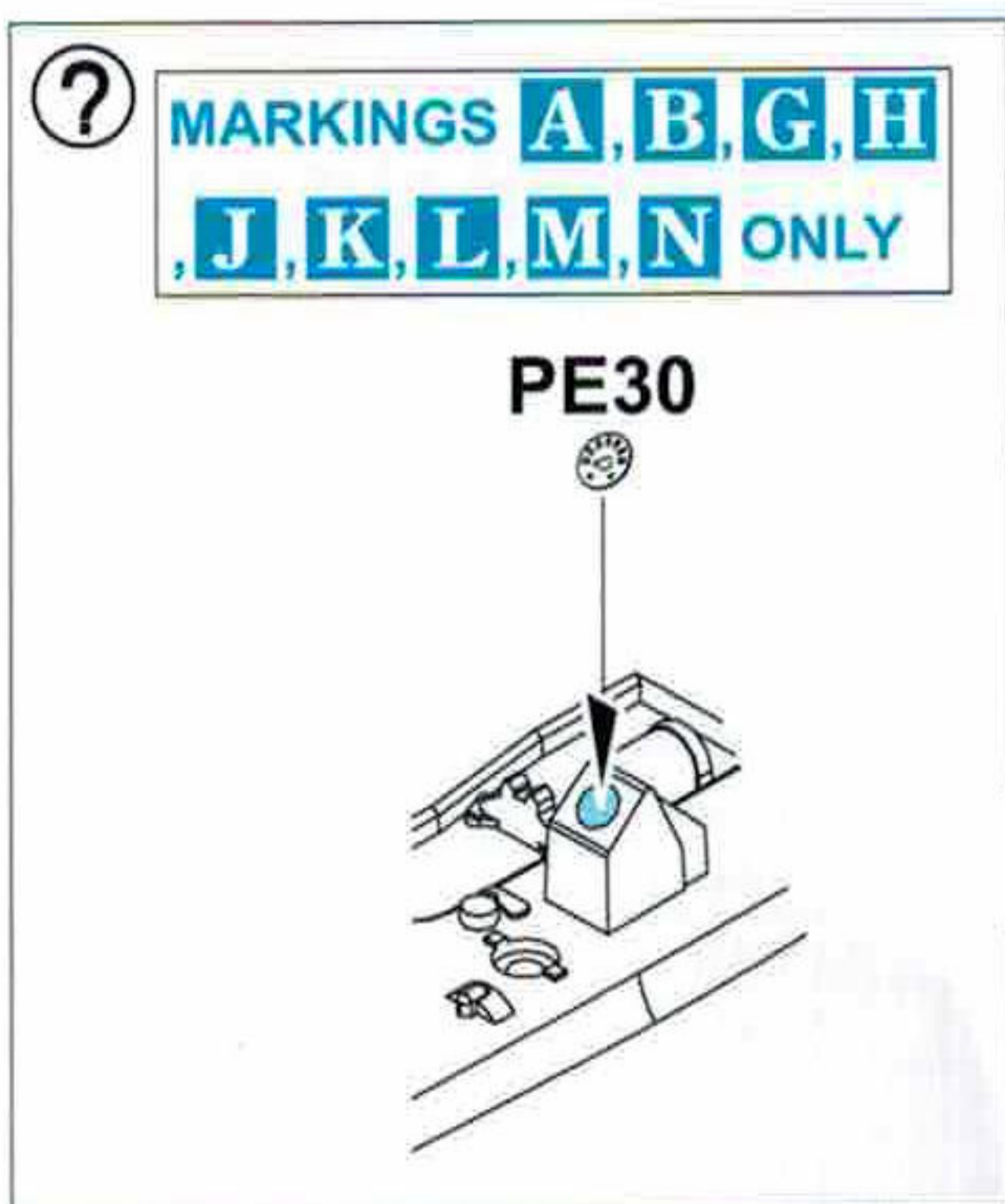
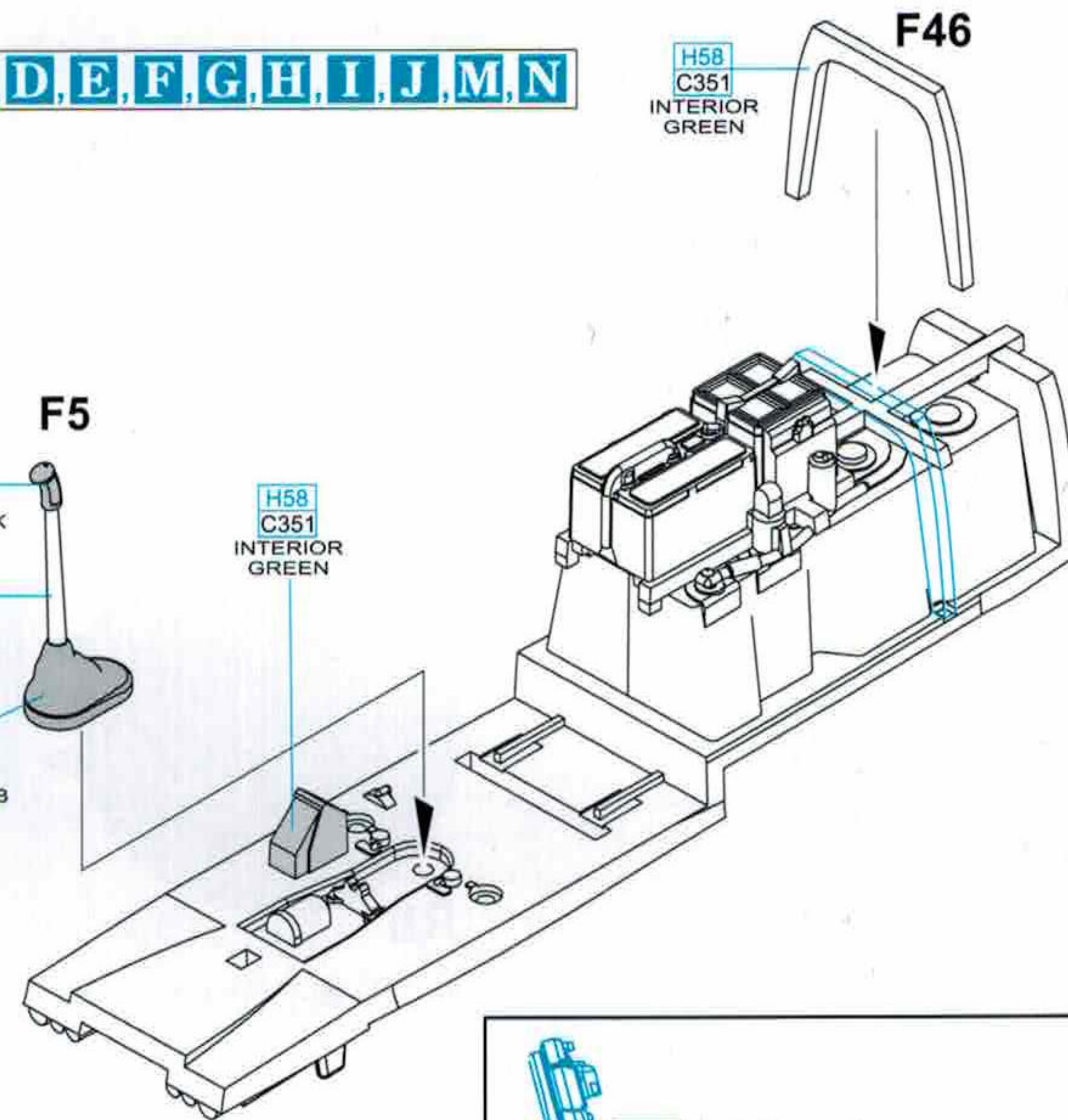
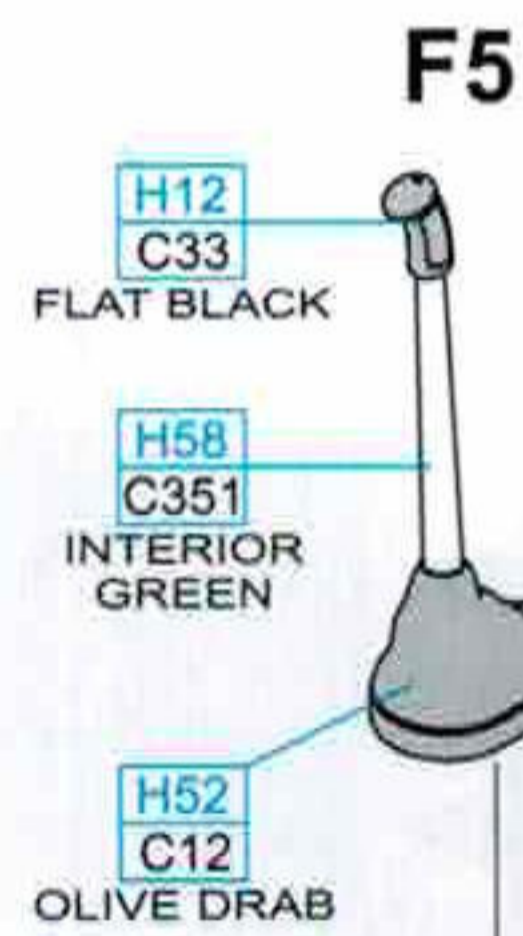


MARKINGS A, B, C, D, E, F, G, H, I, J, M, N

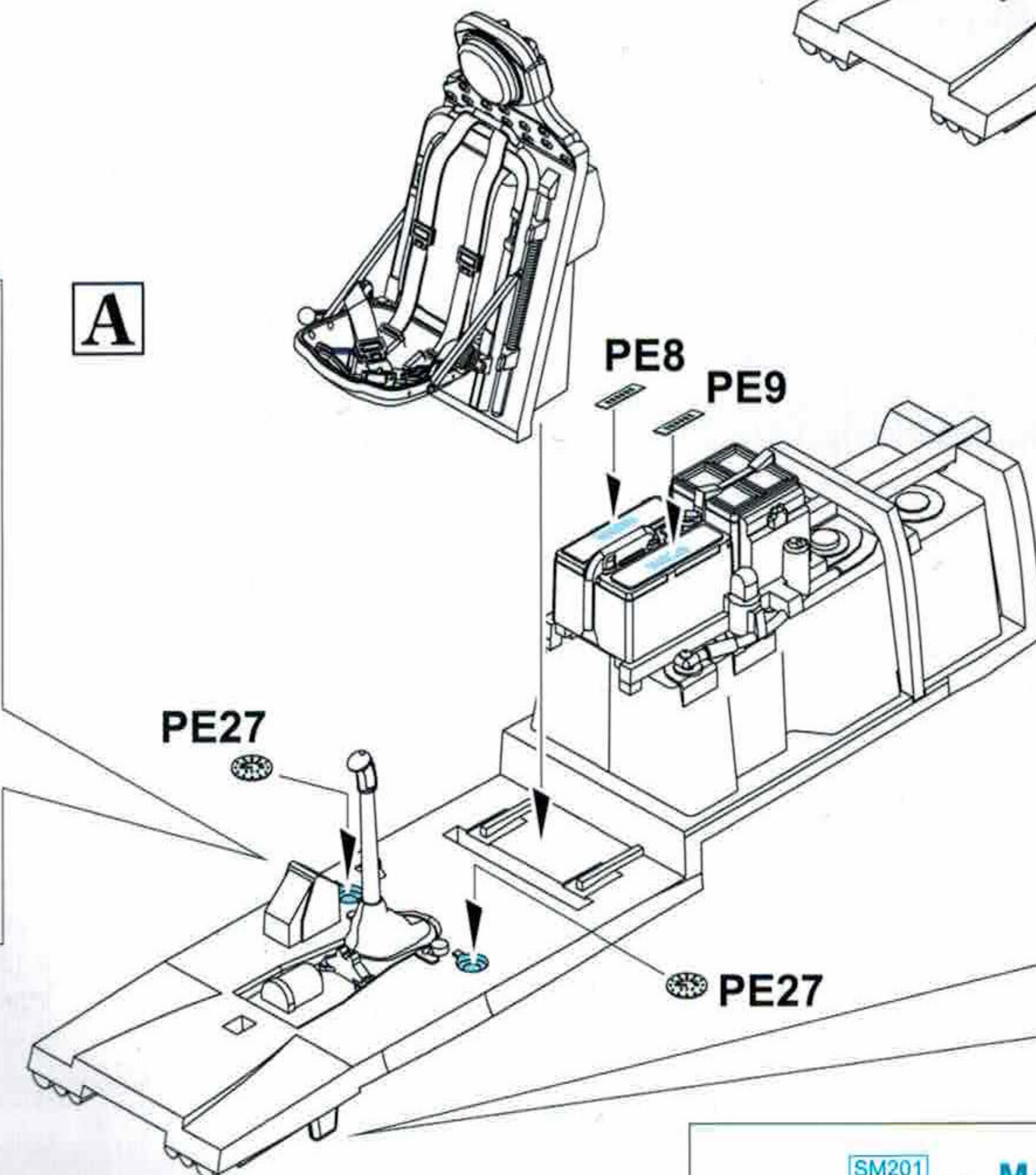


MARKINGS A, B, G, H, J, K, L, M, N

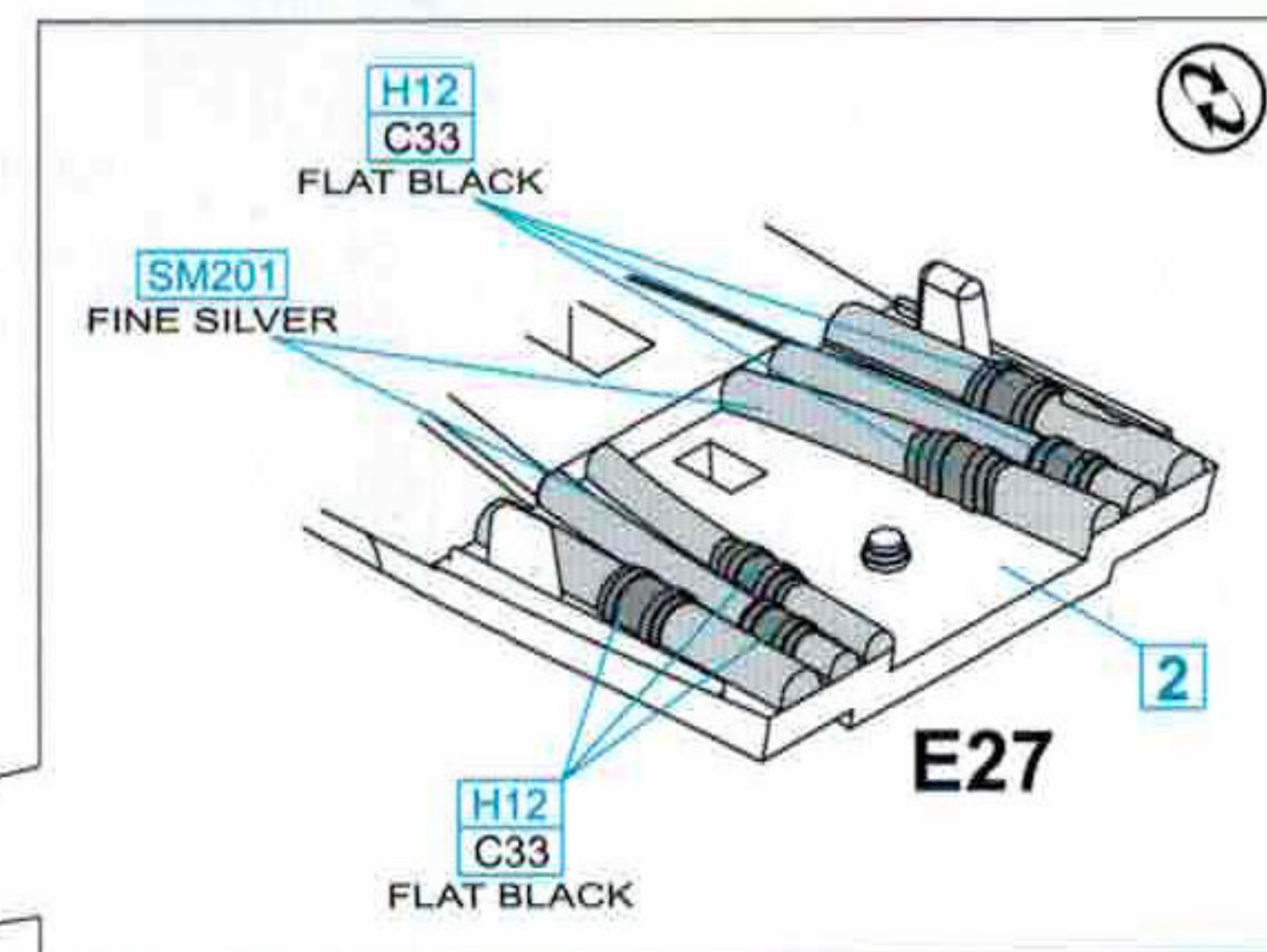
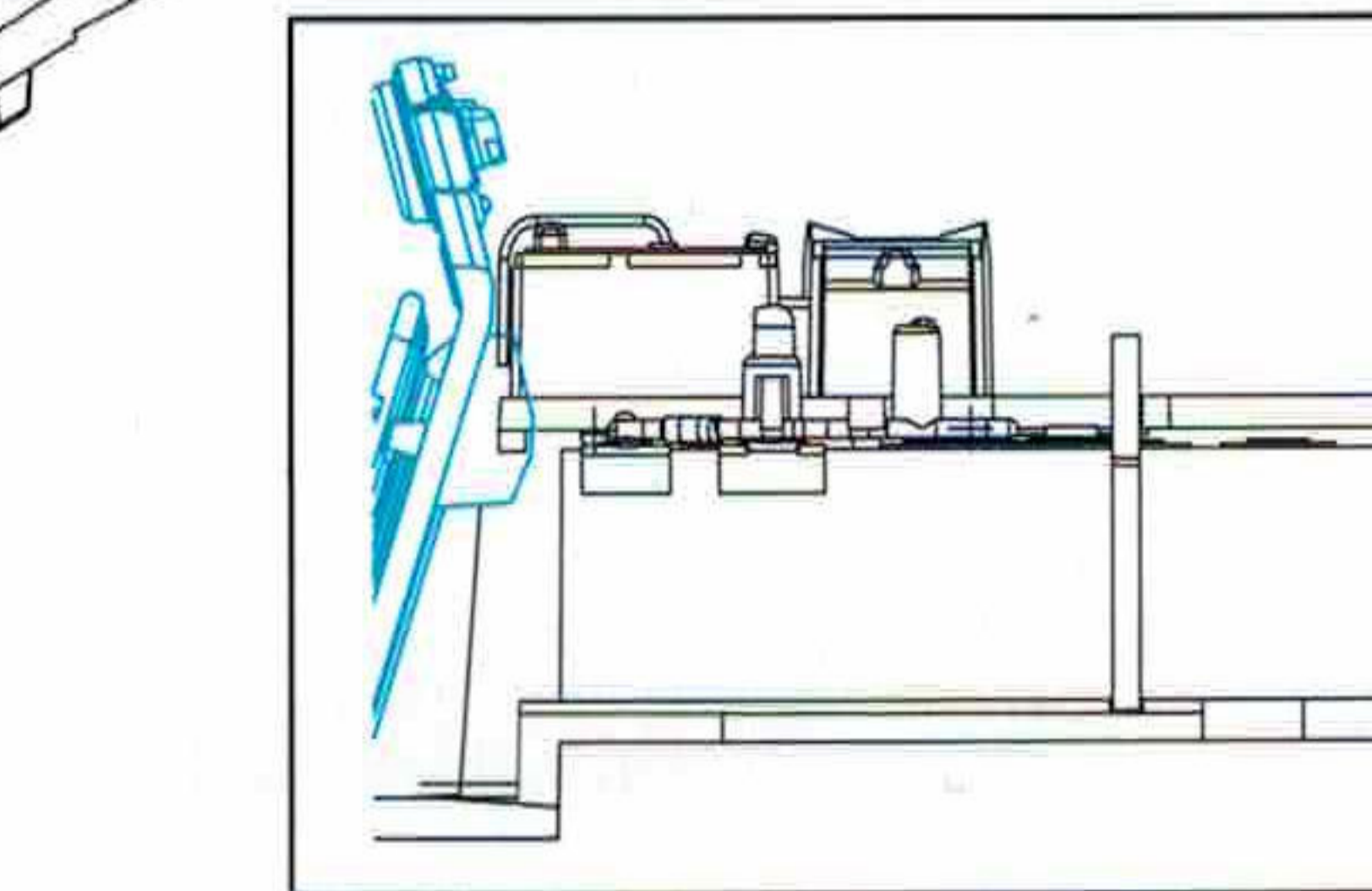
E2 - MARKINGS A, B, C, D, E, F, G, H, I, J, M, N  
E3 - MARKINGS K, L



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



BOTTOM OF E27 PART



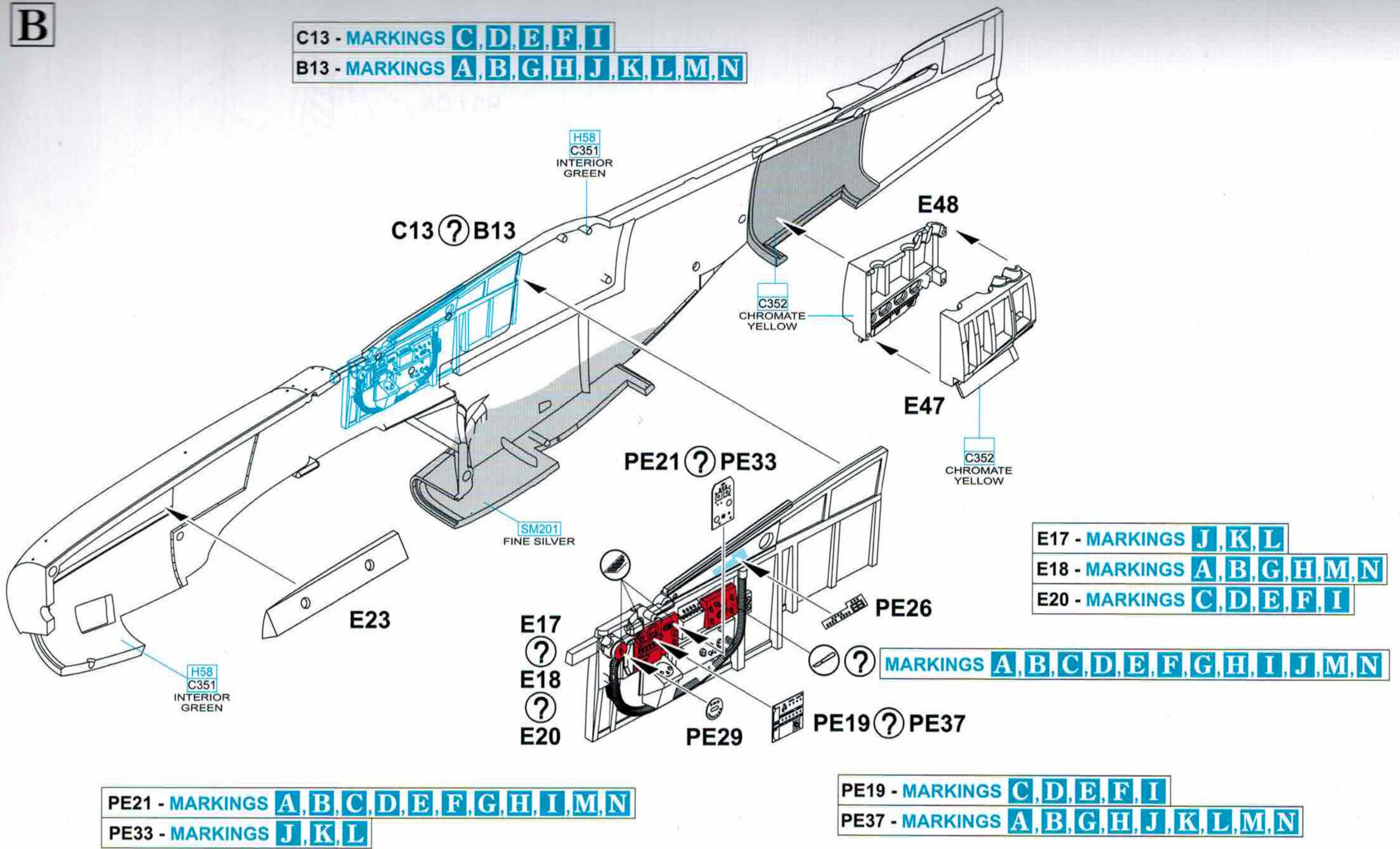
2 = SM201 FINE SILVER - MARKINGS B, C, D, E, F, H, I, M, N  
C352 CHROMATE YELLOW - MARKINGS A, G, J, K, L



**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

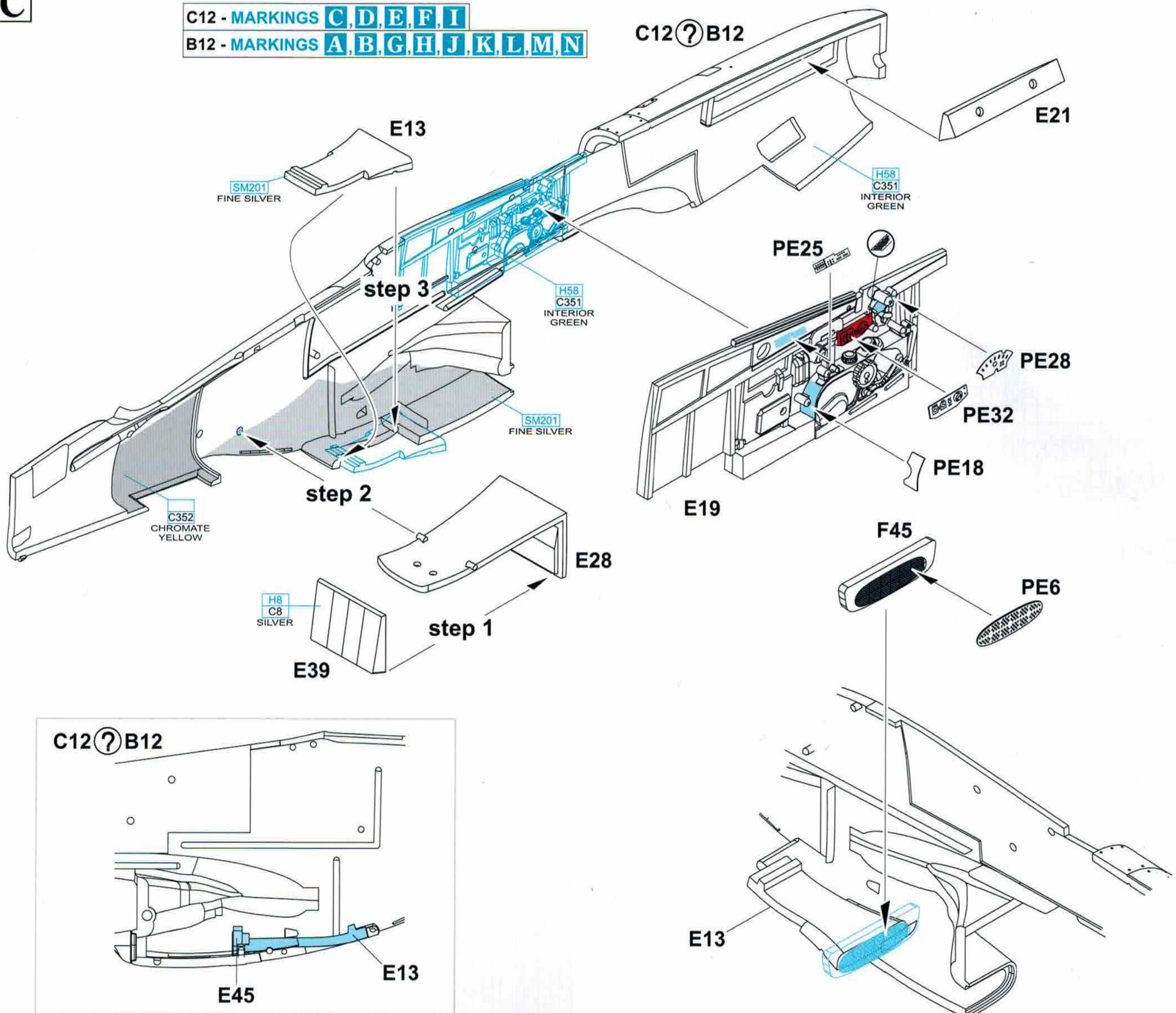
PE19 - MARKINGS C, D, E, F, I  
 PE37 - MARKINGS A, B, G, H, J, K, L, M, N

**C**

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

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

C12 B12

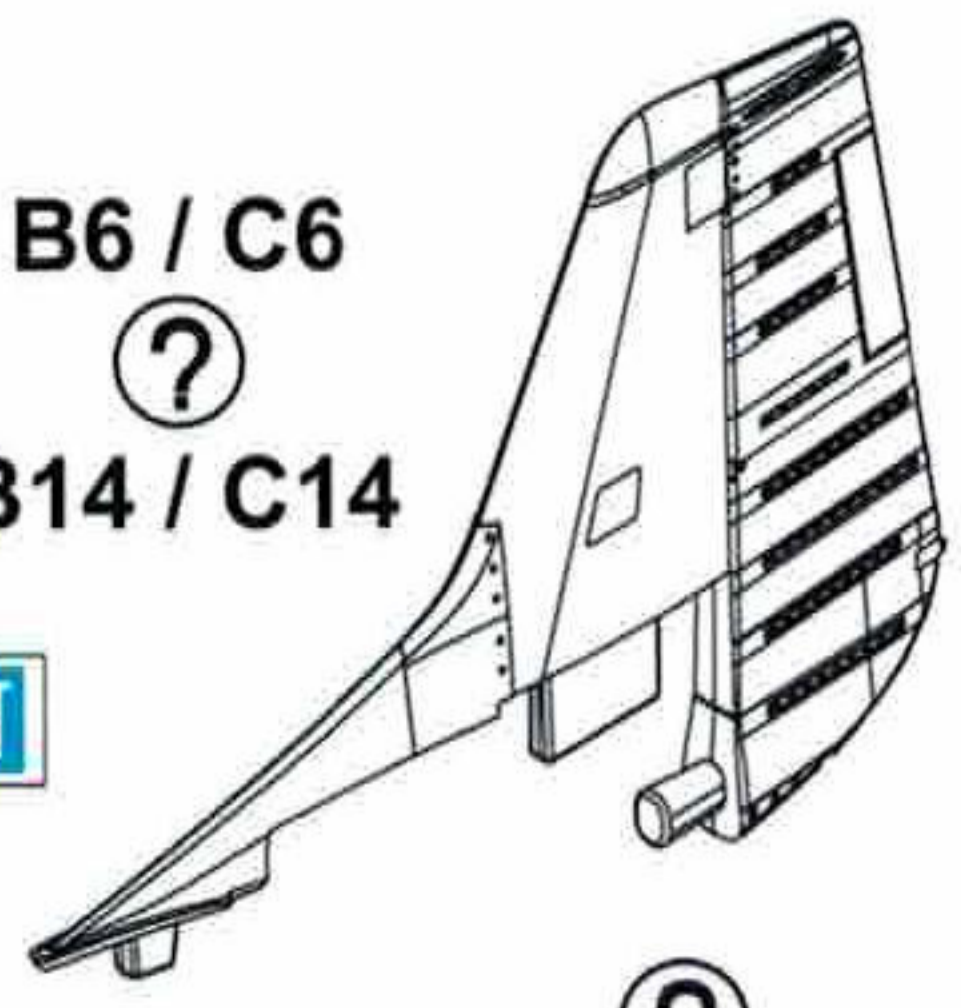




B6 / C6

?

B14 / C14



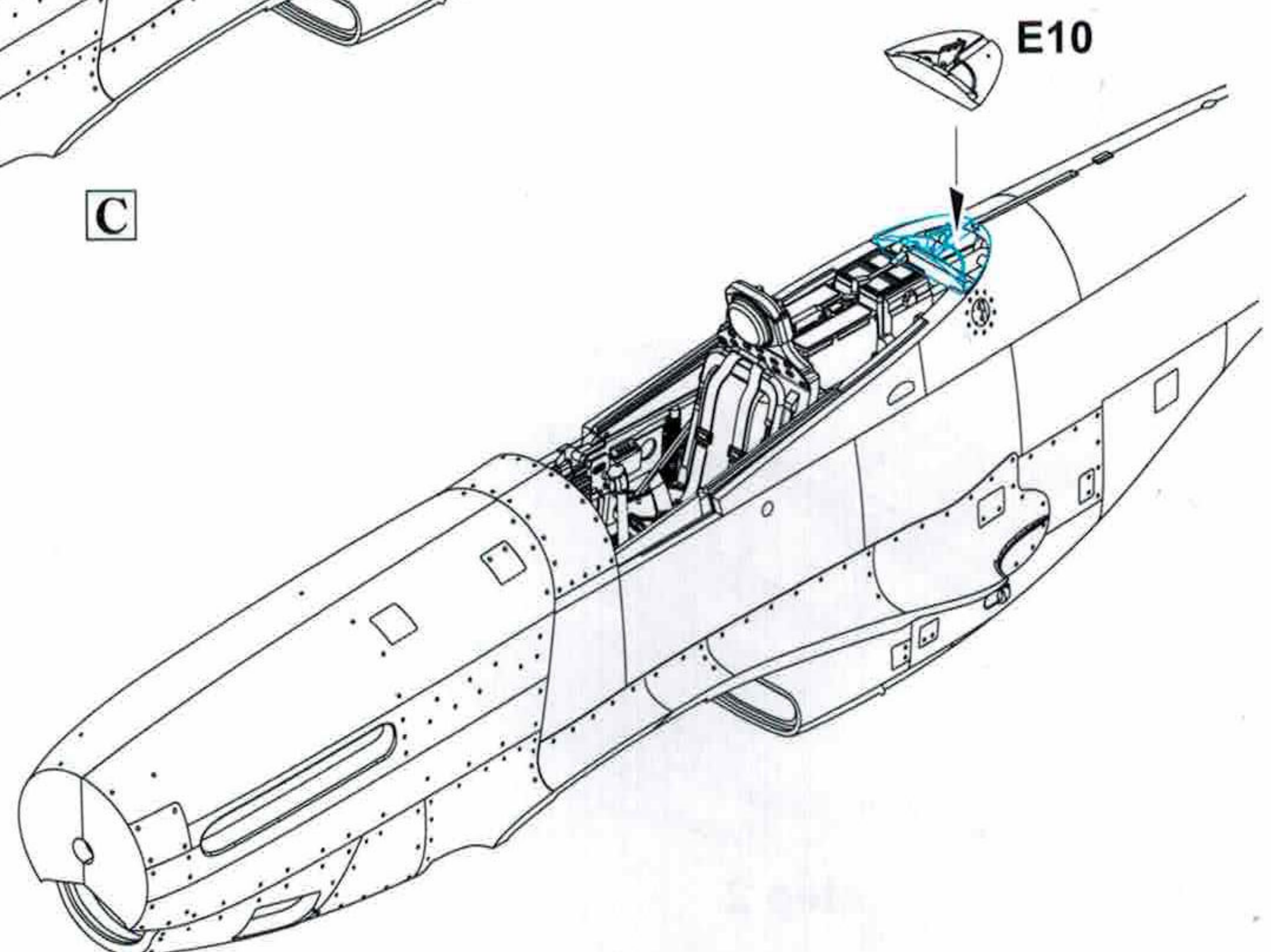
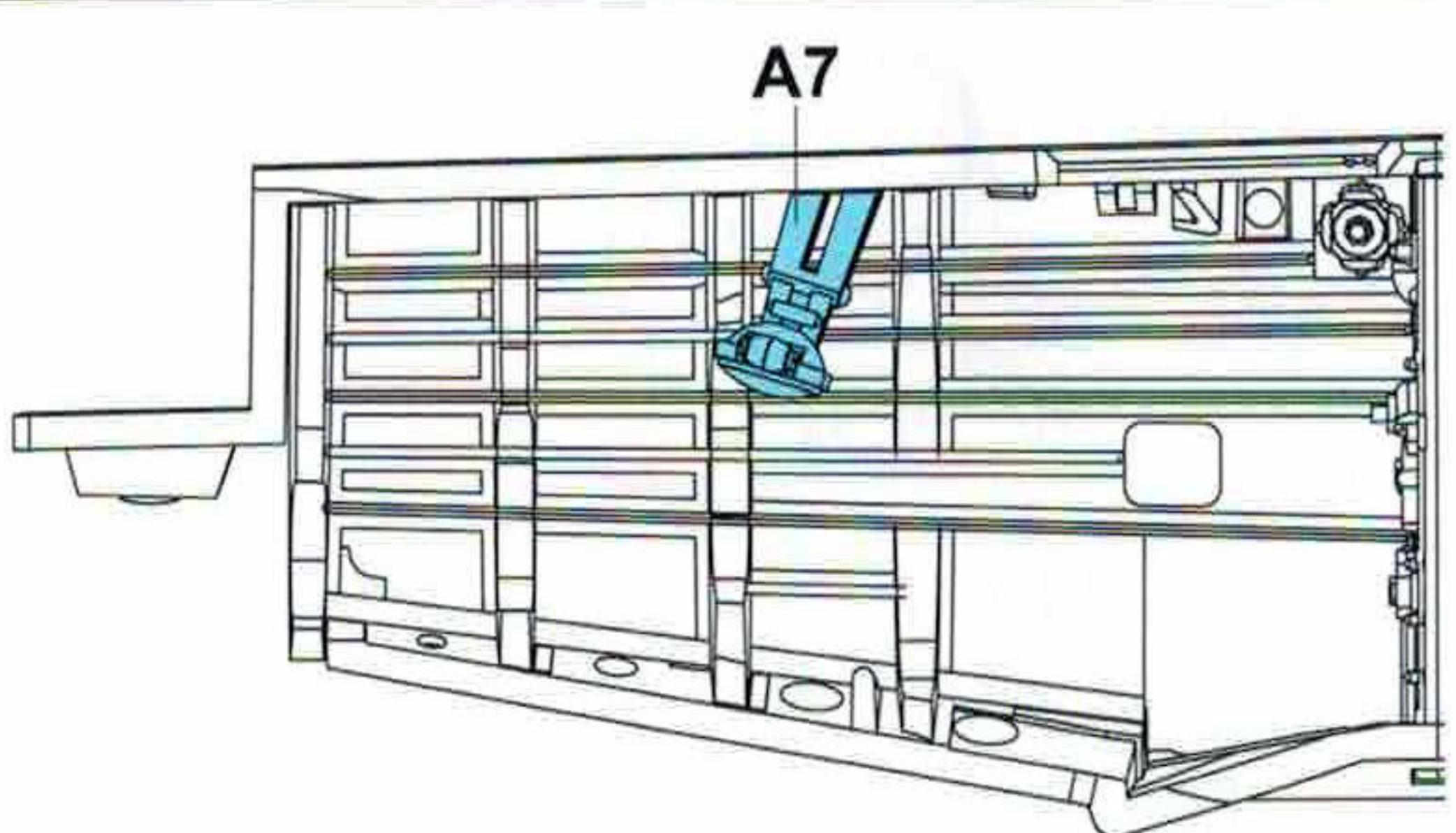
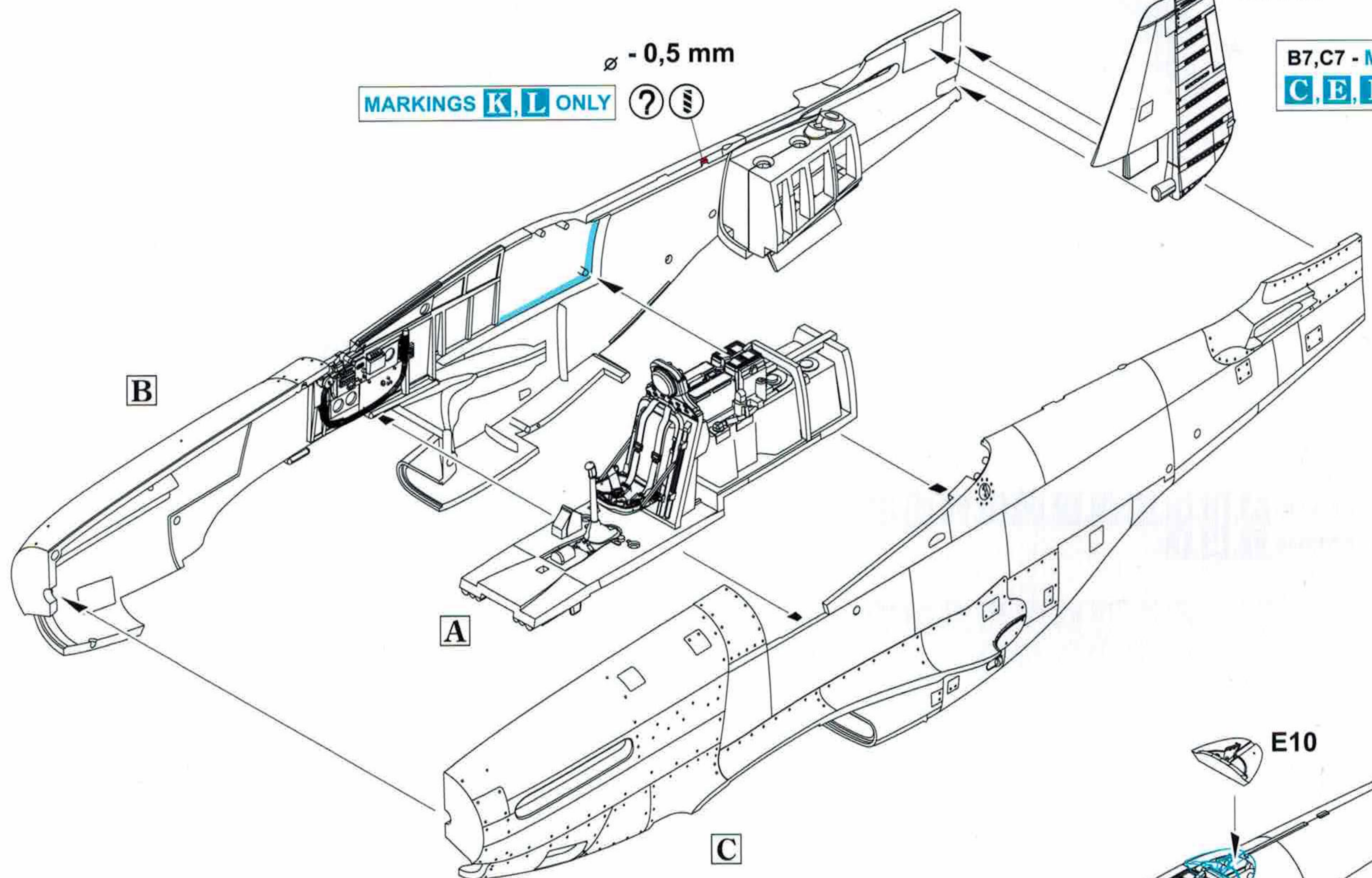
B6, C6 - MARKINGS **A, B, D, F, G, H, M, N**  
B14, C14 - MARKINGS **J, K, L**

B7 / C7

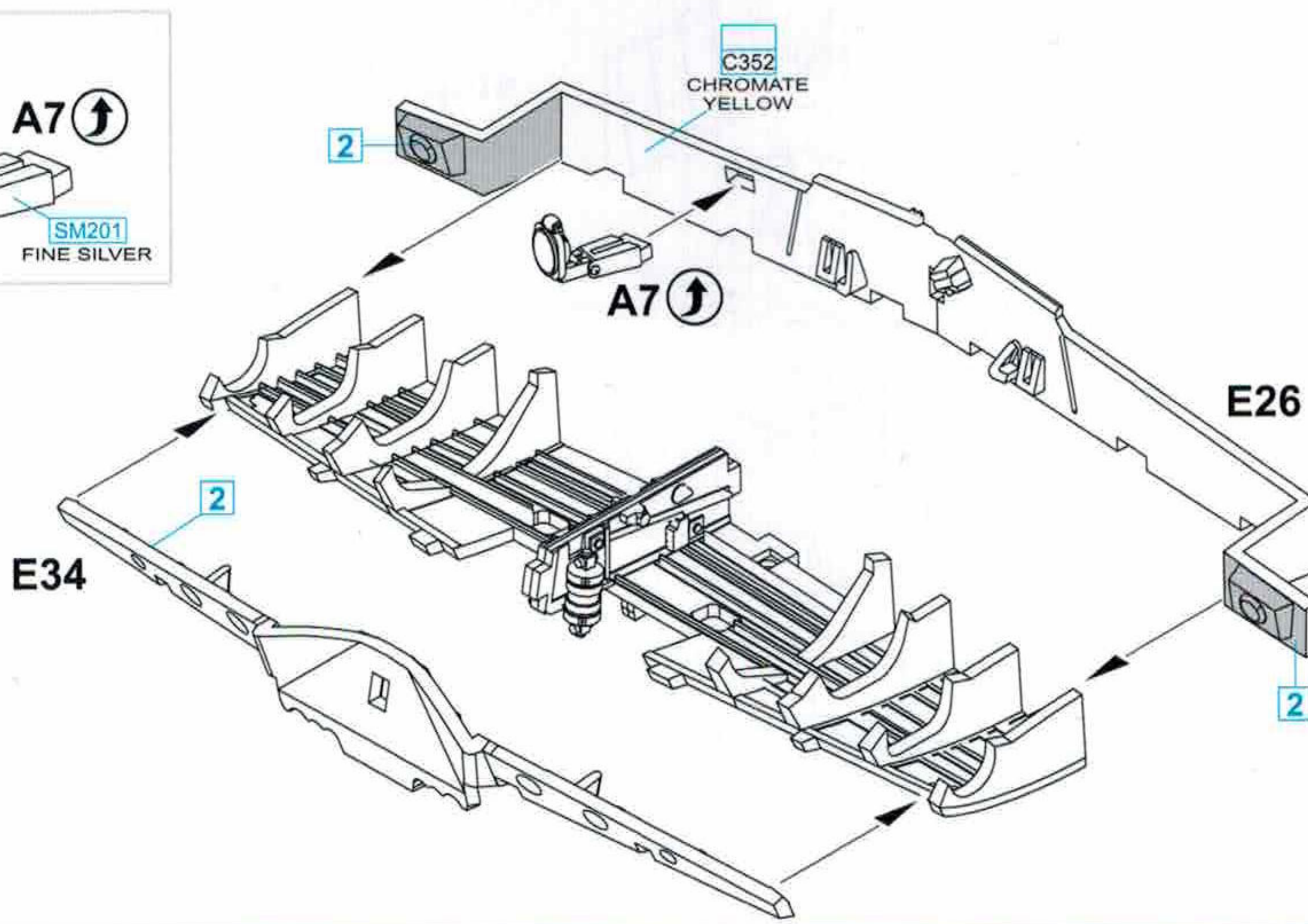
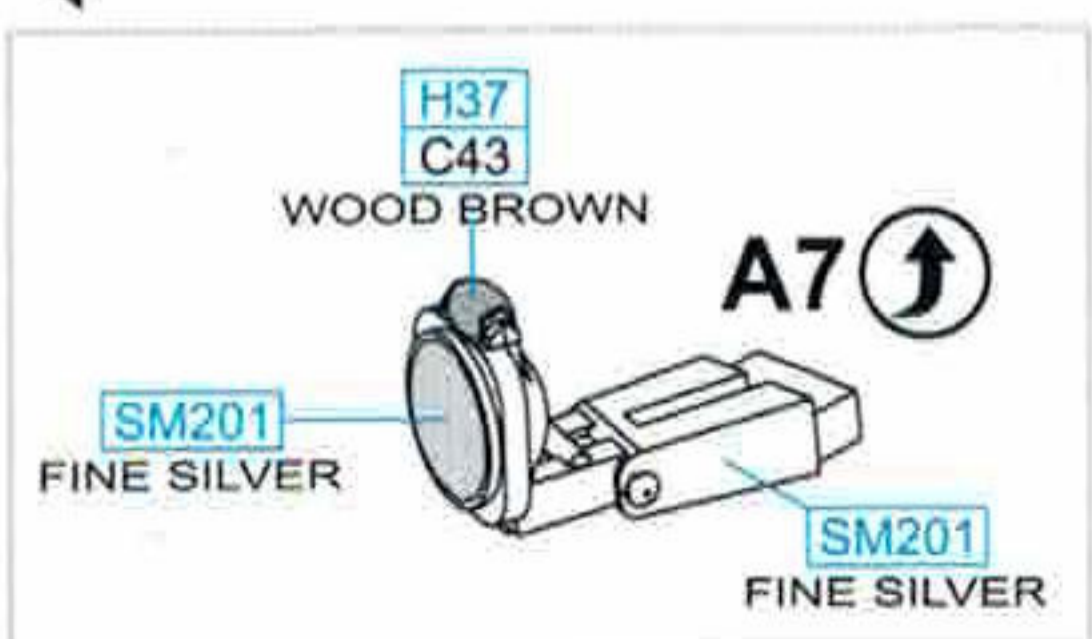
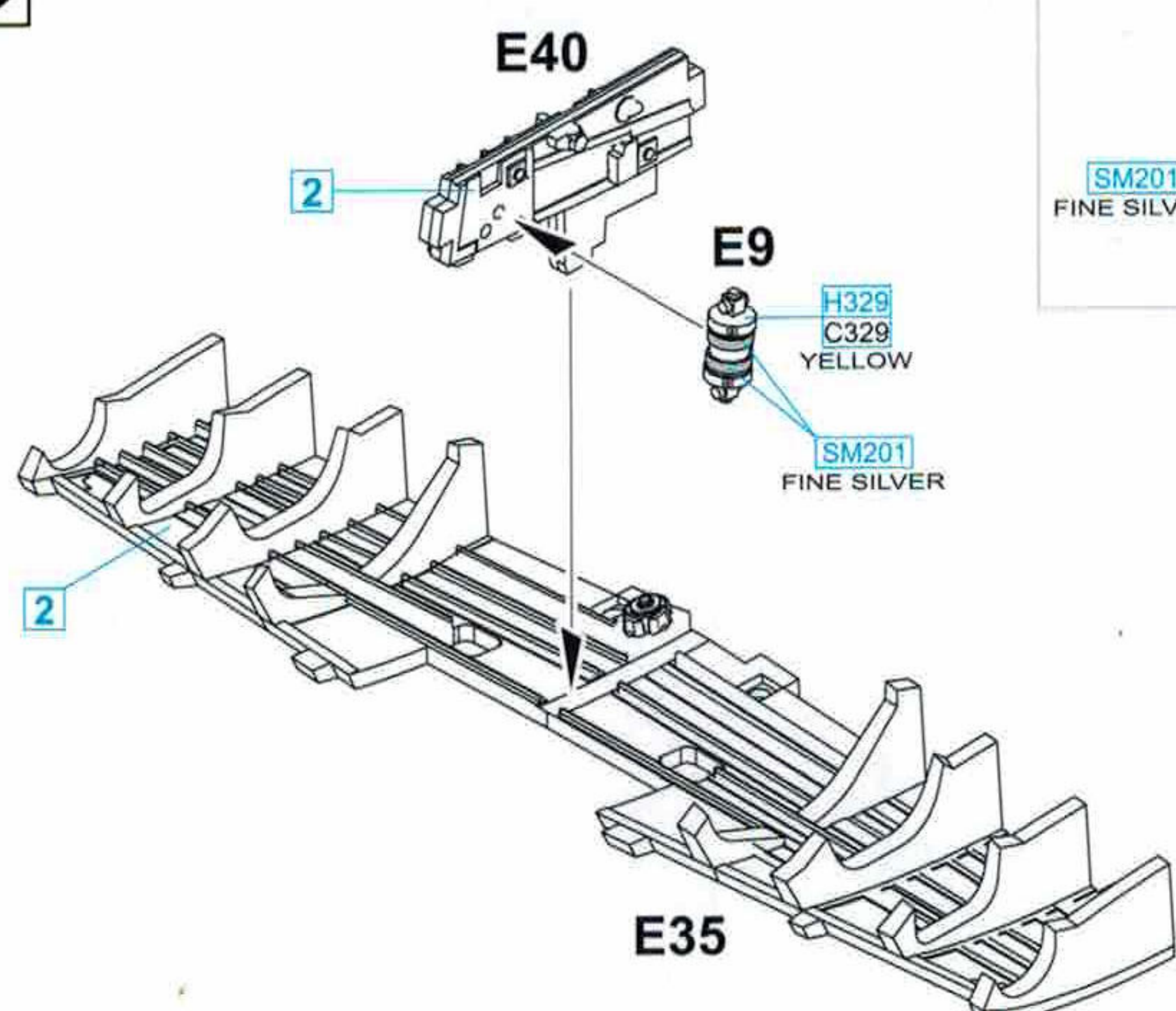
B7, C7 - MARKINGS **C, E, I** ONLY

∅ - 0,5 mm

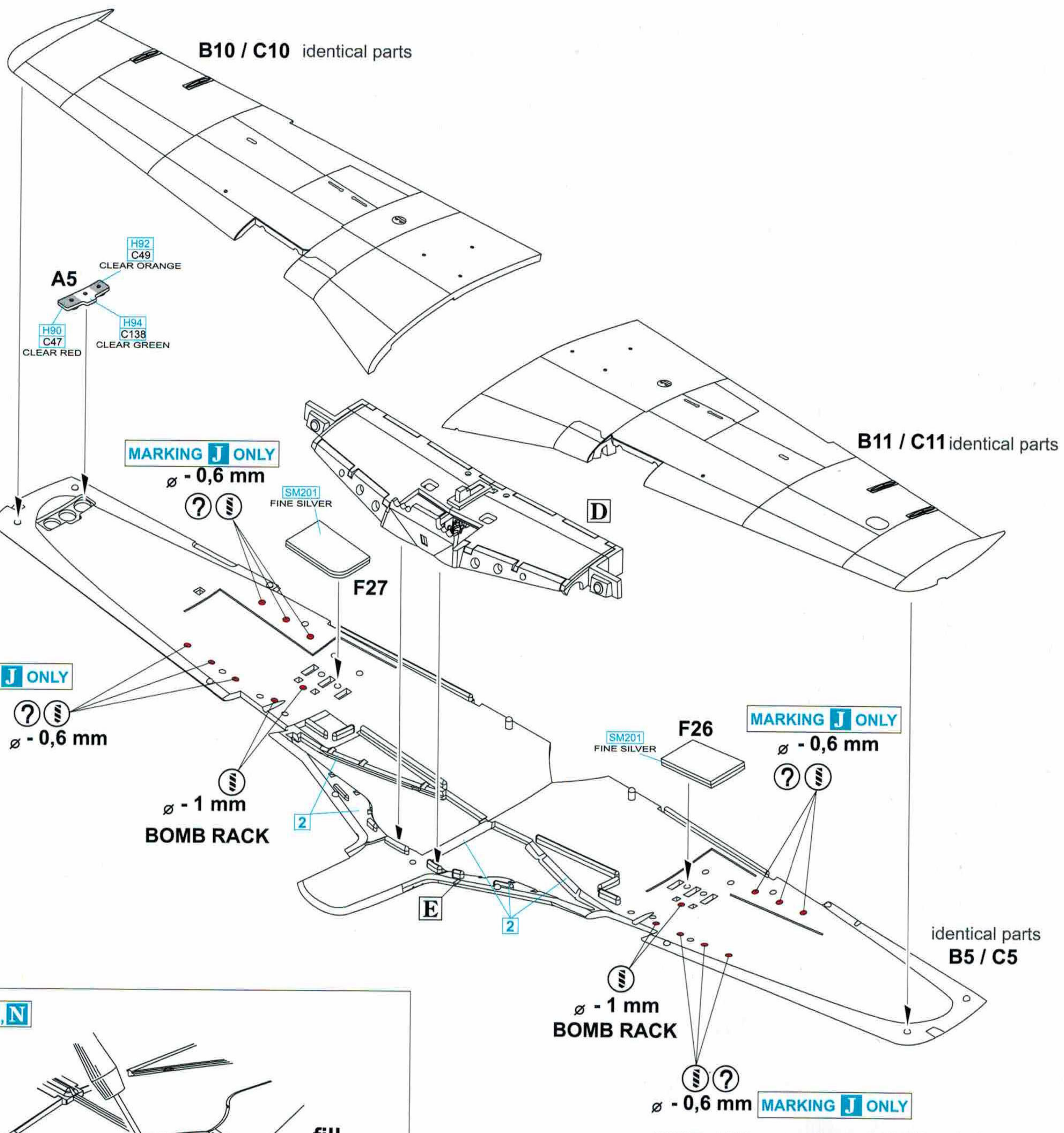
MARKINGS **K, L** ONLY



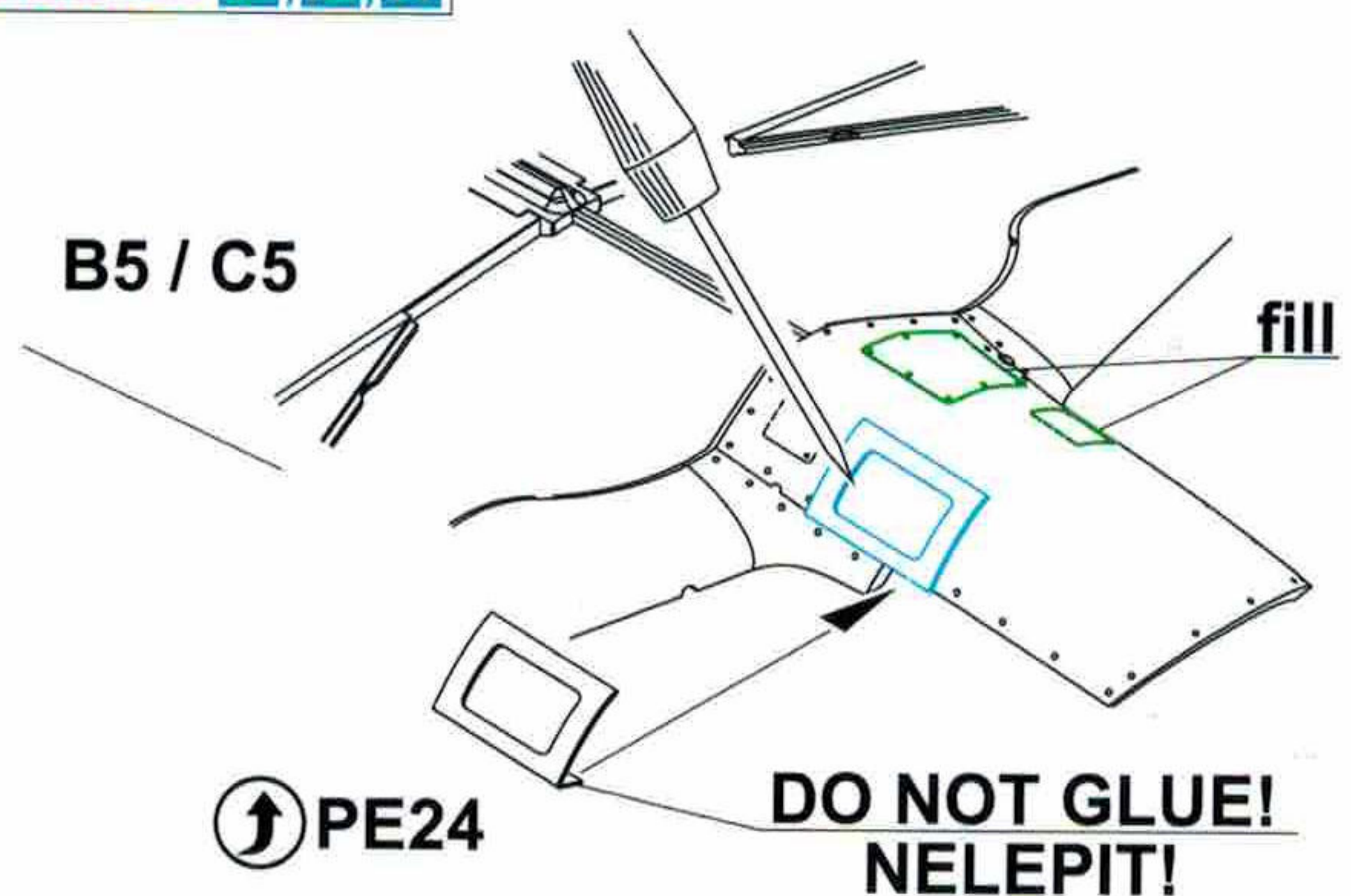
**D**



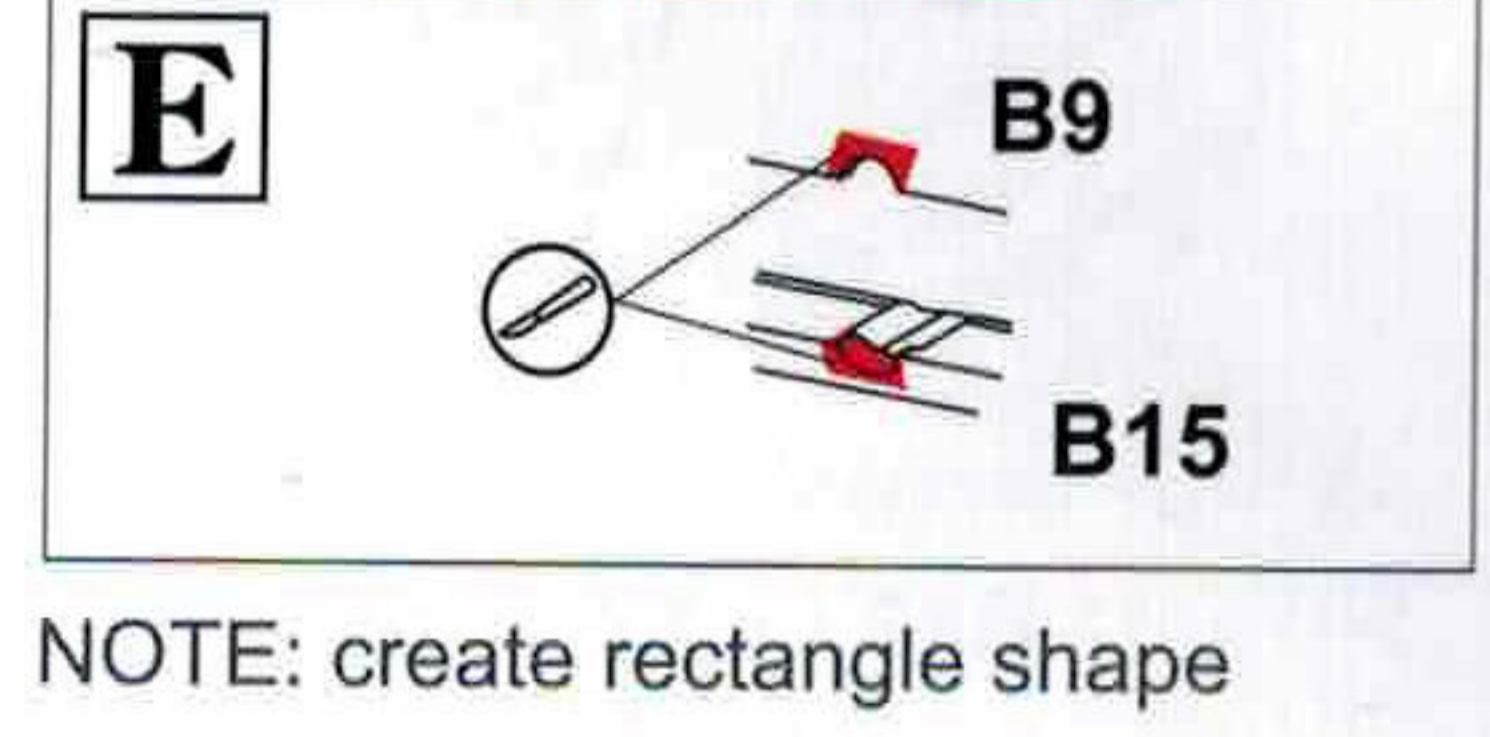




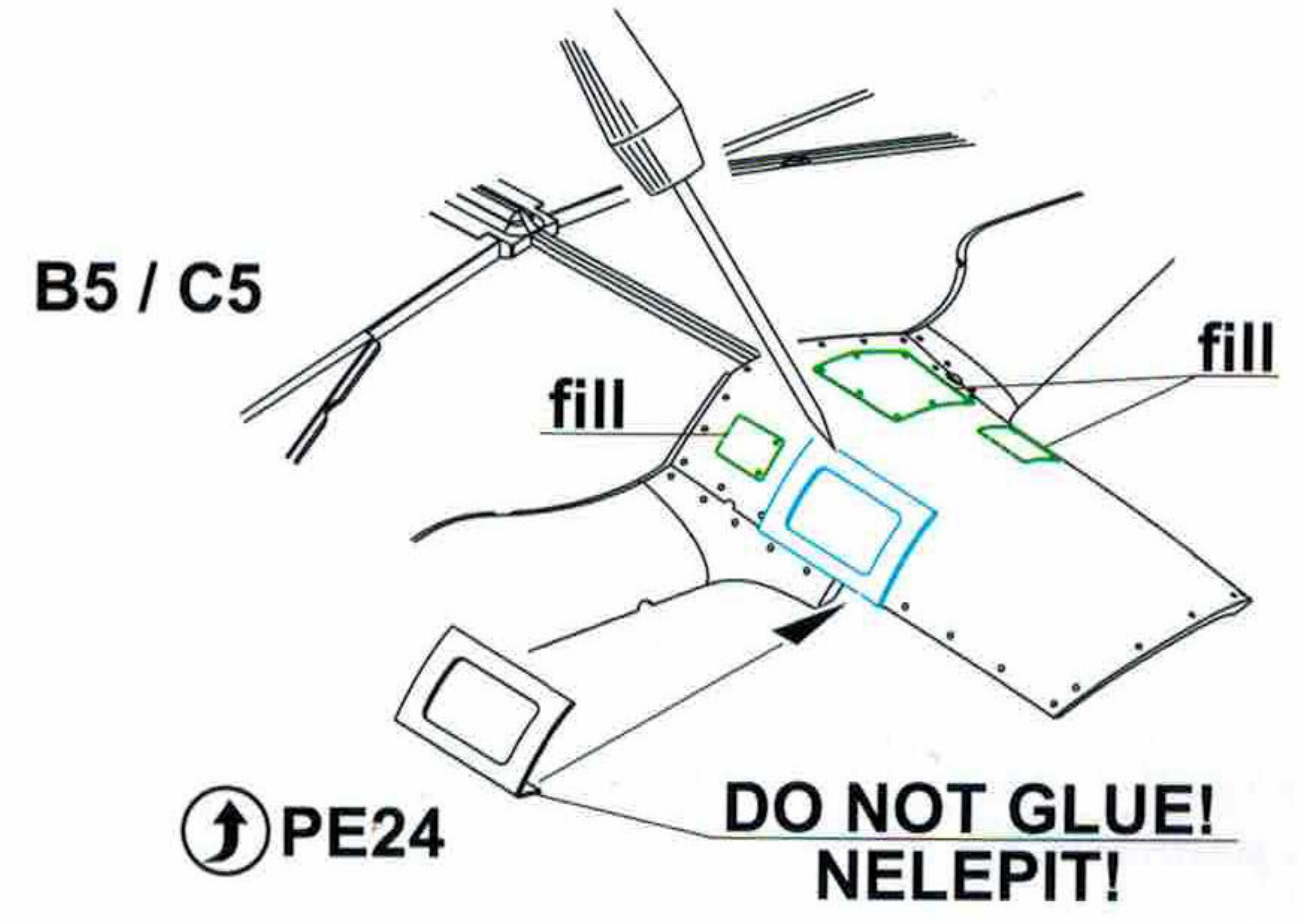
**MARKINGS J, M, N**



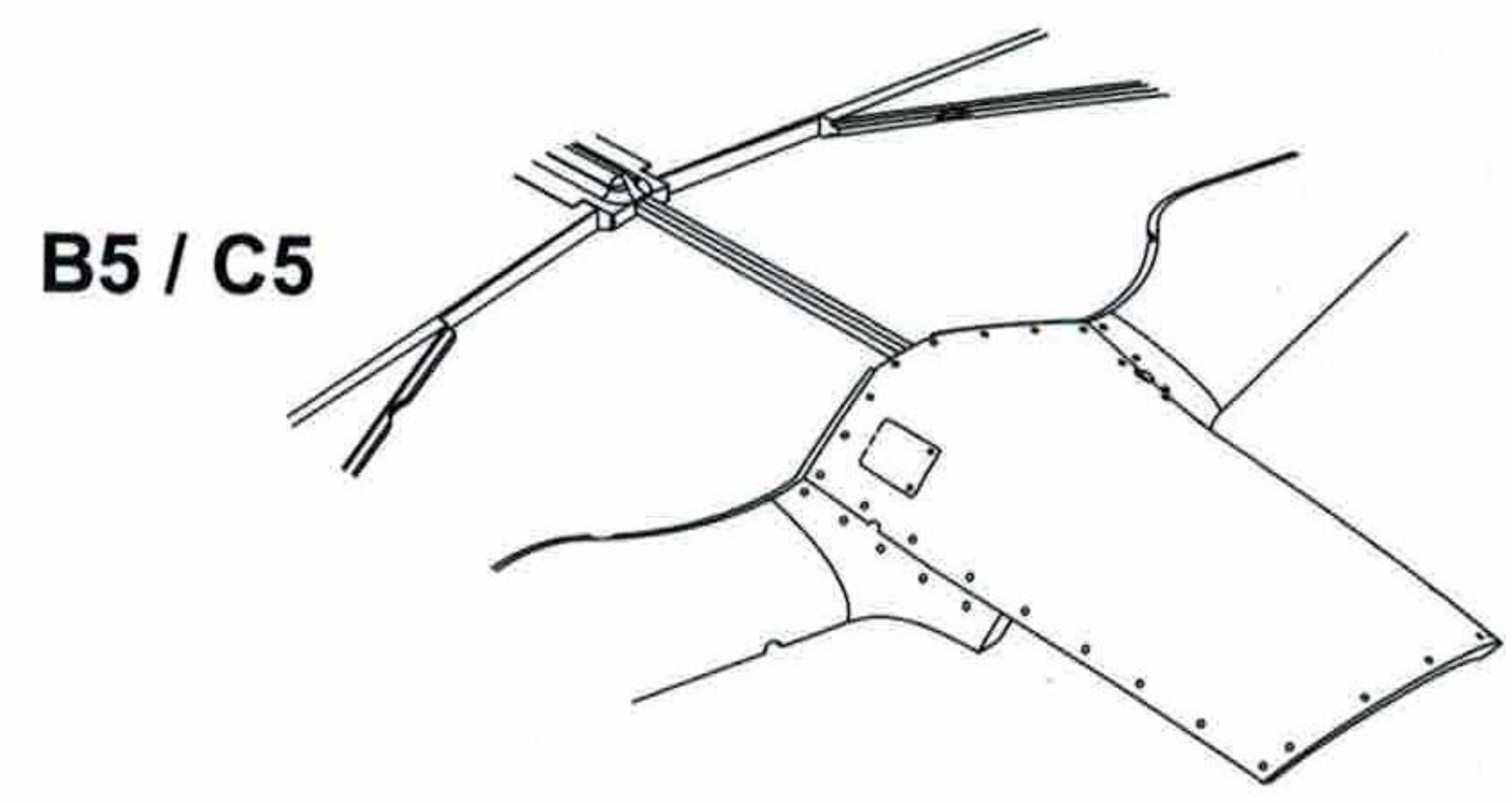
**MARKINGS A, G, J, K, L ONLY**



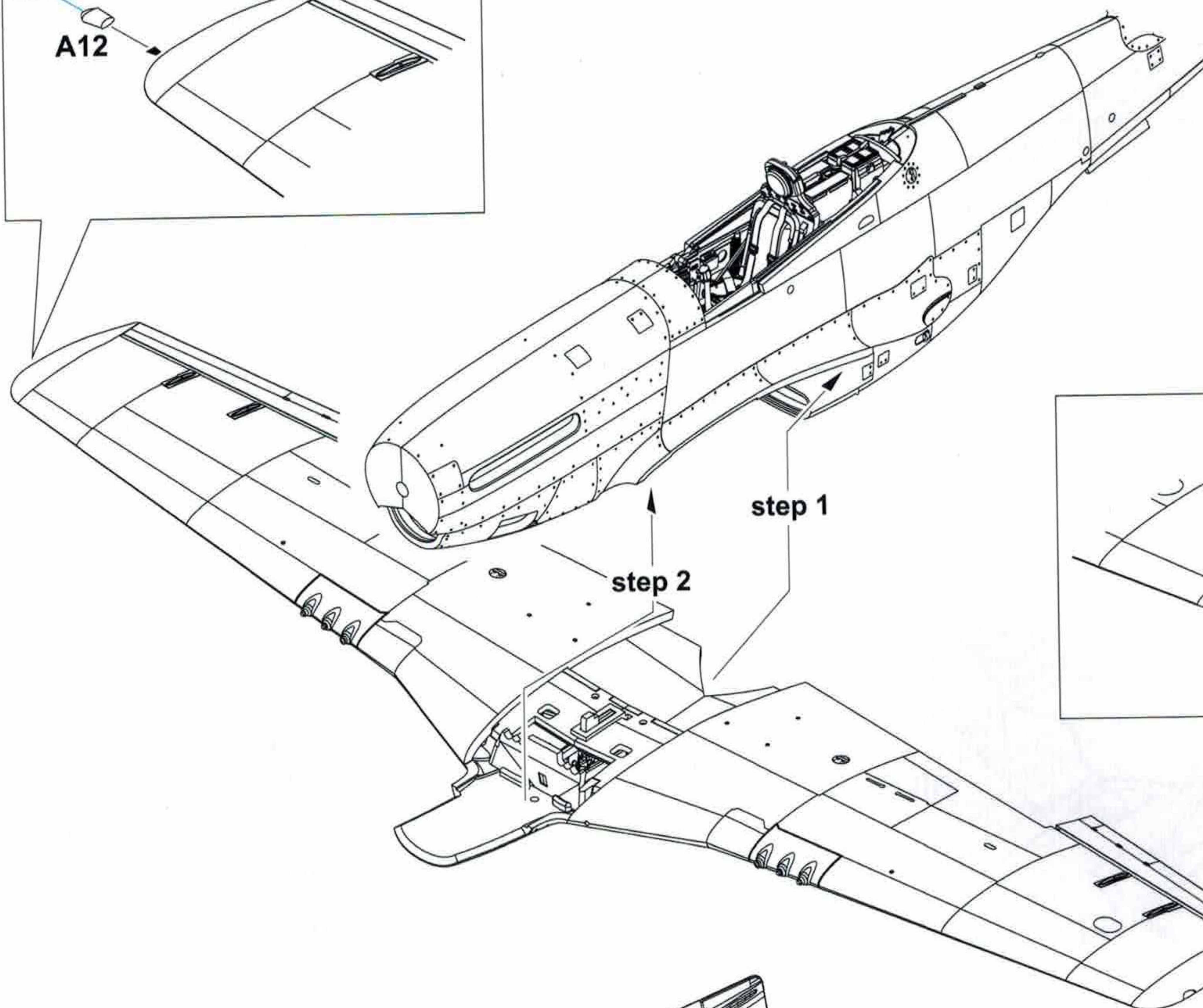
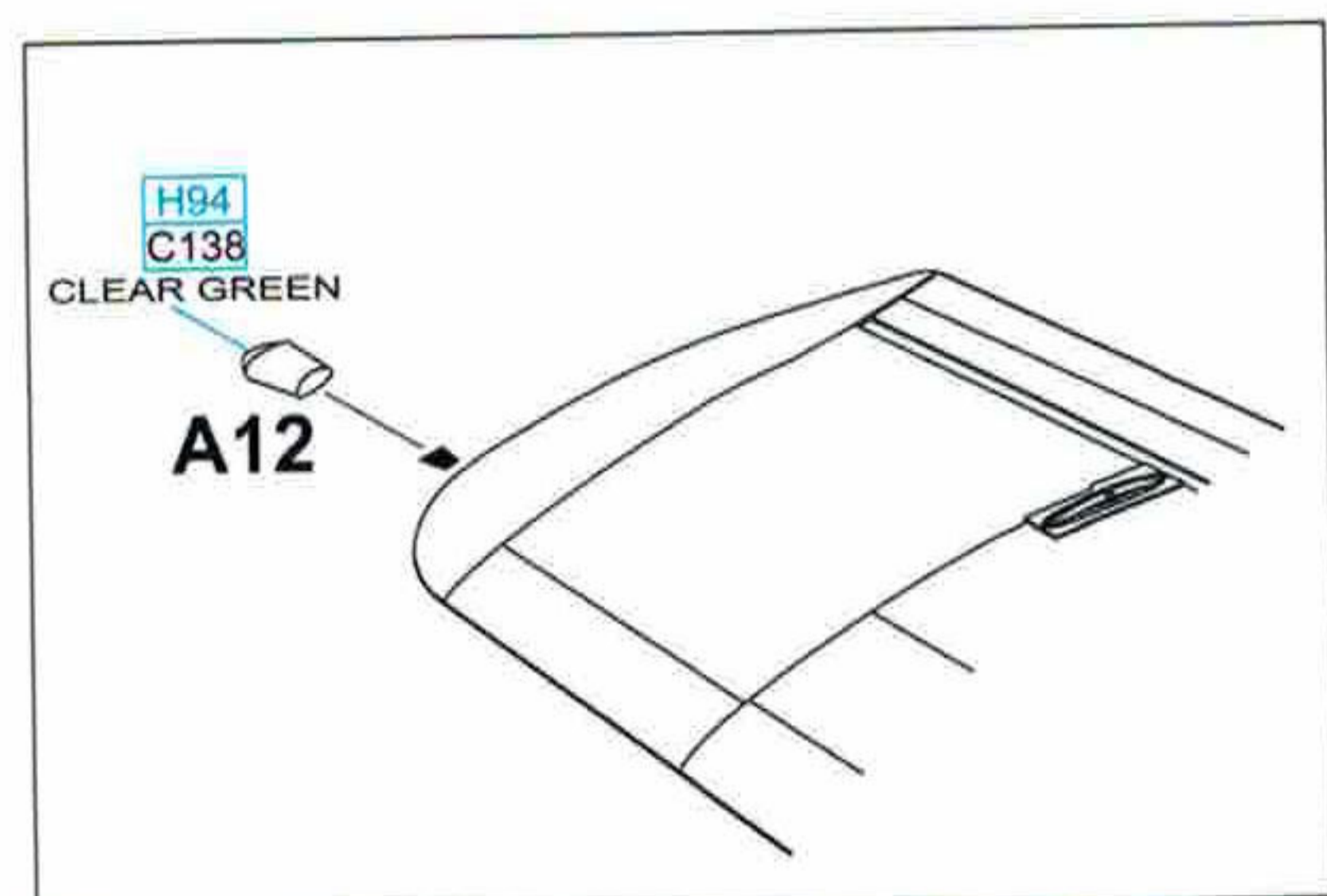
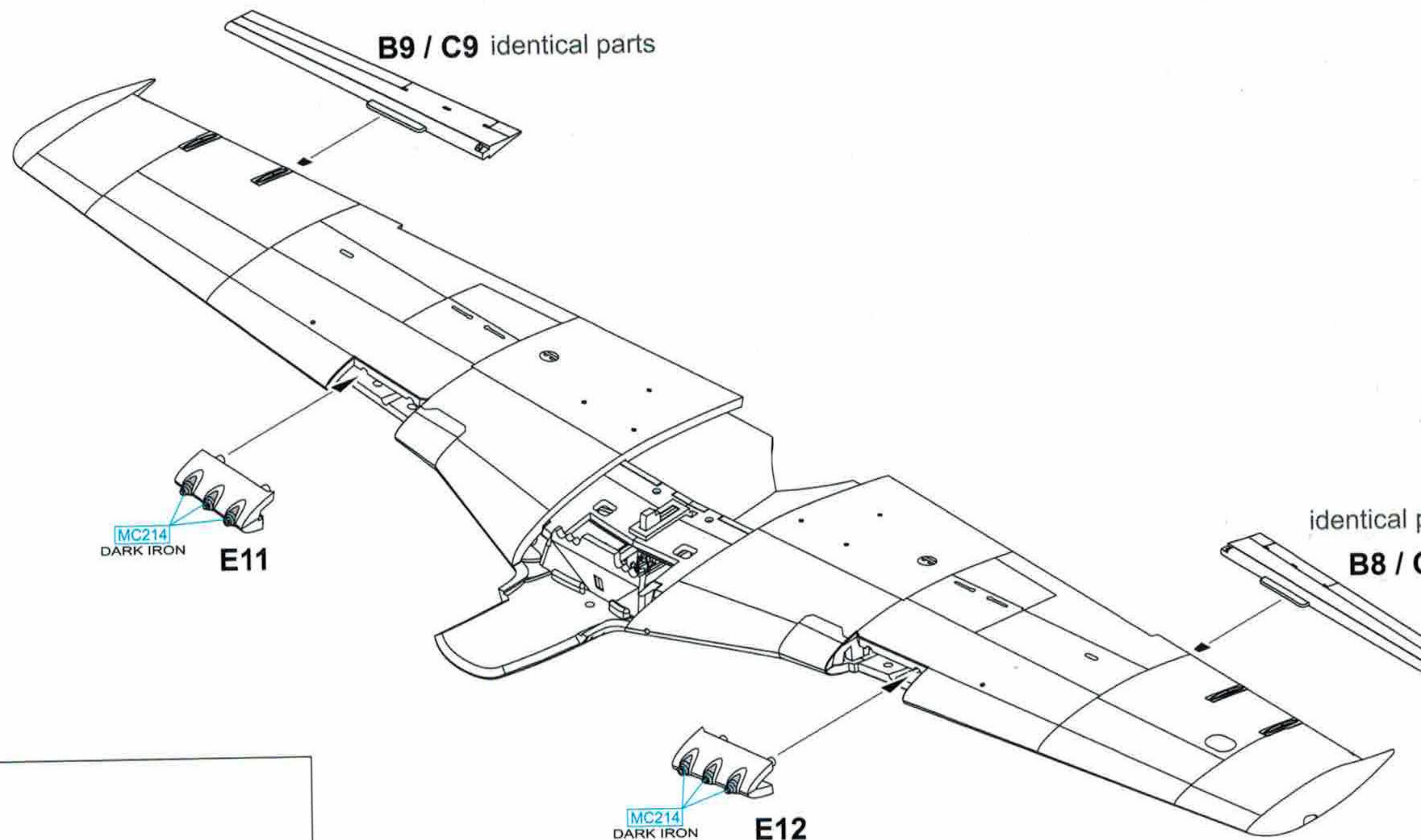
**MARKINGS A, B, C, D, E, F, G, H, I**



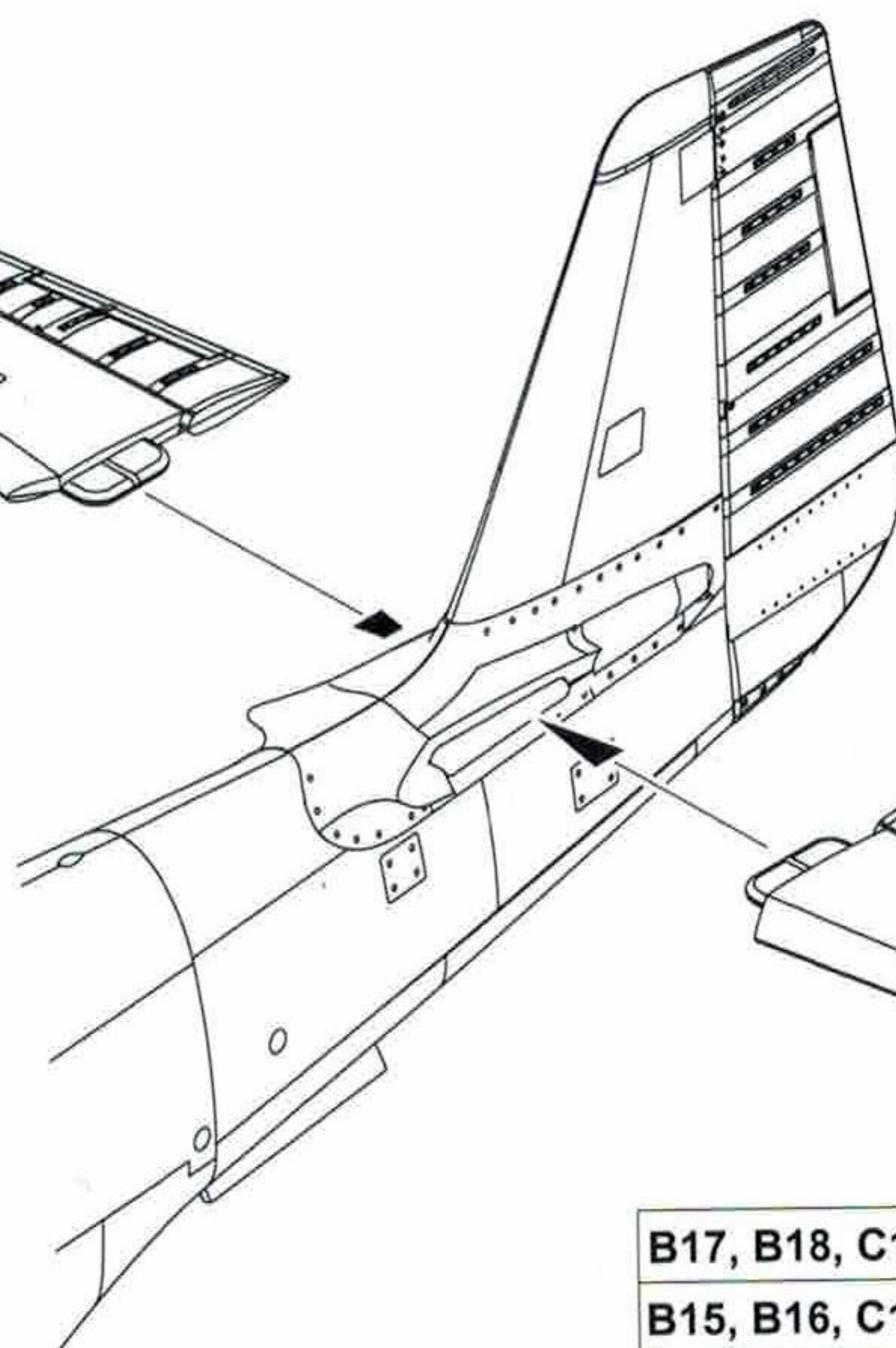
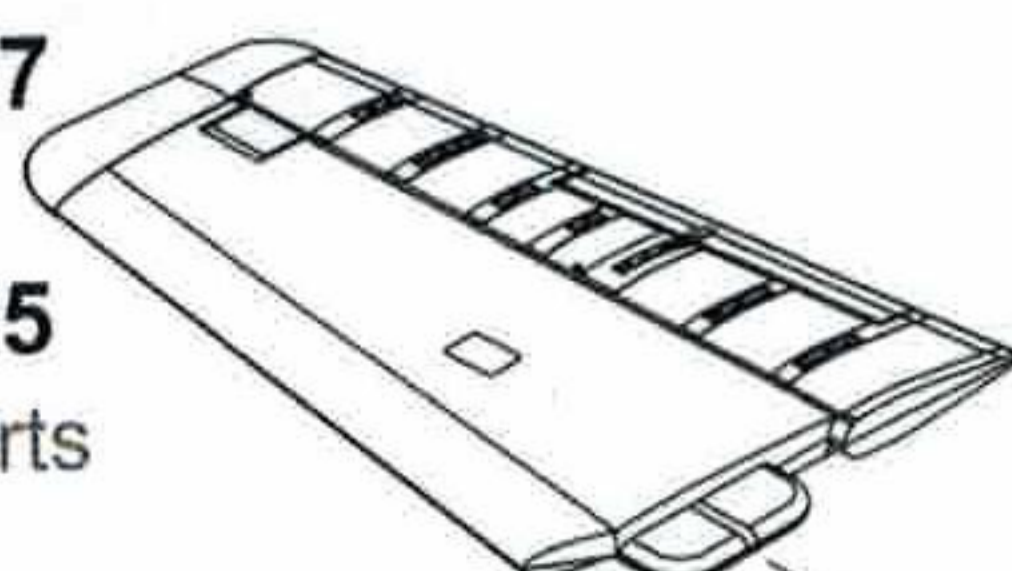
**MARKINGS K, L**



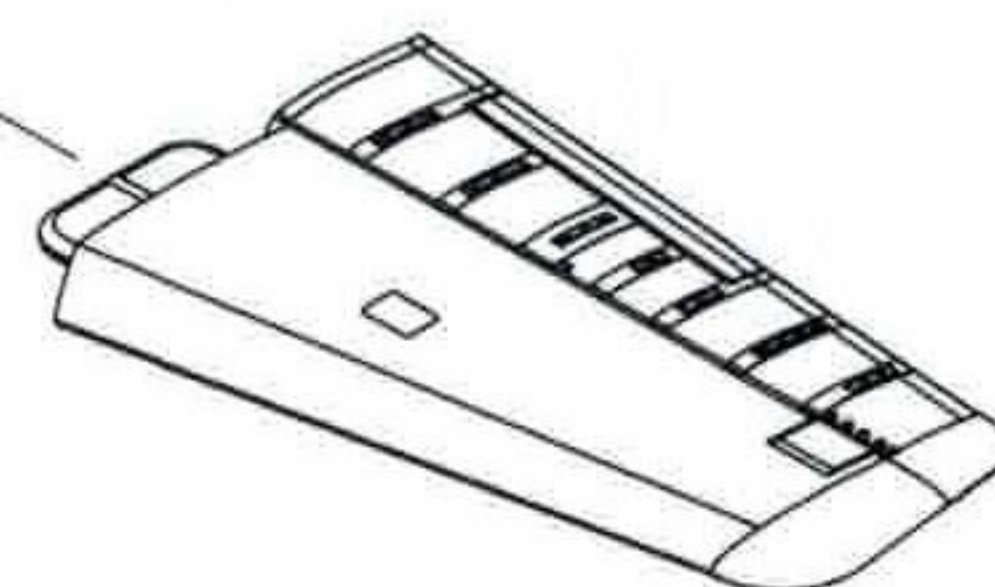




identical parts  
**B17 / C17**  
 ?  
**B15 / C15**  
 identical parts



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**



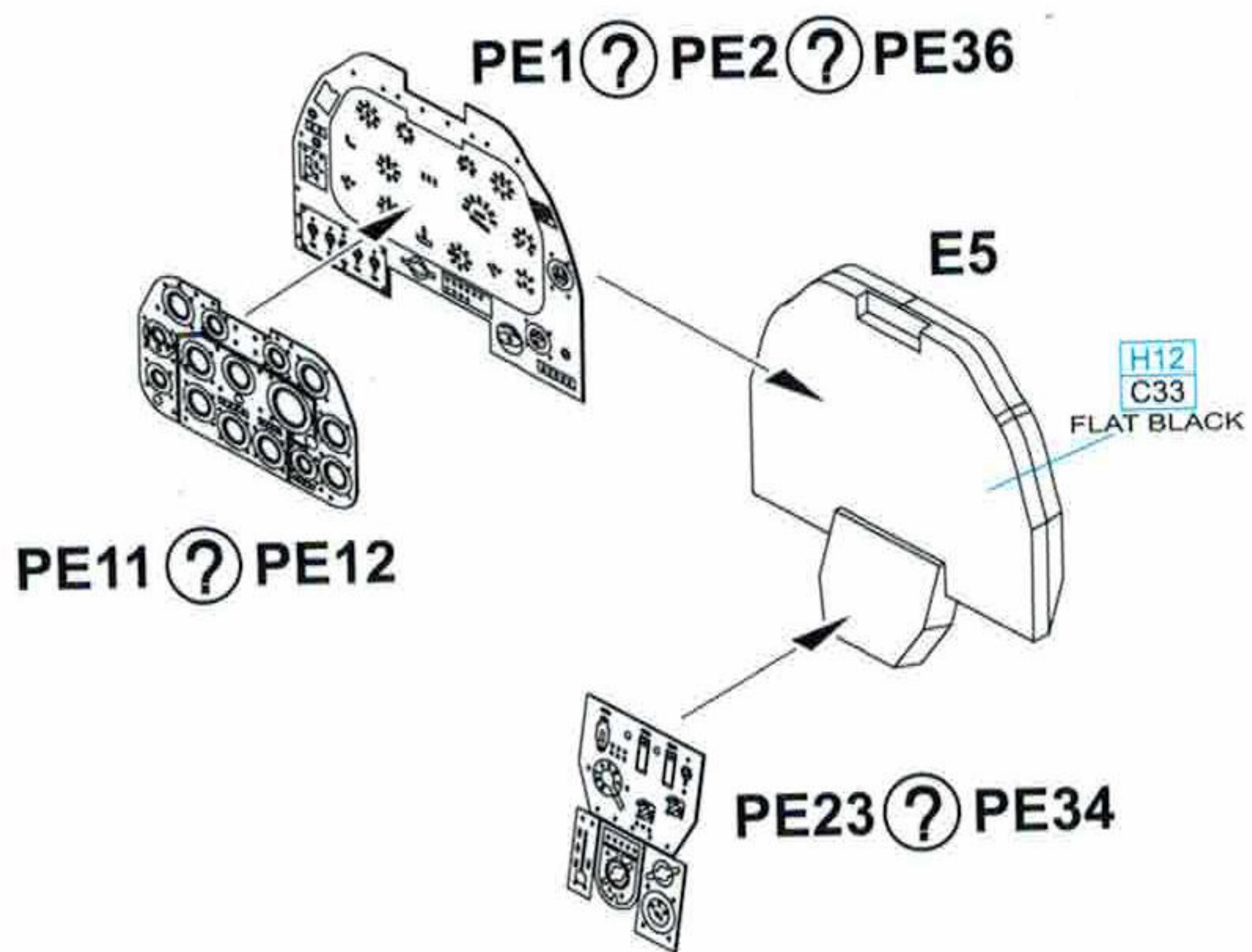
PE1, PE11 - MARKINGS **C, D, E, F, I**

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

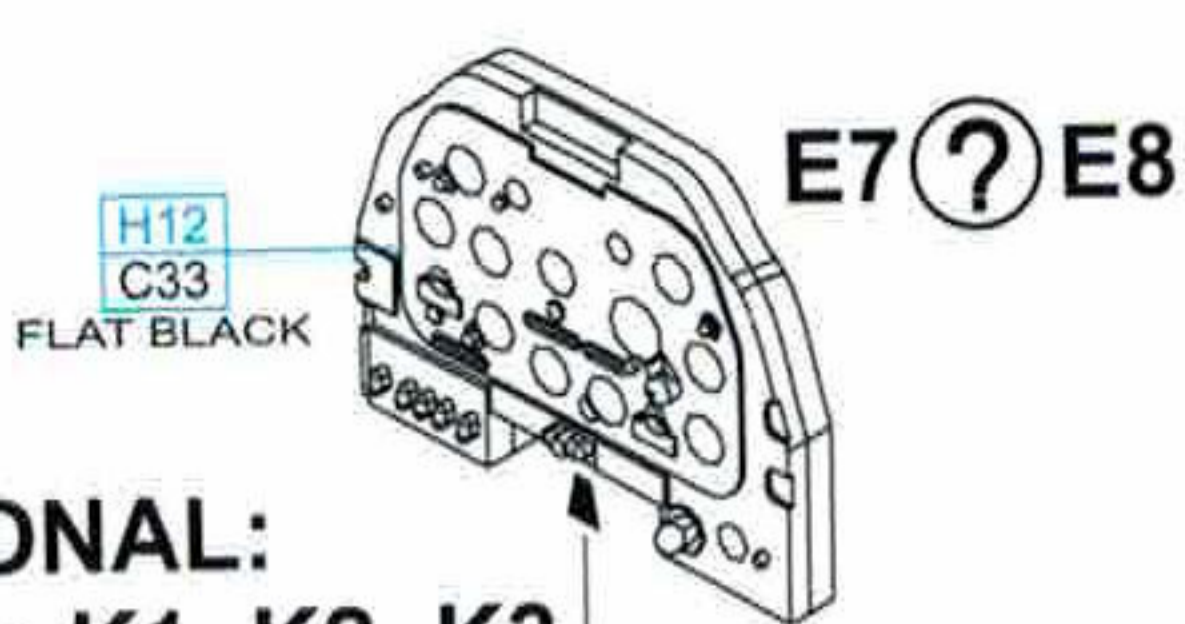
PE36, PE12 - MARKINGS **A, B, G, H, M, N**

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

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



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**

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

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

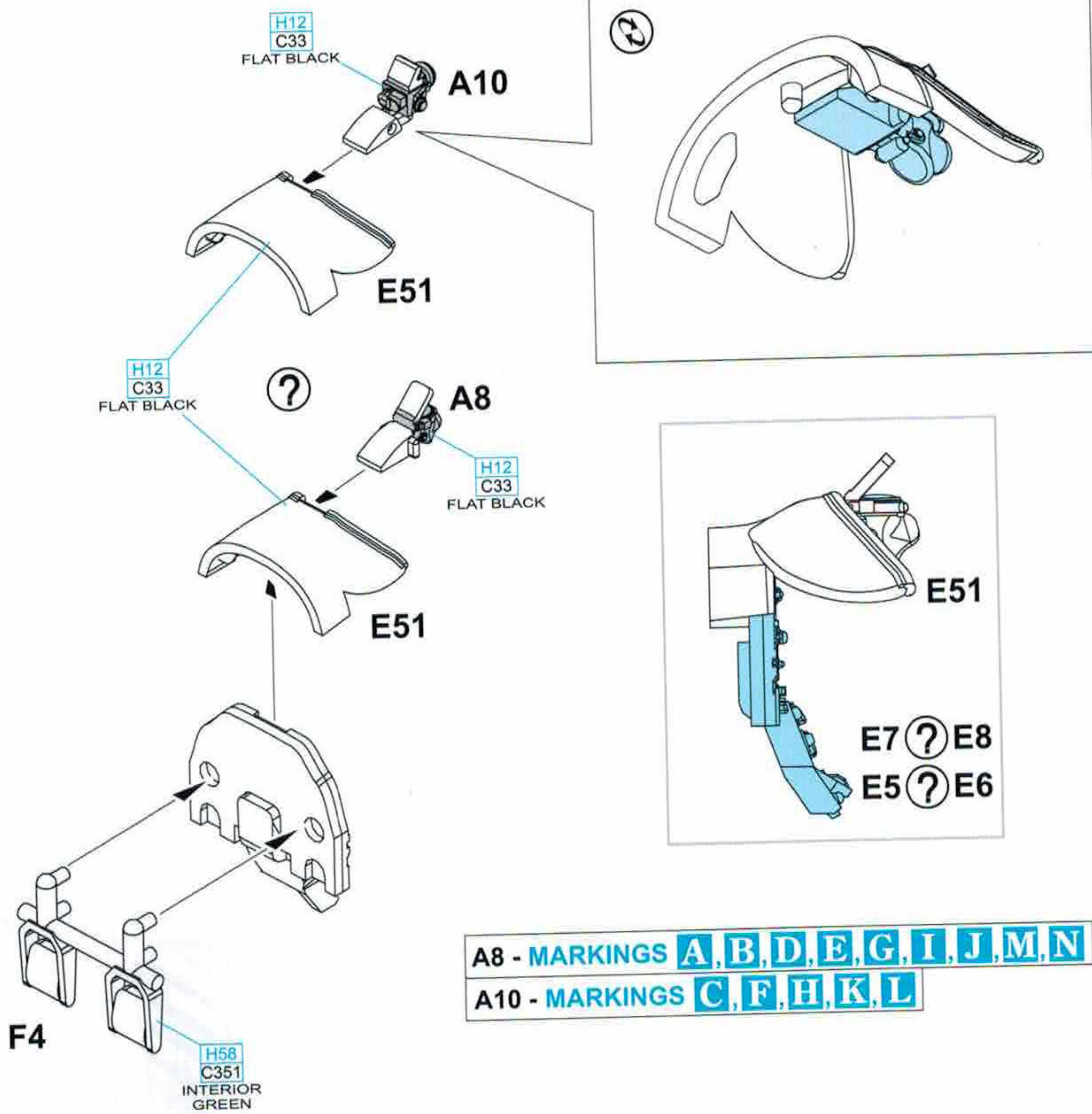
decals K1 - MARKINGS **C, D, E, F, I**

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

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

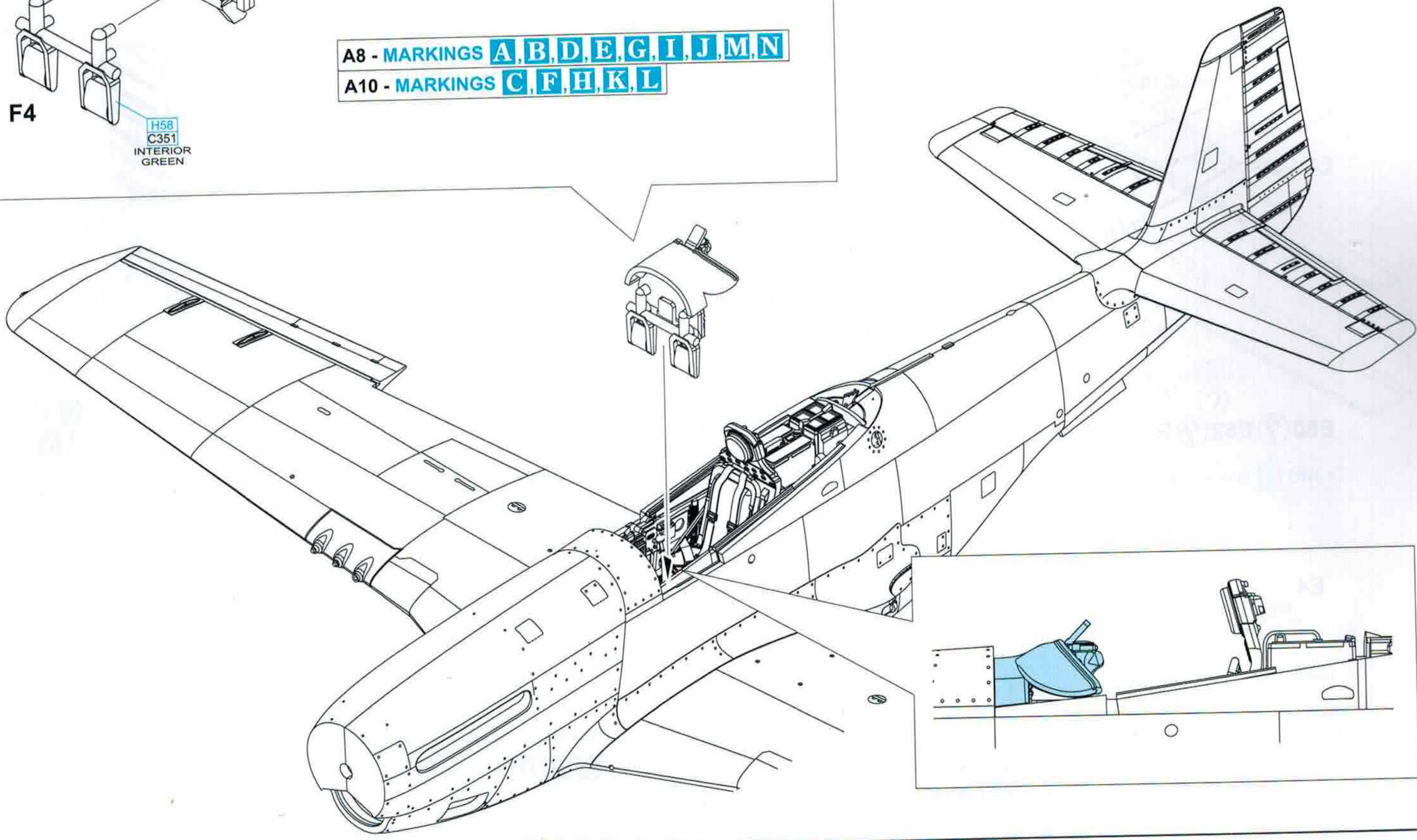
decals K4 - MARKINGS **A, B, C, D, E, F, G, H, I, M, N**

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

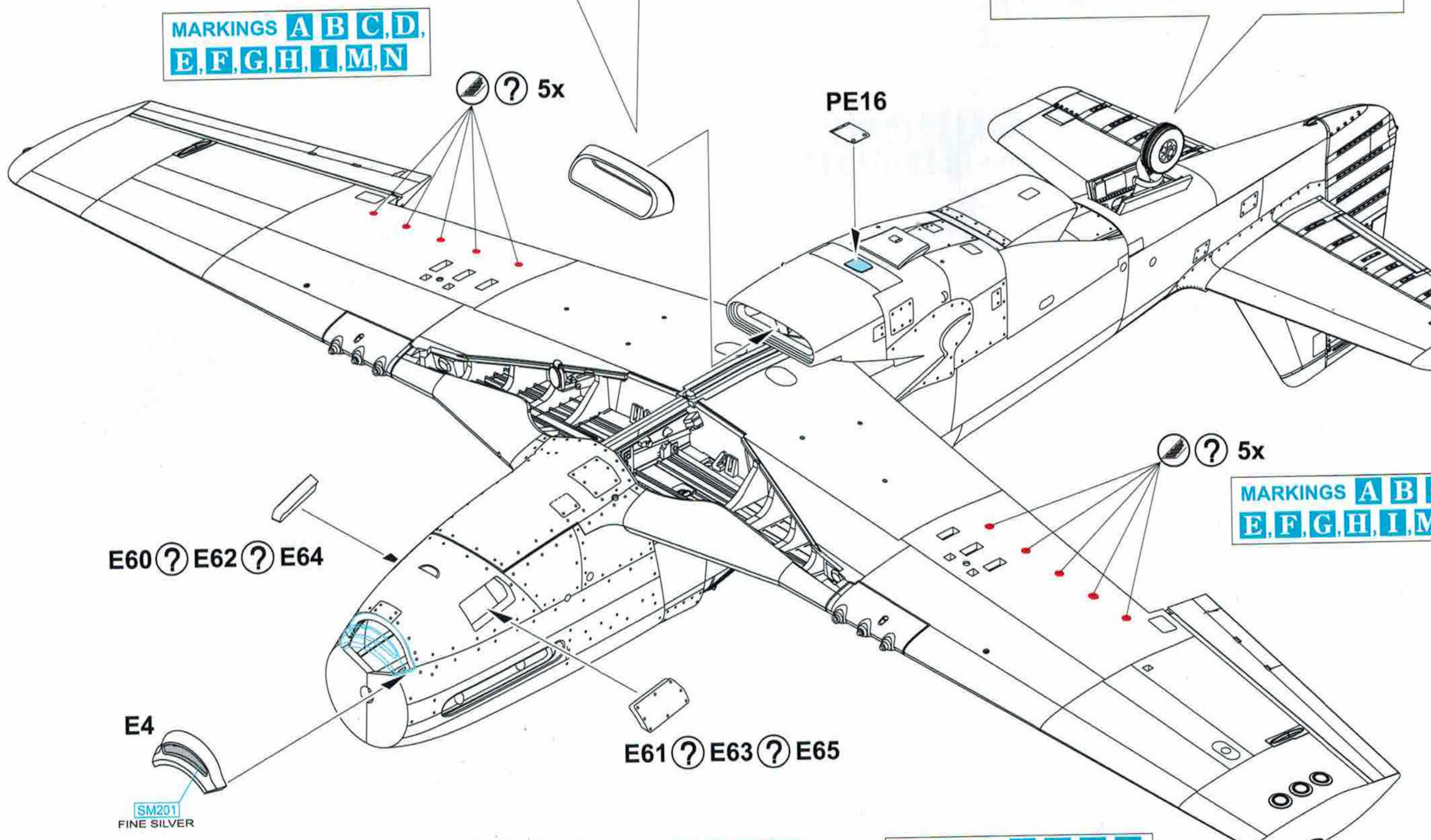
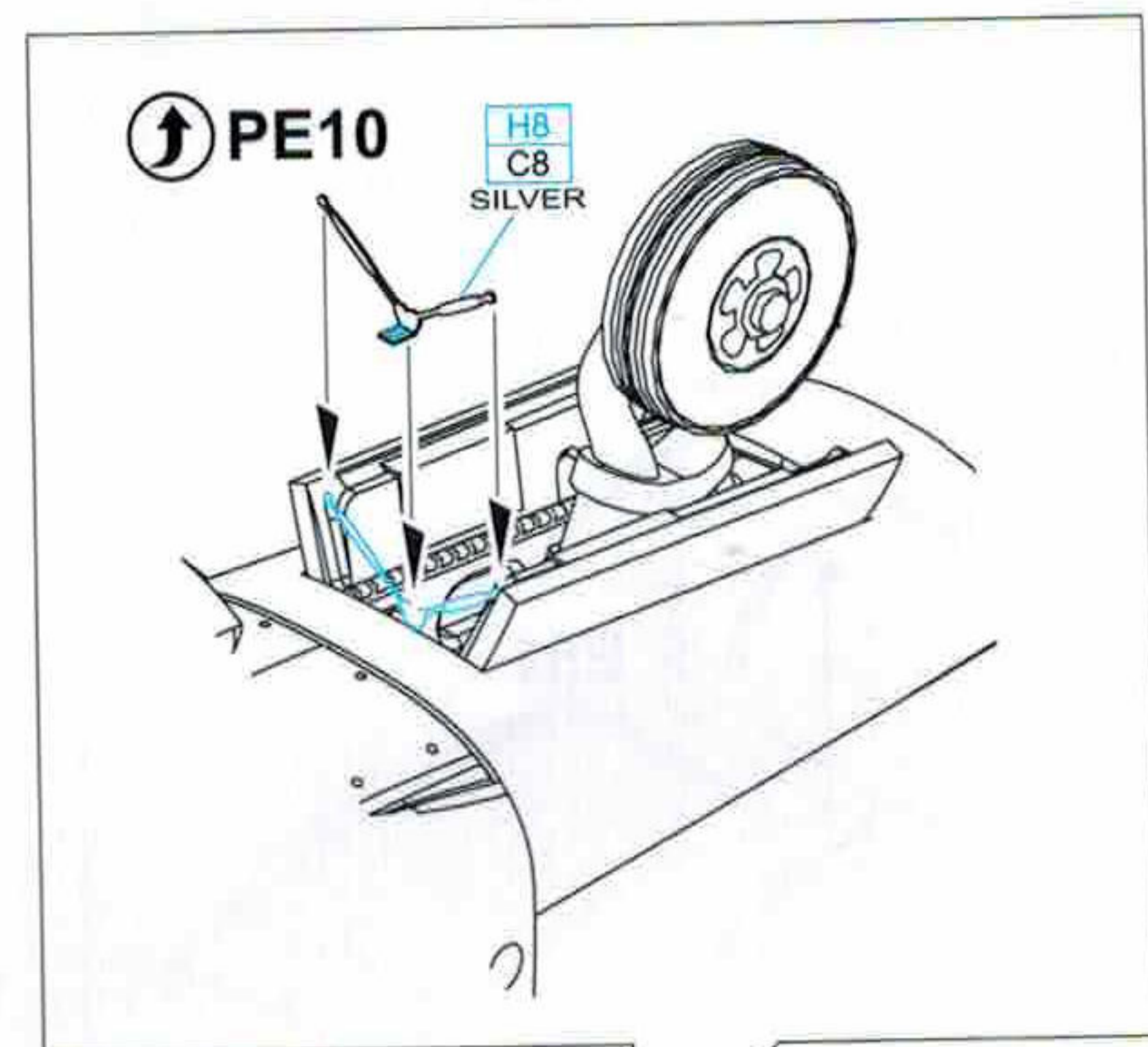
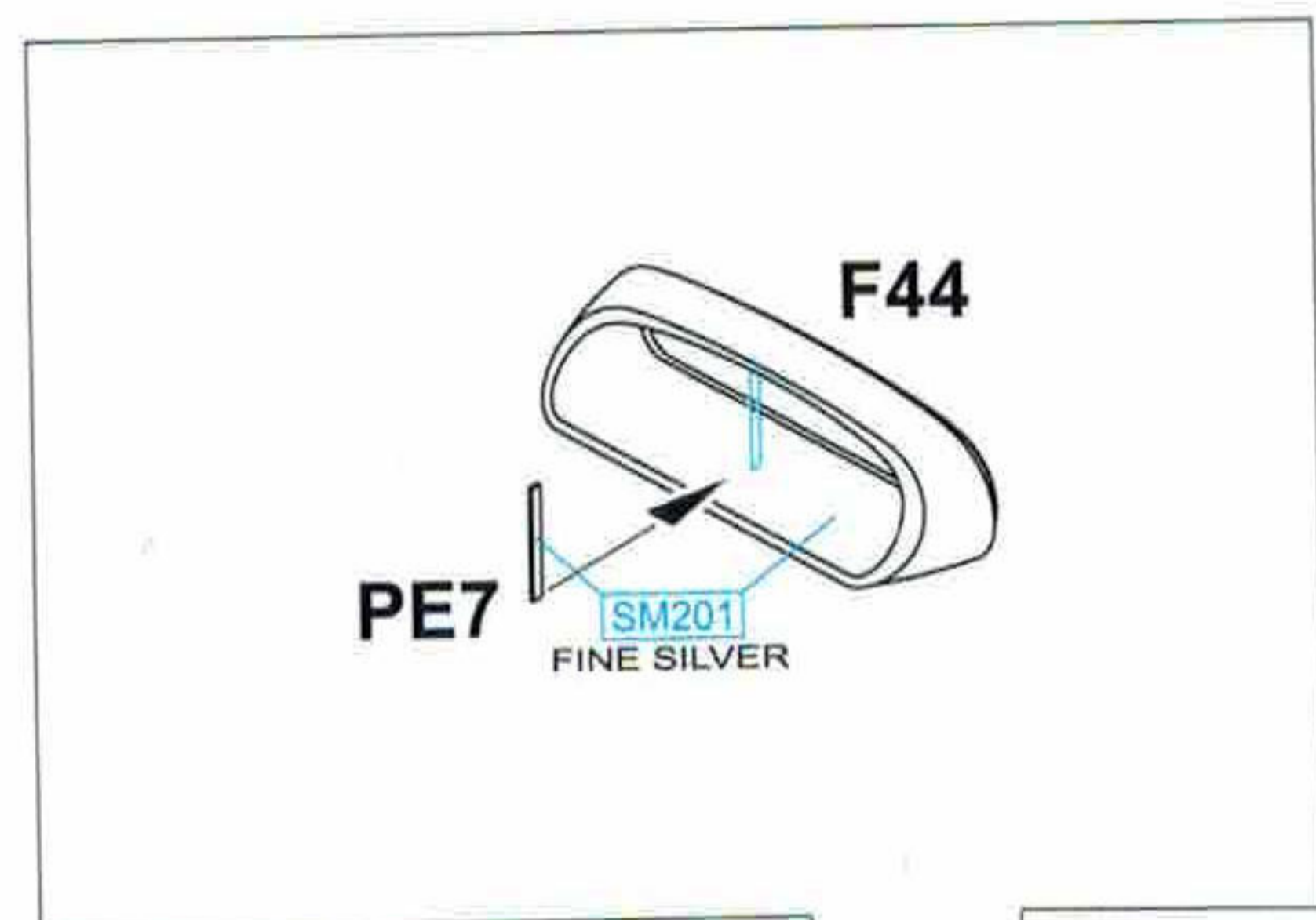
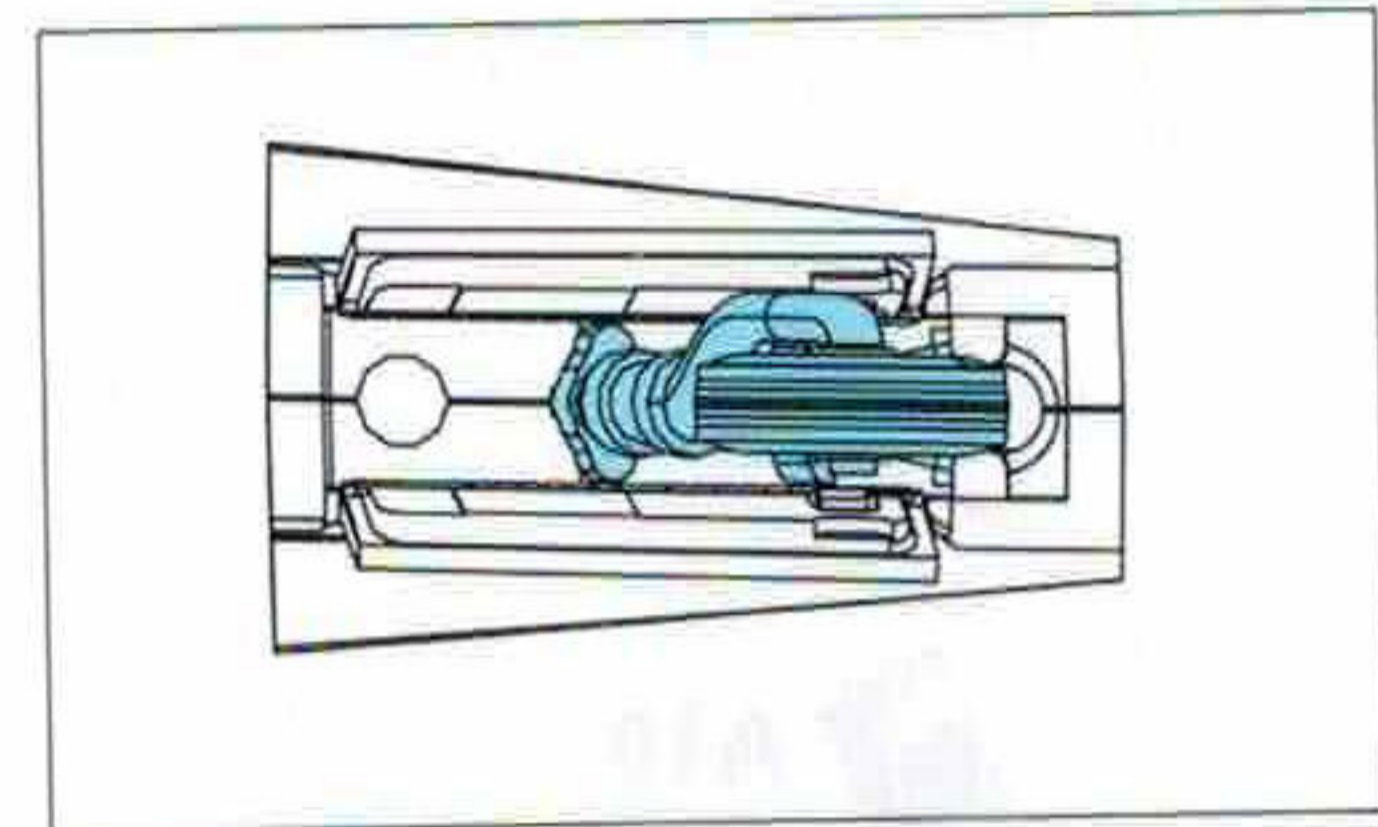
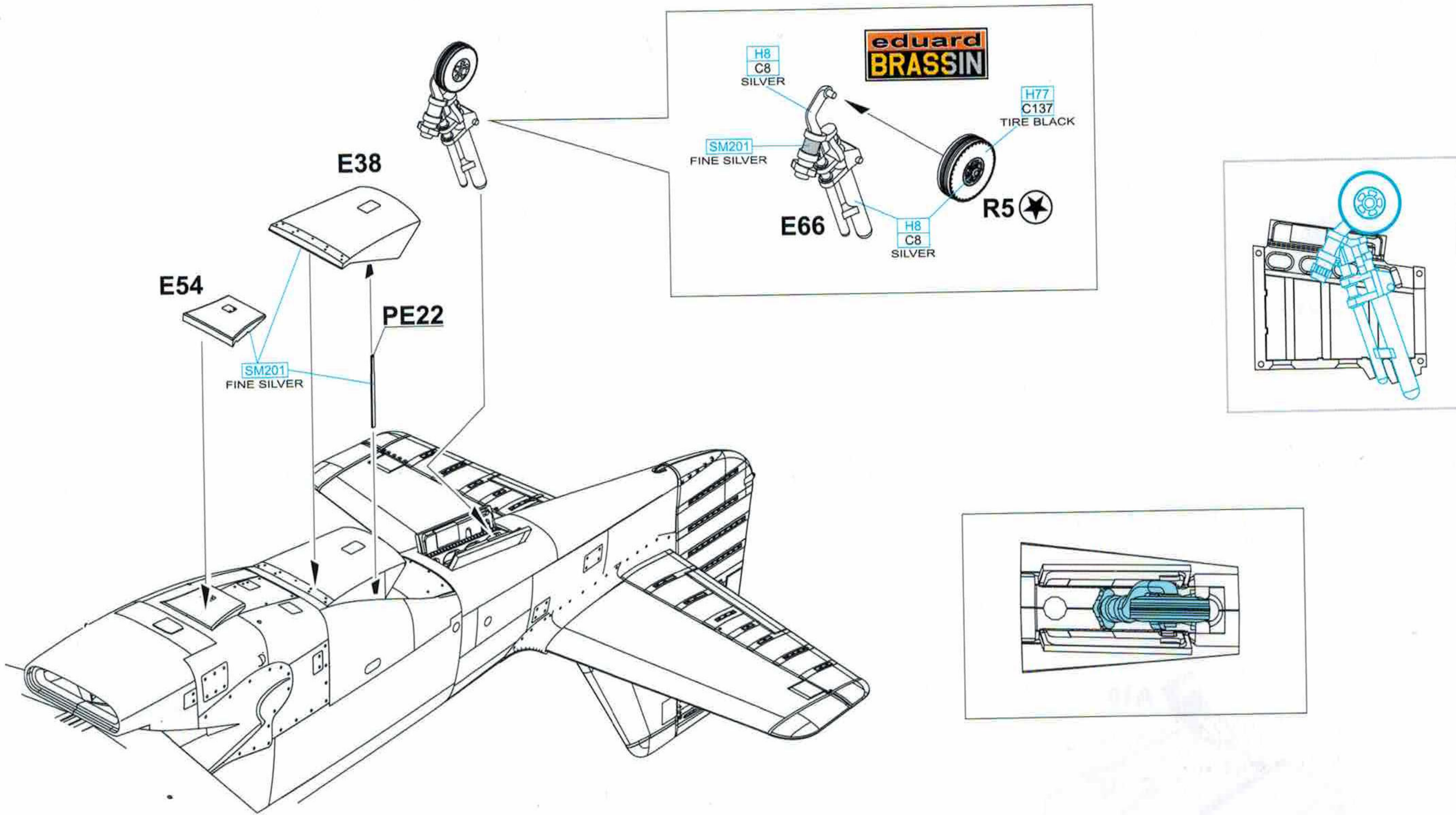


E7 ? E8

E5 ? E6







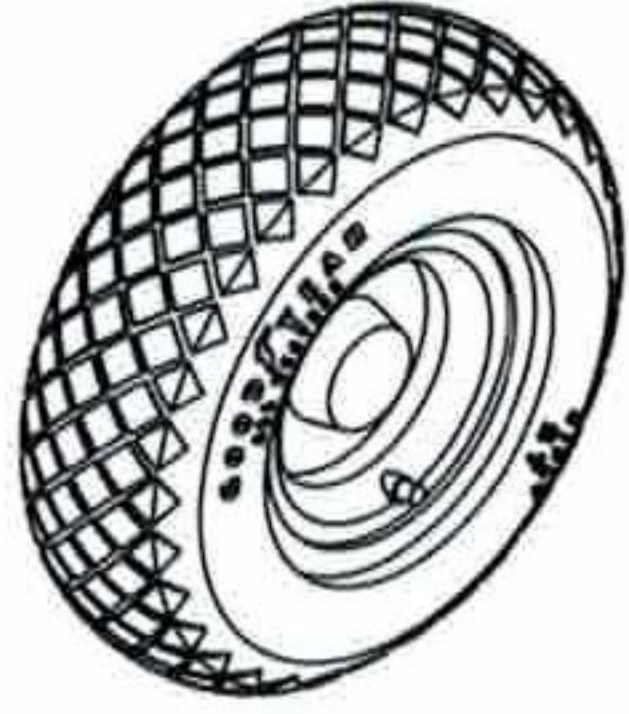
E60, E61 - MARKINGS **B, C, E, F, G, H, I, J, K, L**  
 E62, E63 - MARKINGS **A, D**  
 E64, E65 - MARKINGS **M, N**

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

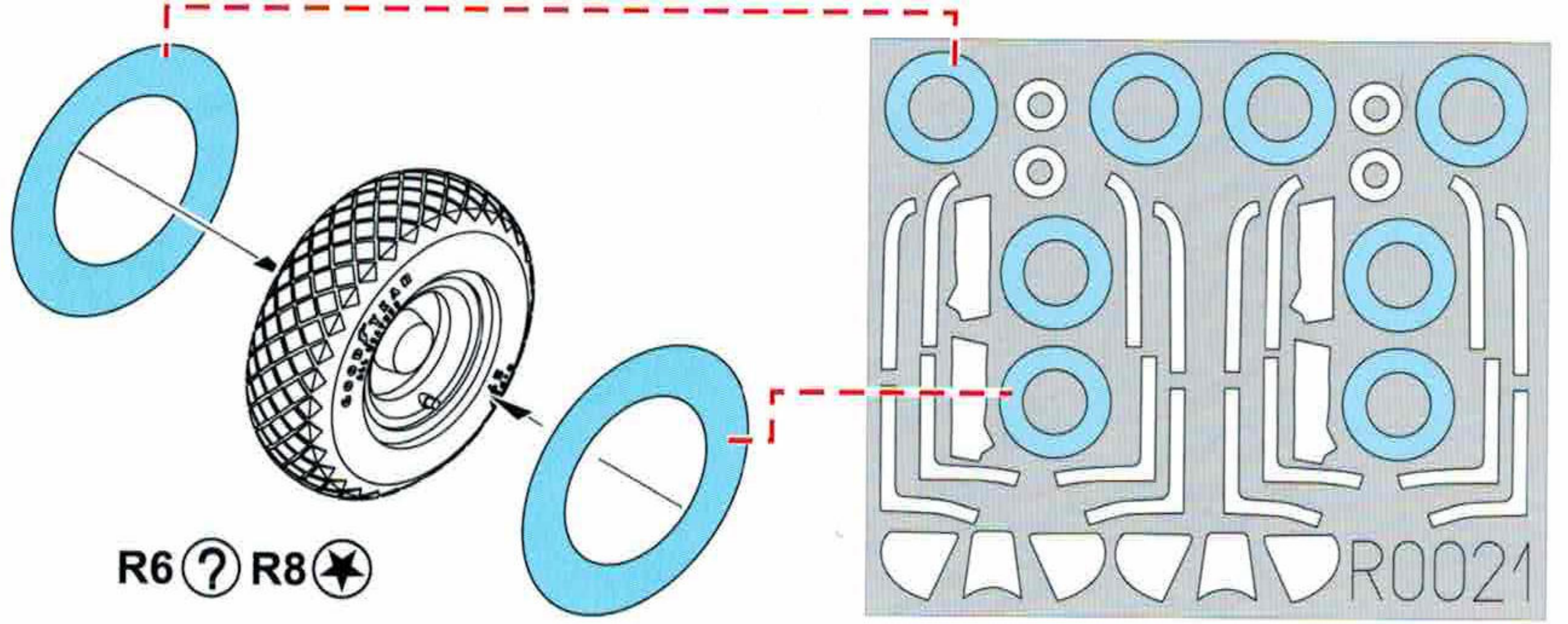


2 pcs.

R6 ? R8

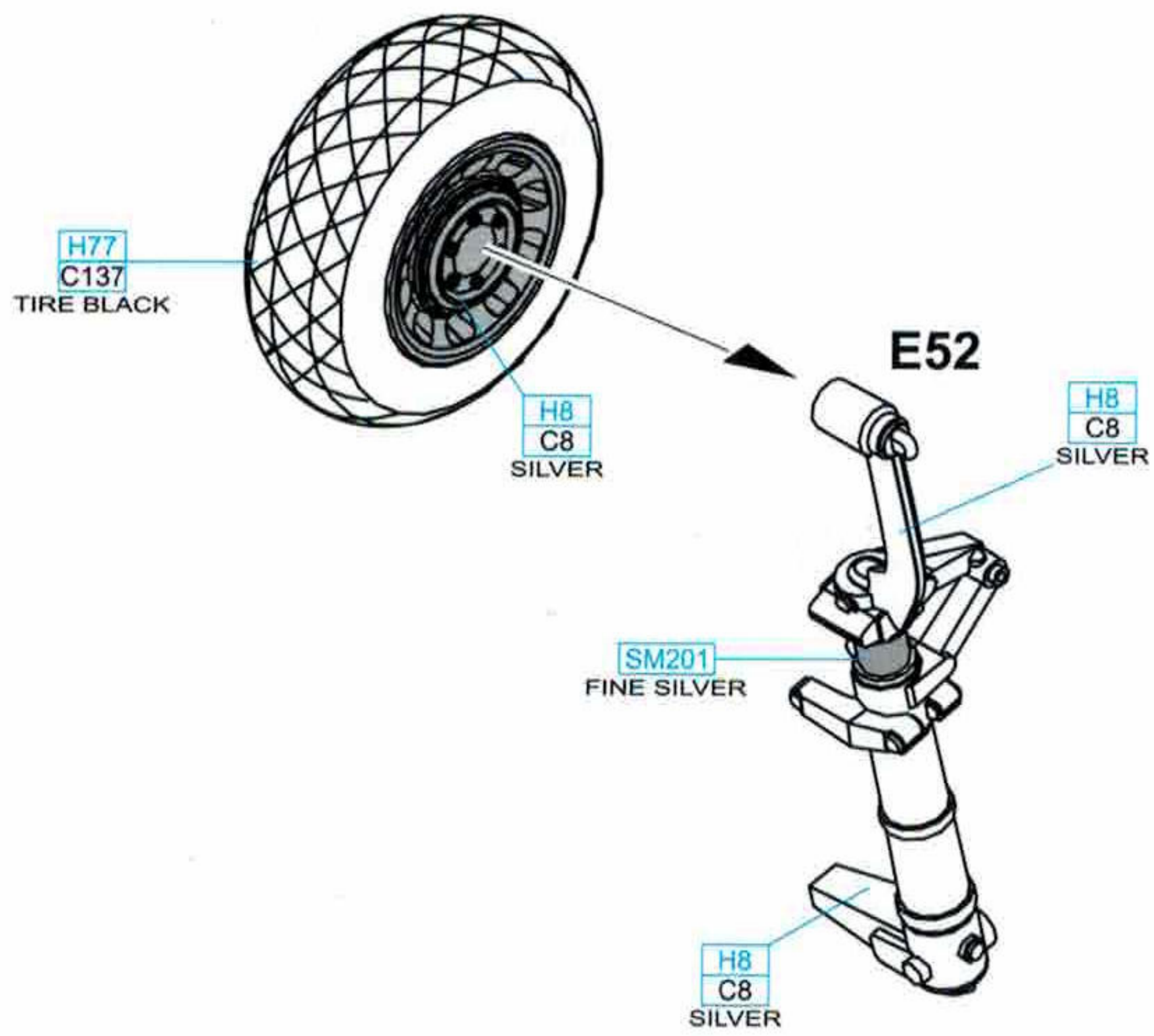


eduard  
BRASSIN

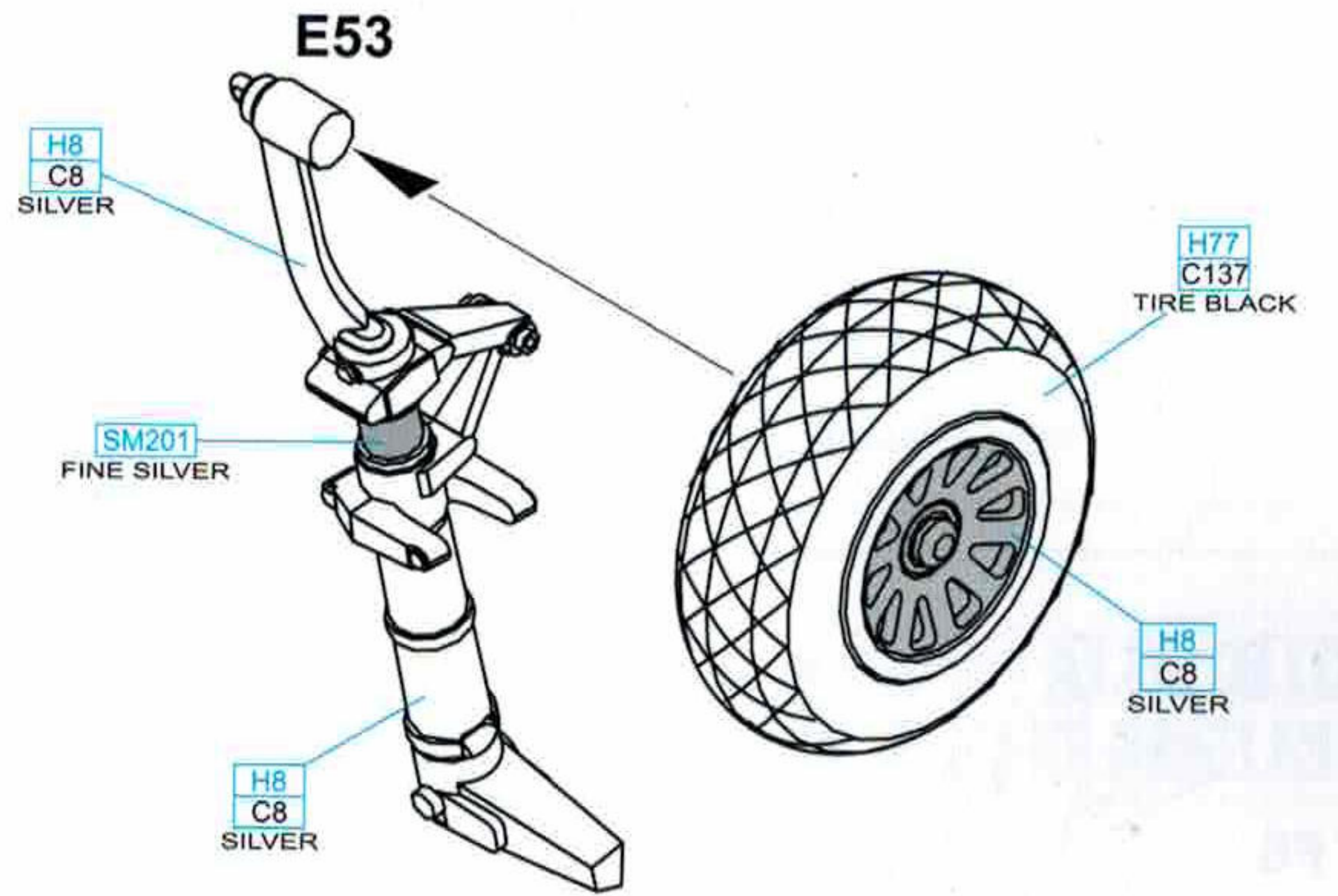


R6 ? R8

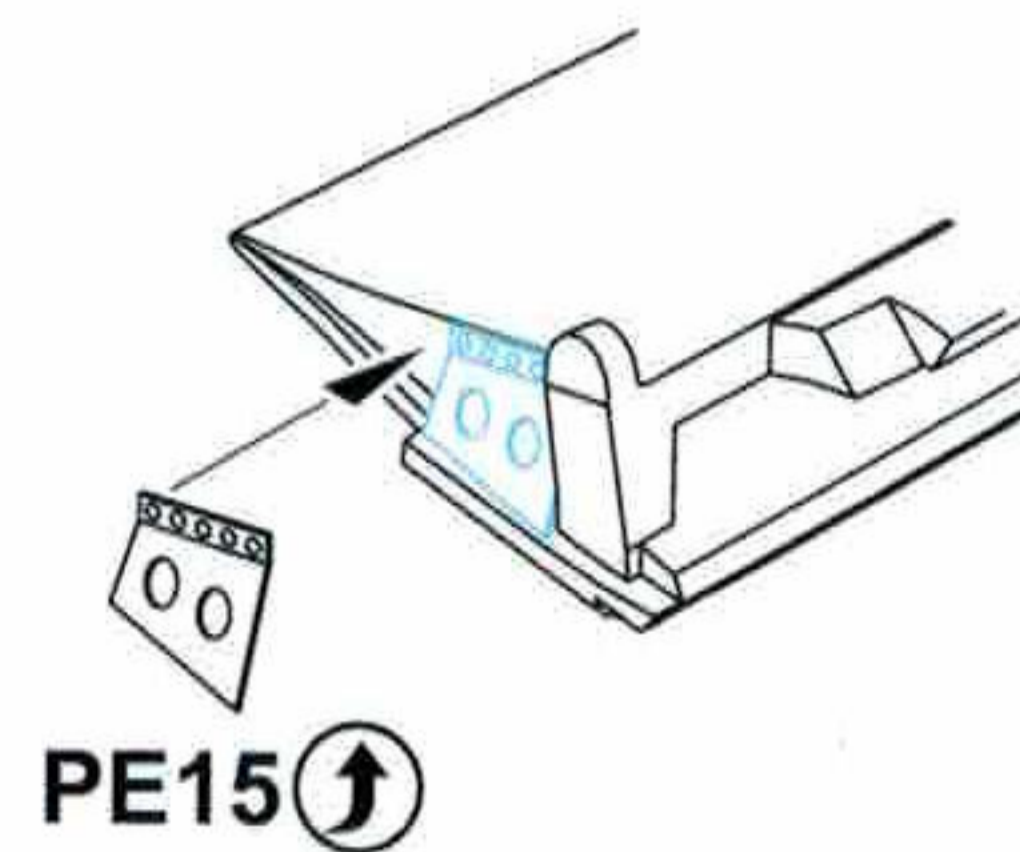
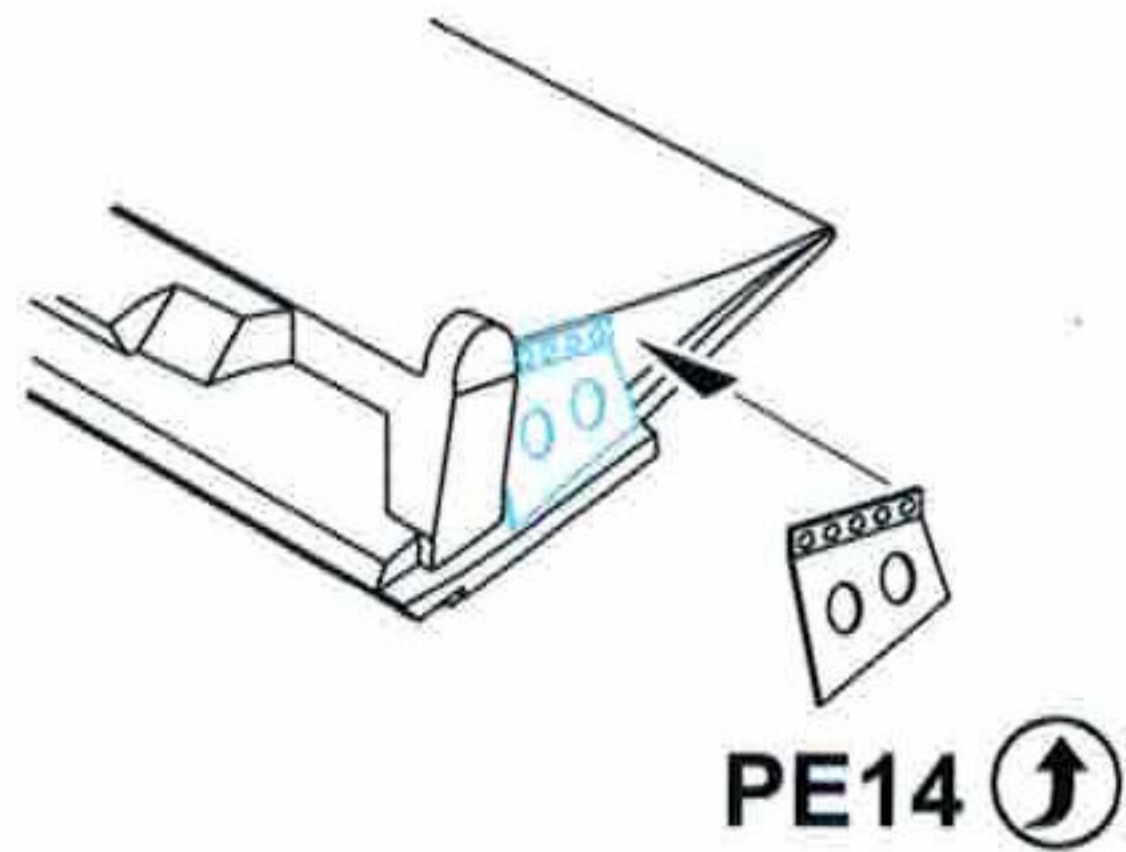
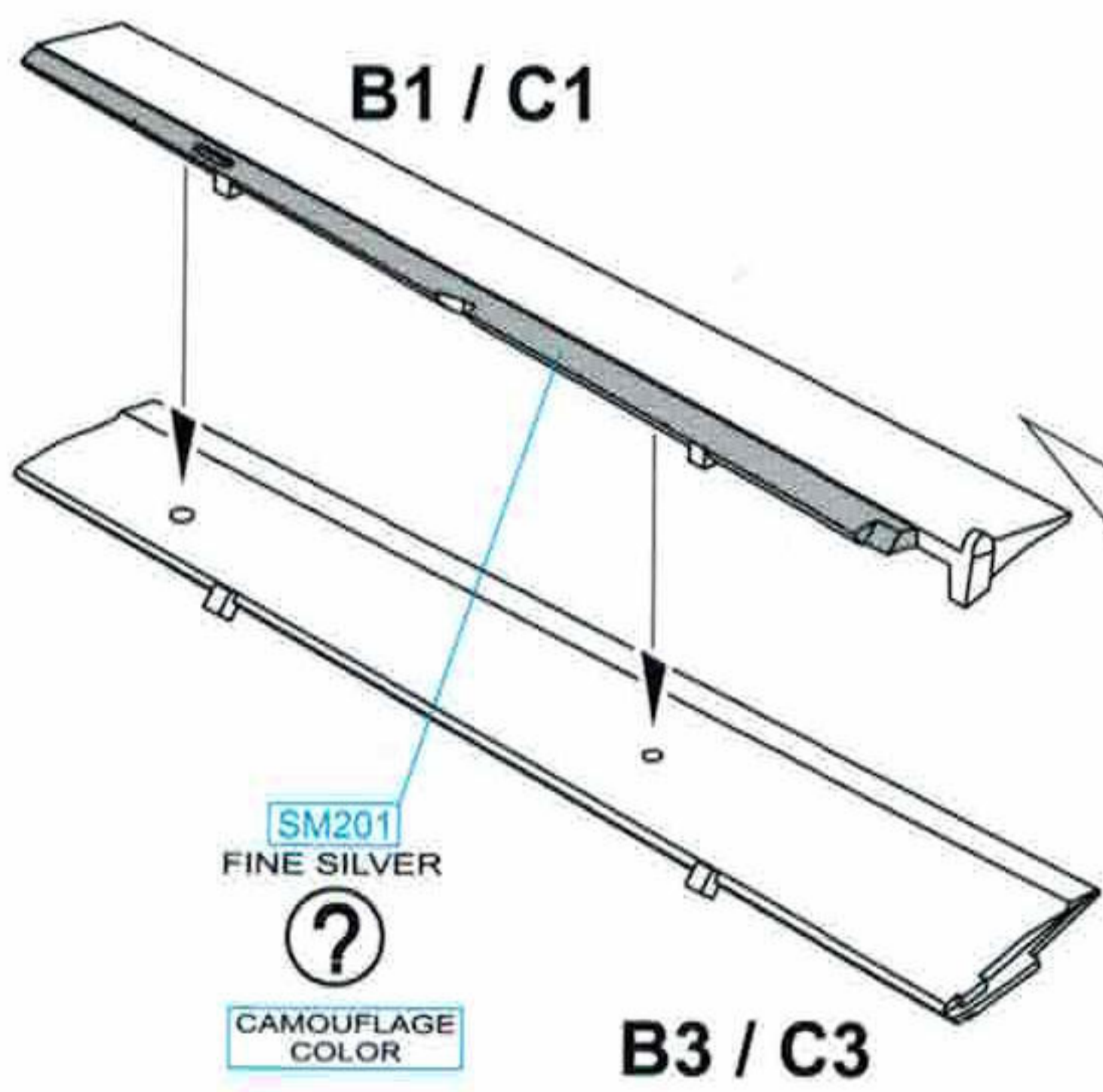
F



G

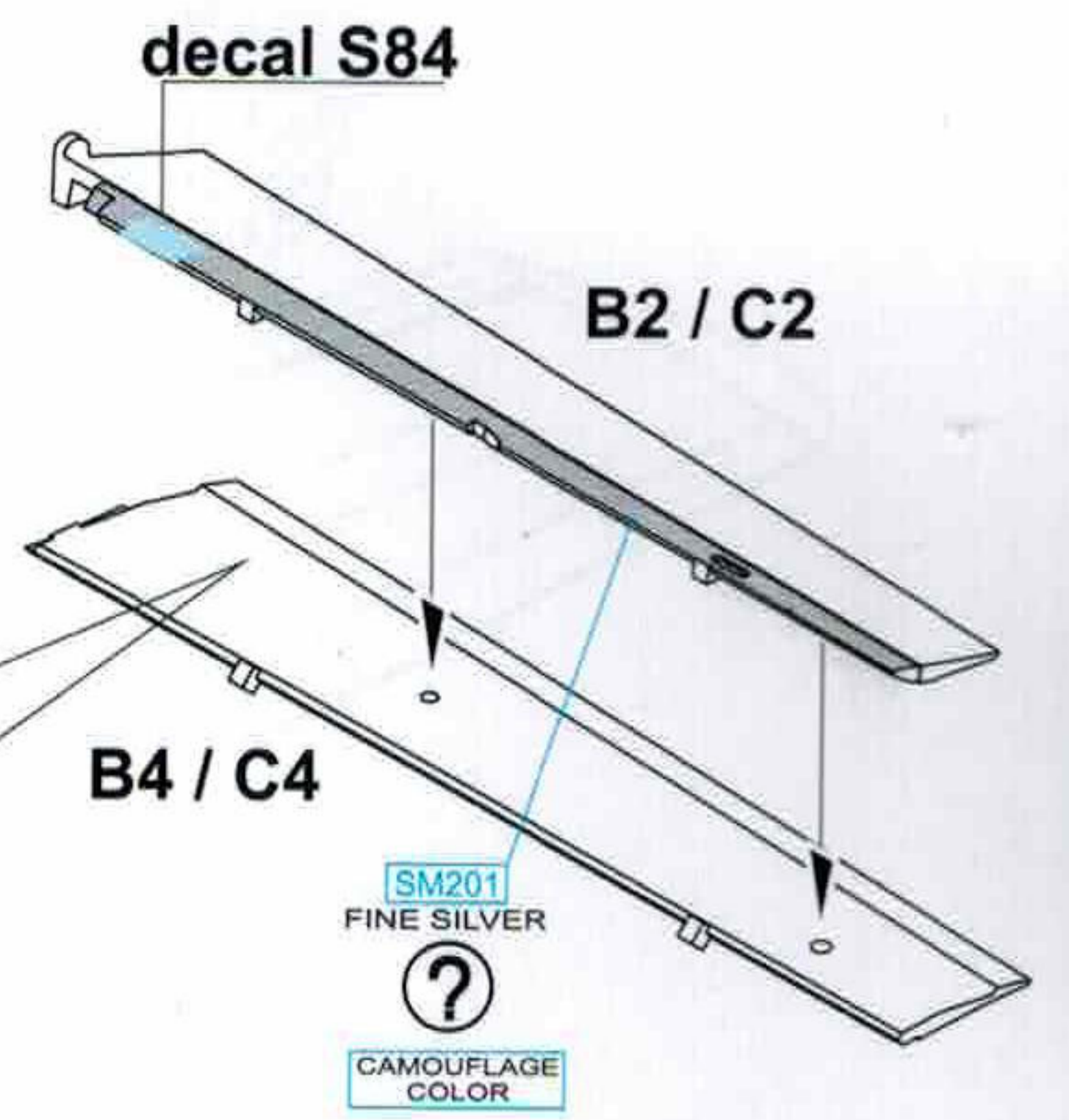


H

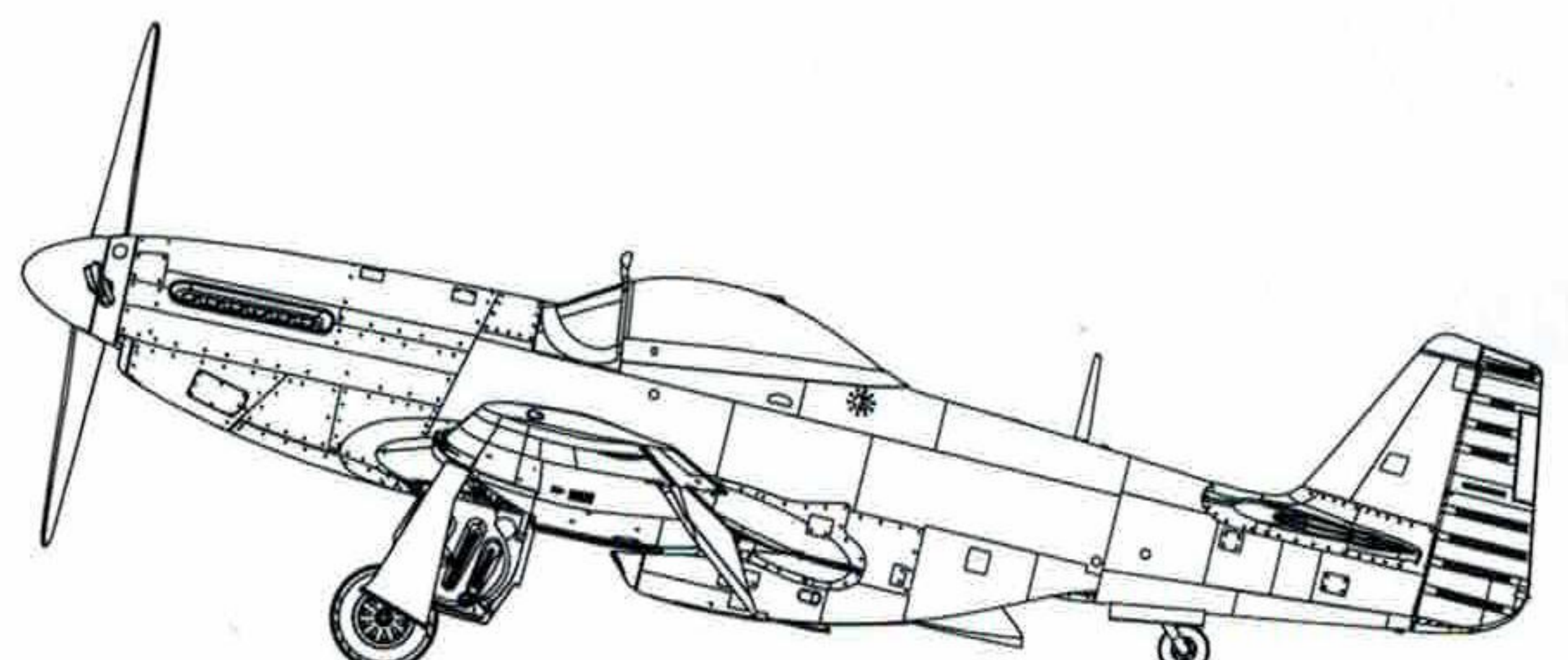
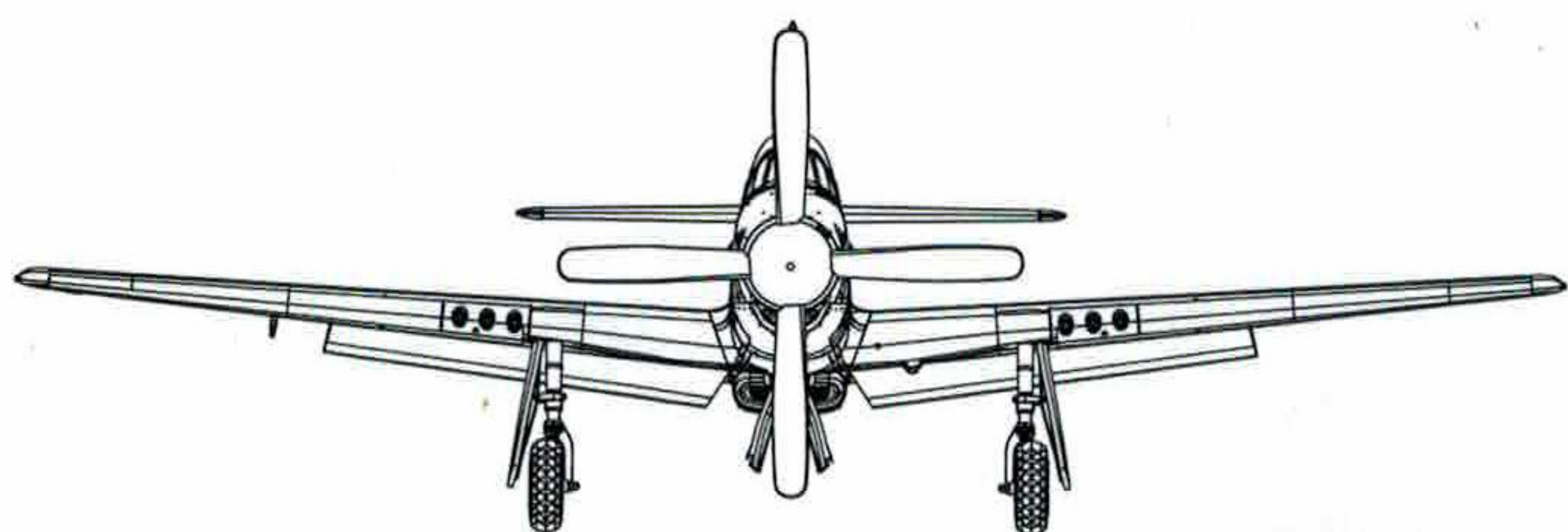


CAMOUFLAGE COLOR - MARKING B ONLY

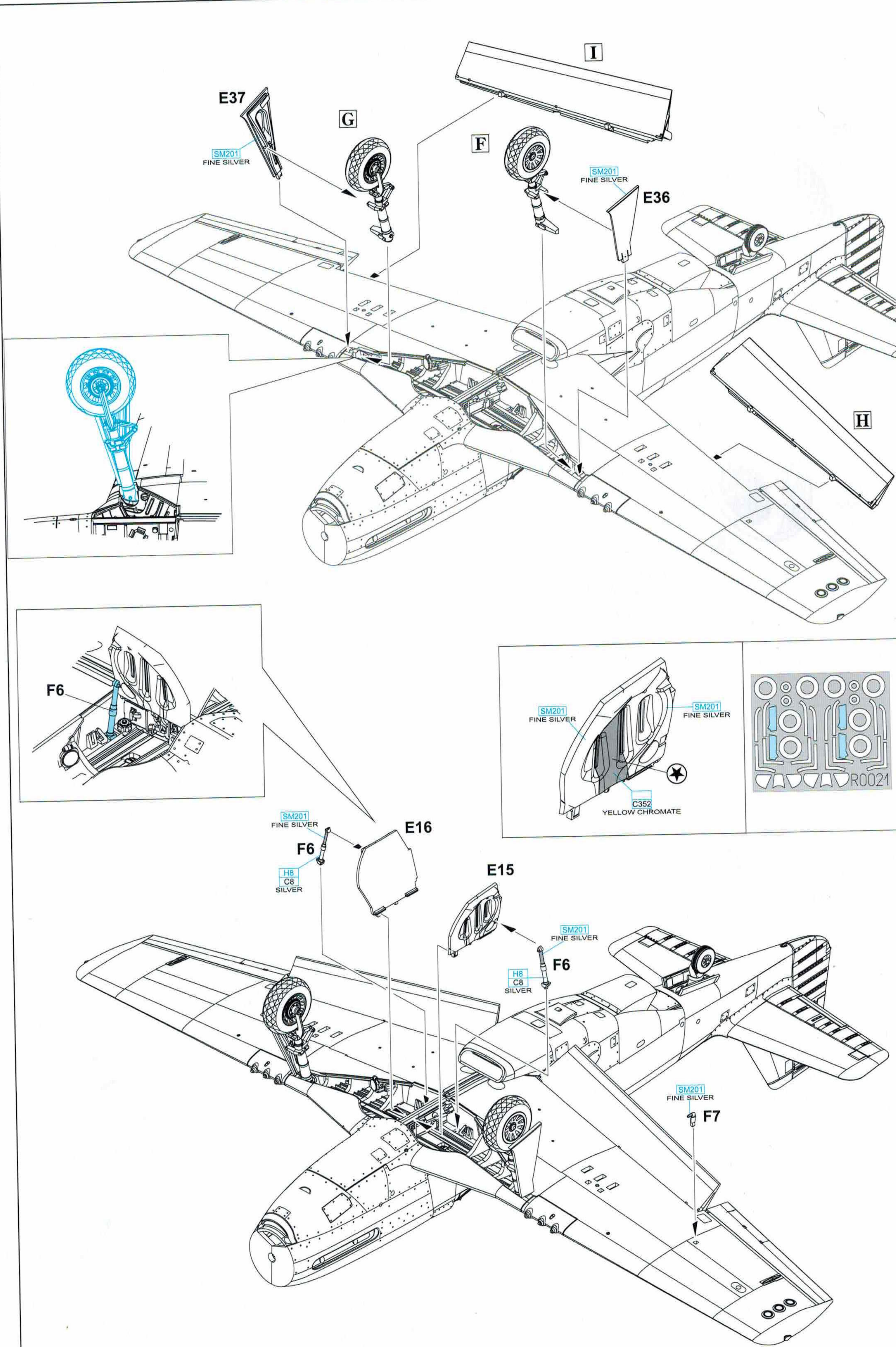
I



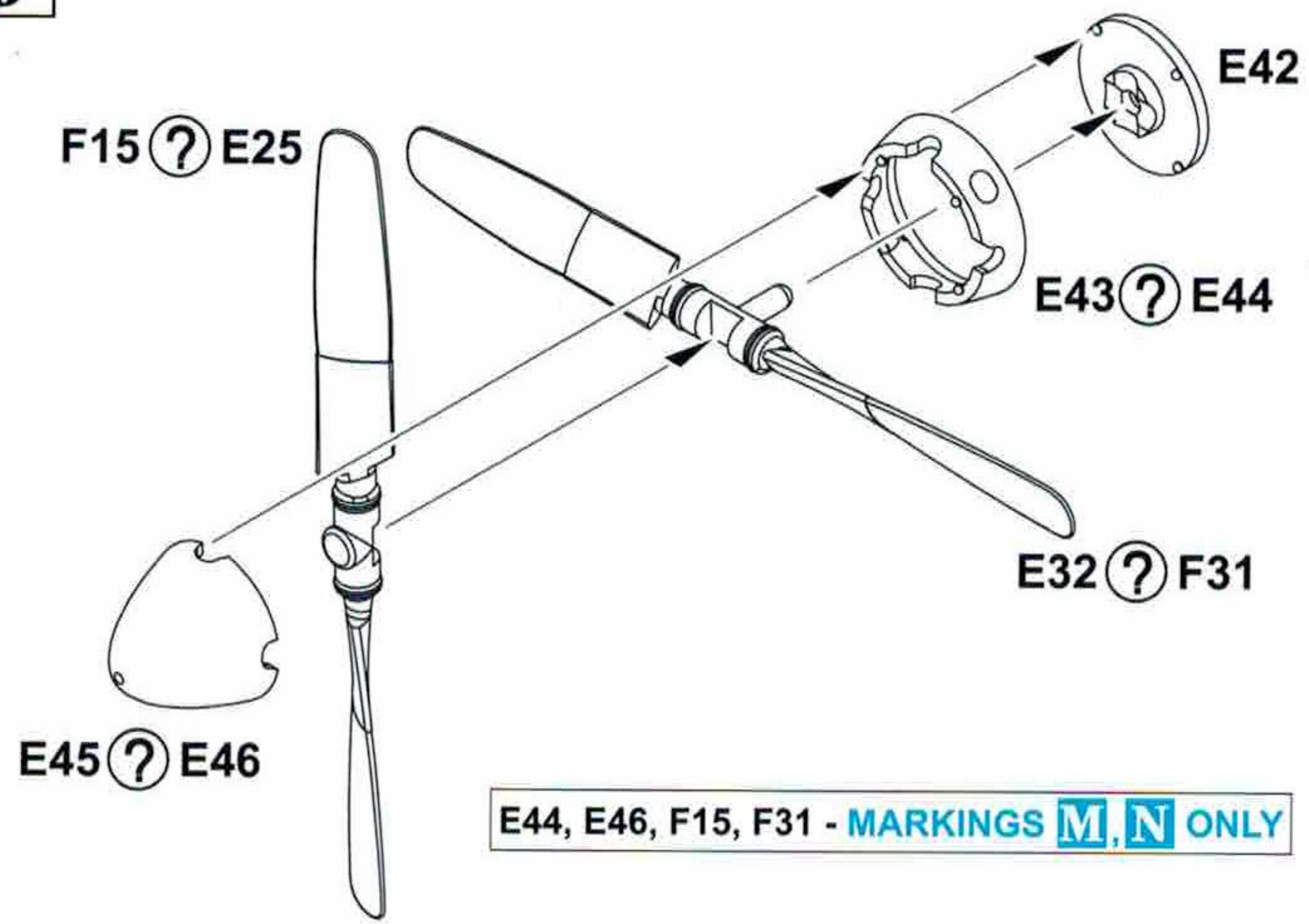
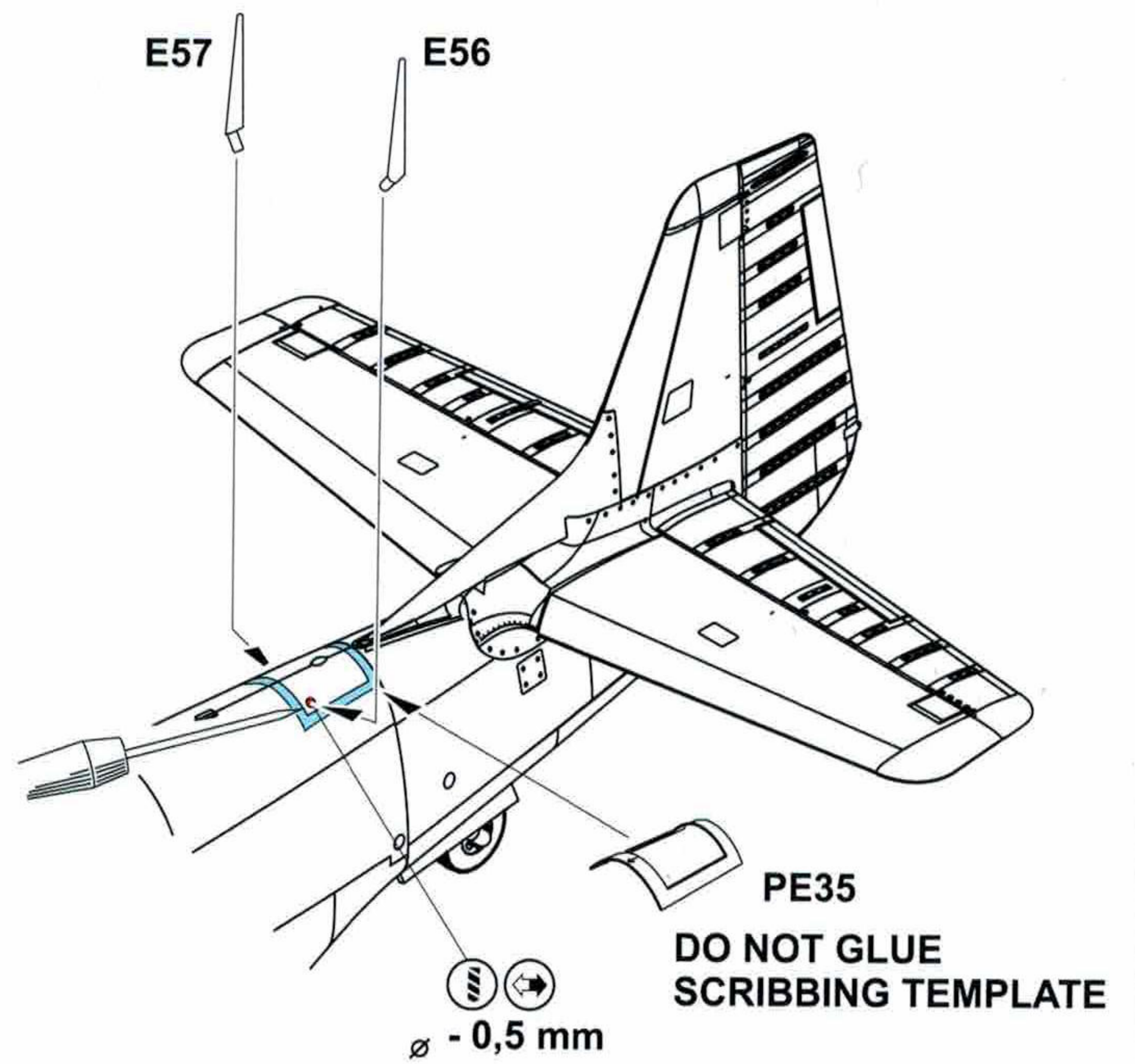
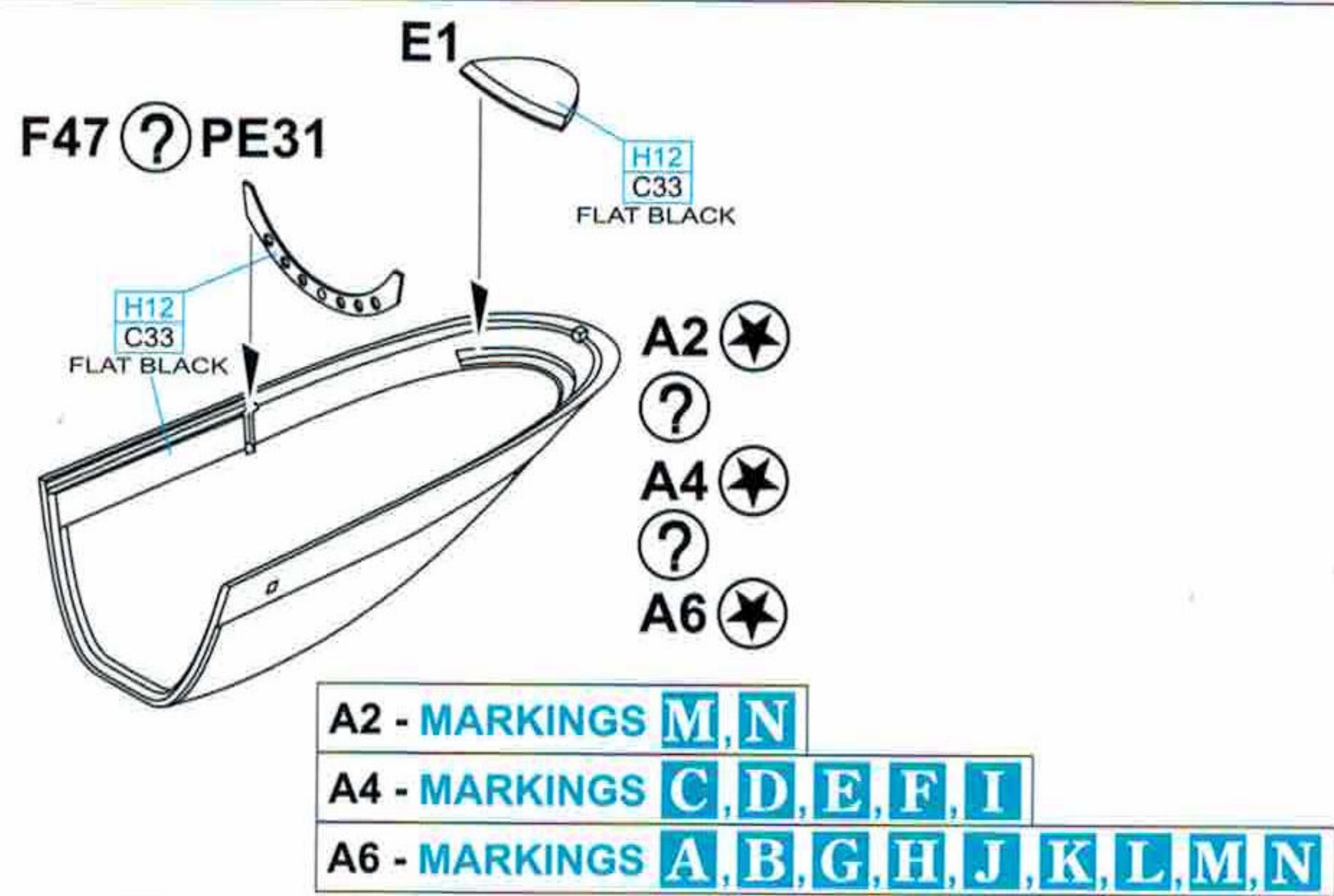
CAMOUFLAGE COLOR - MARKING B ONLY



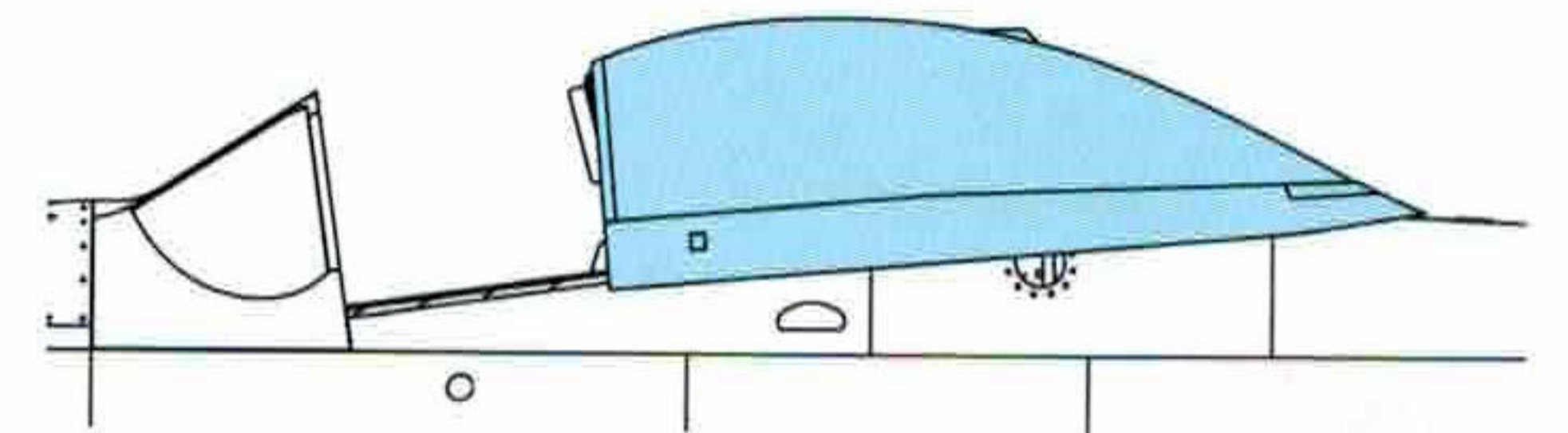
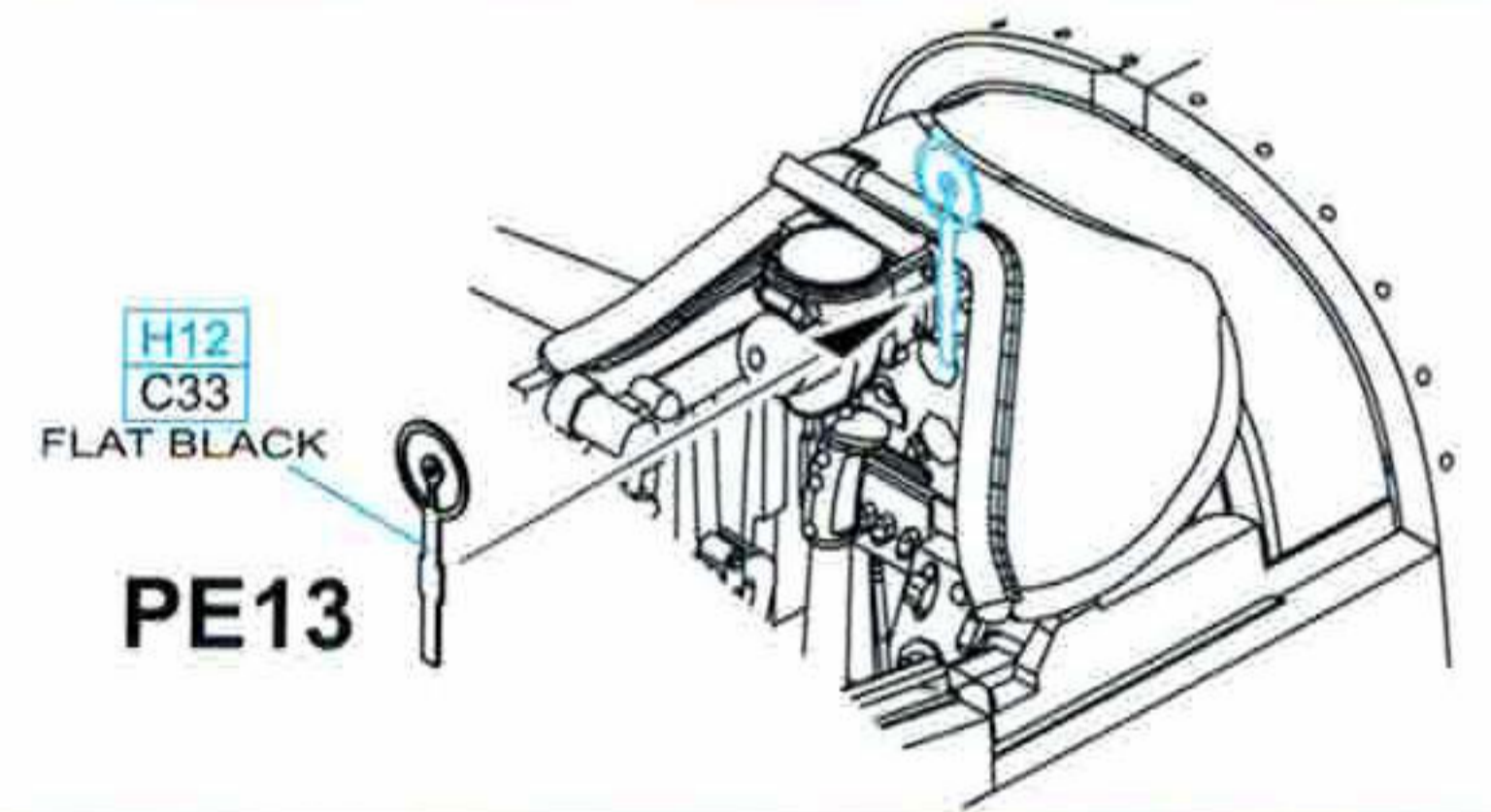
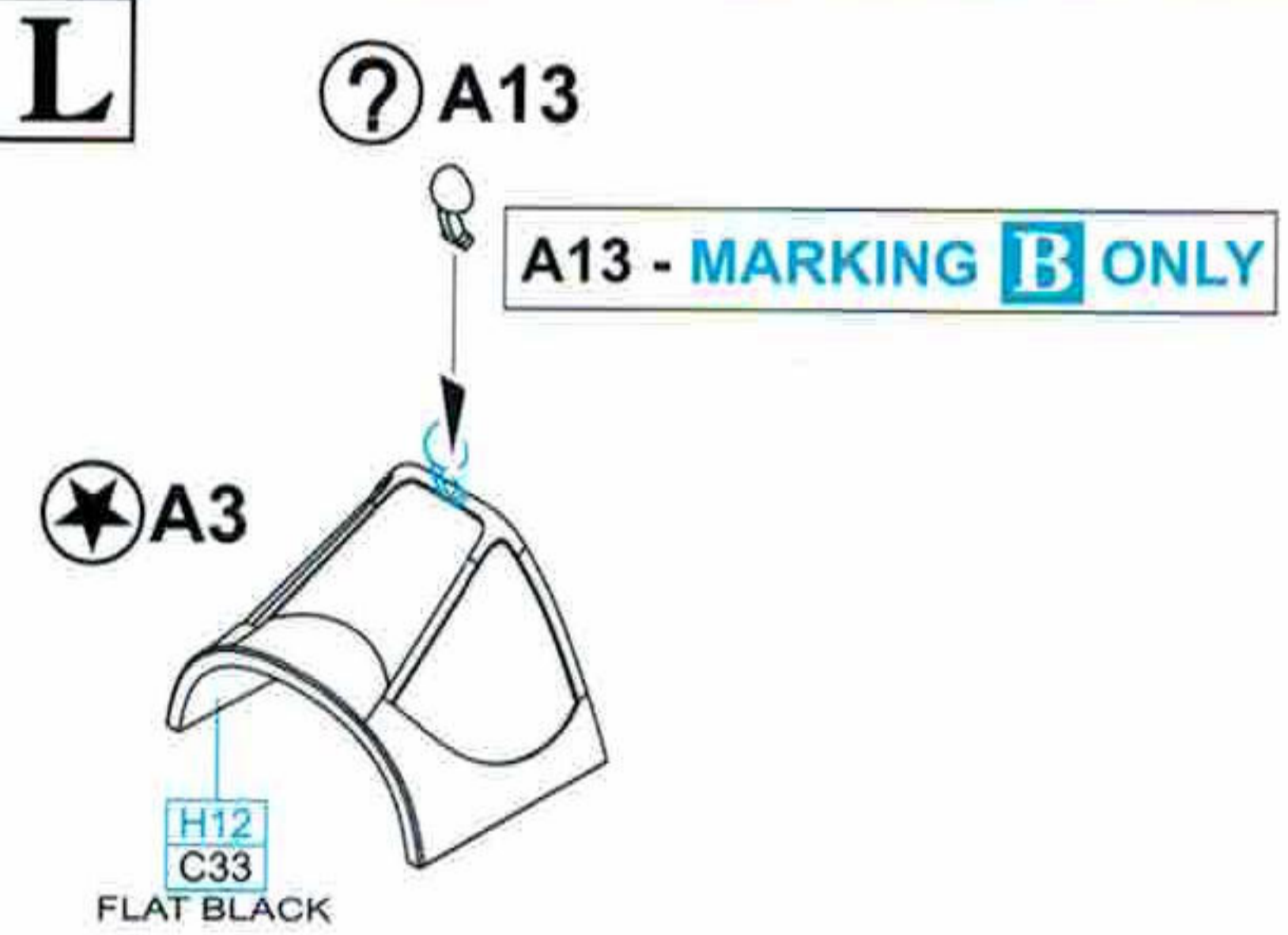
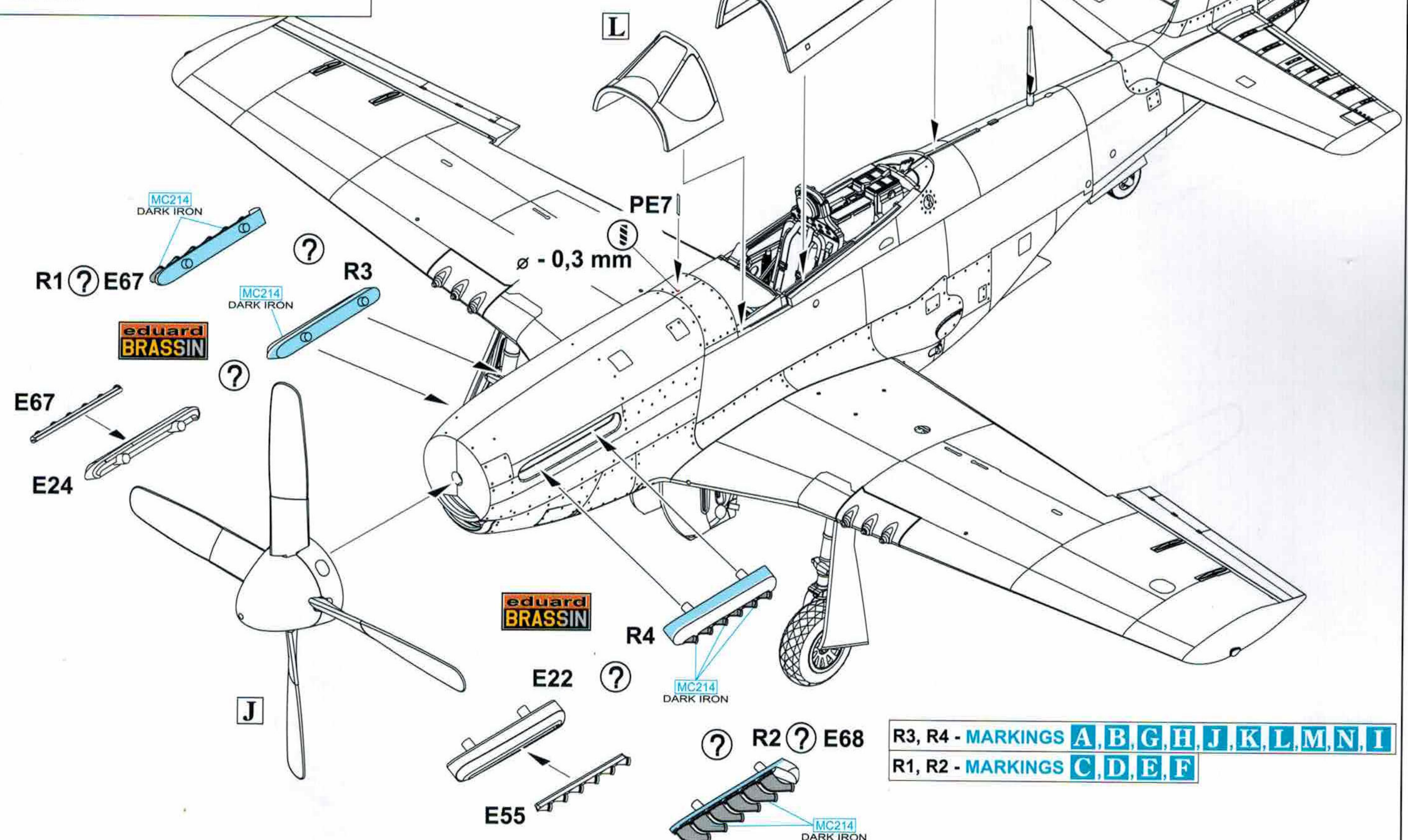






**J**MARKINGS **K, L** ONLY**K**

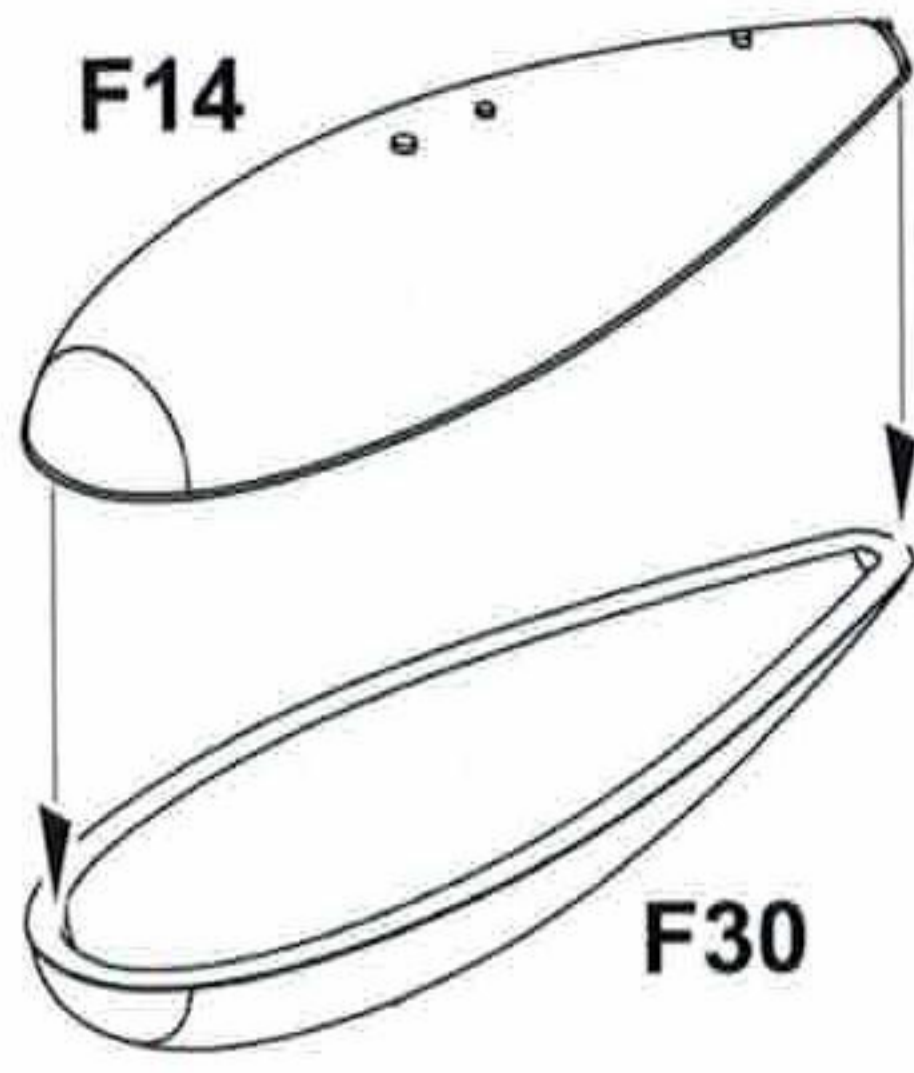
OPEN CANOPY POSITION

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



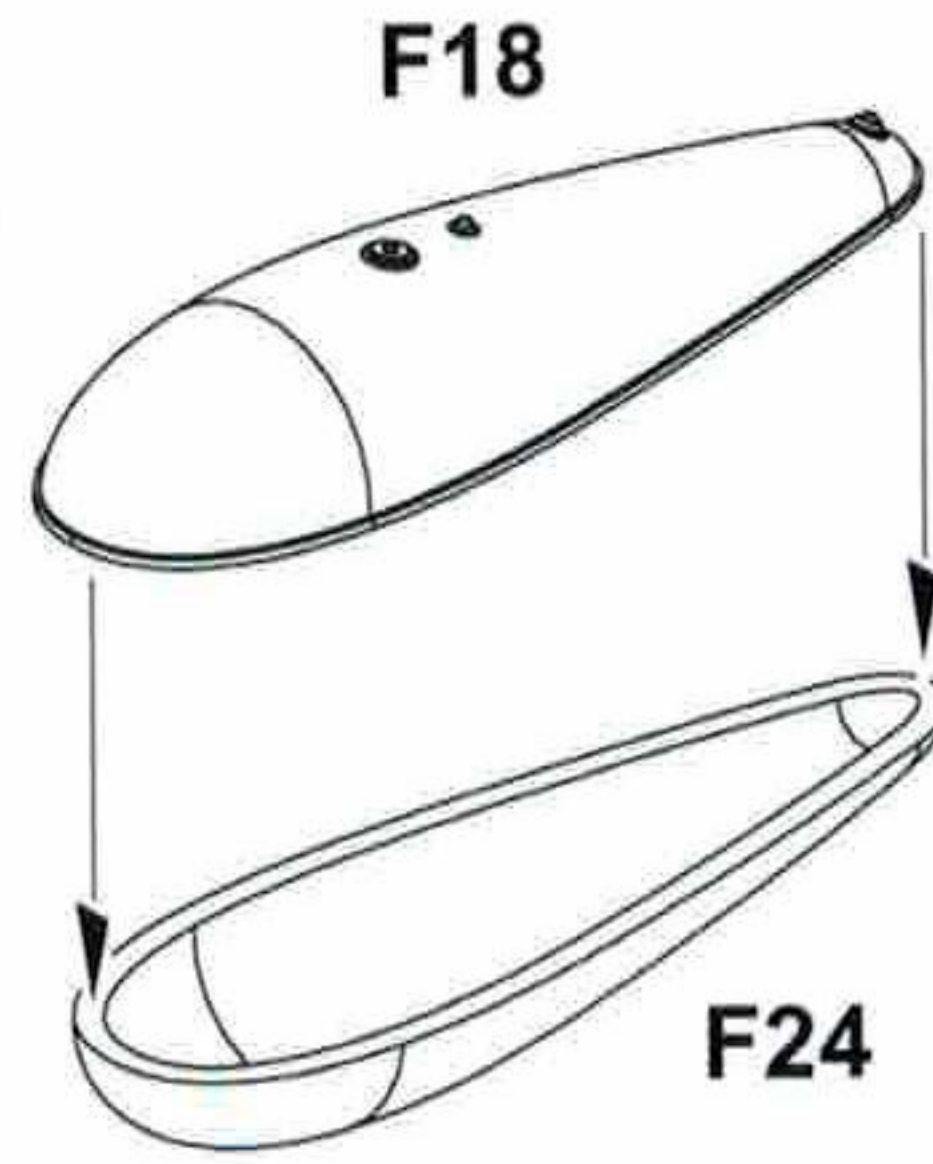
**M** MARKINGS **D, F, H**

2 pcs.



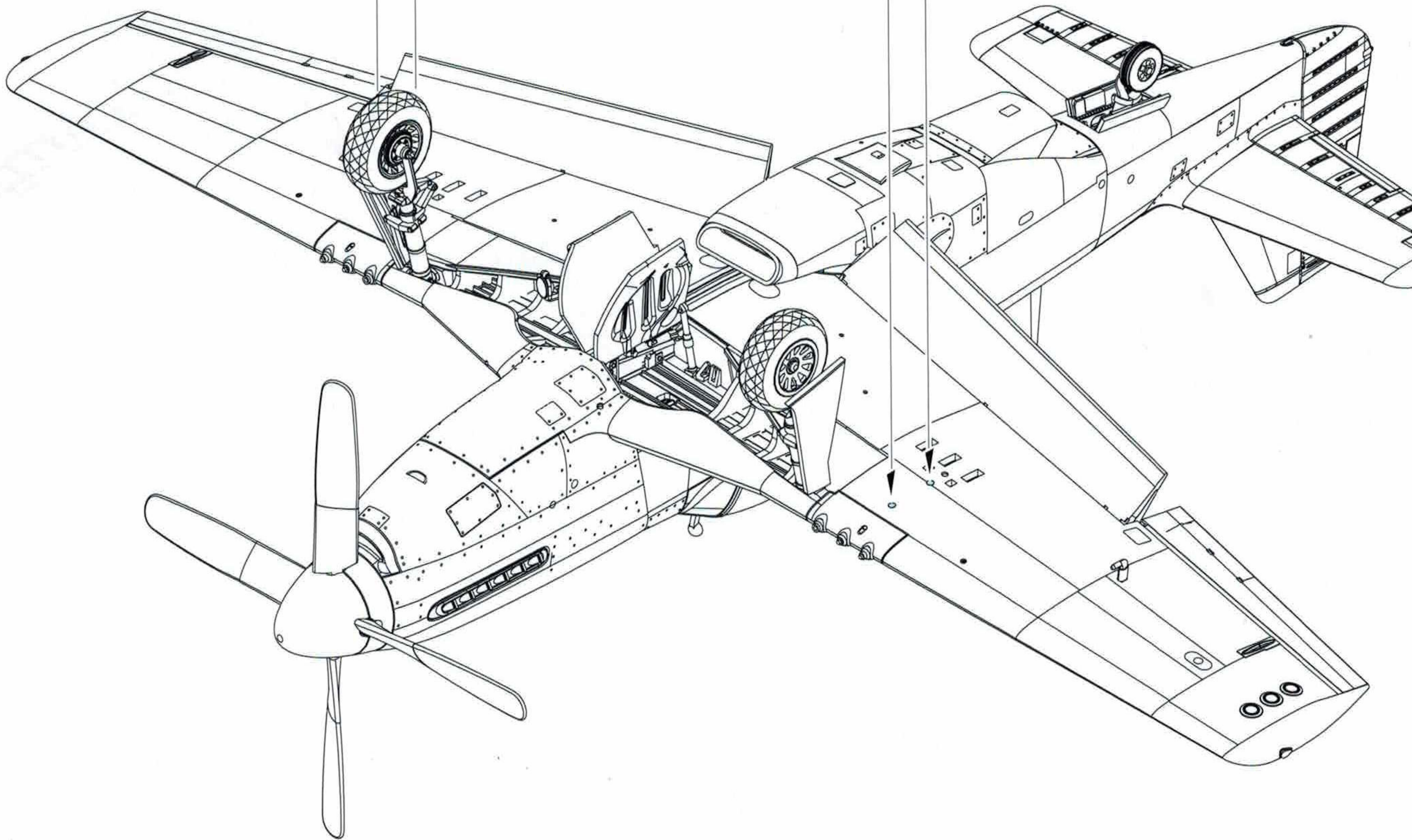
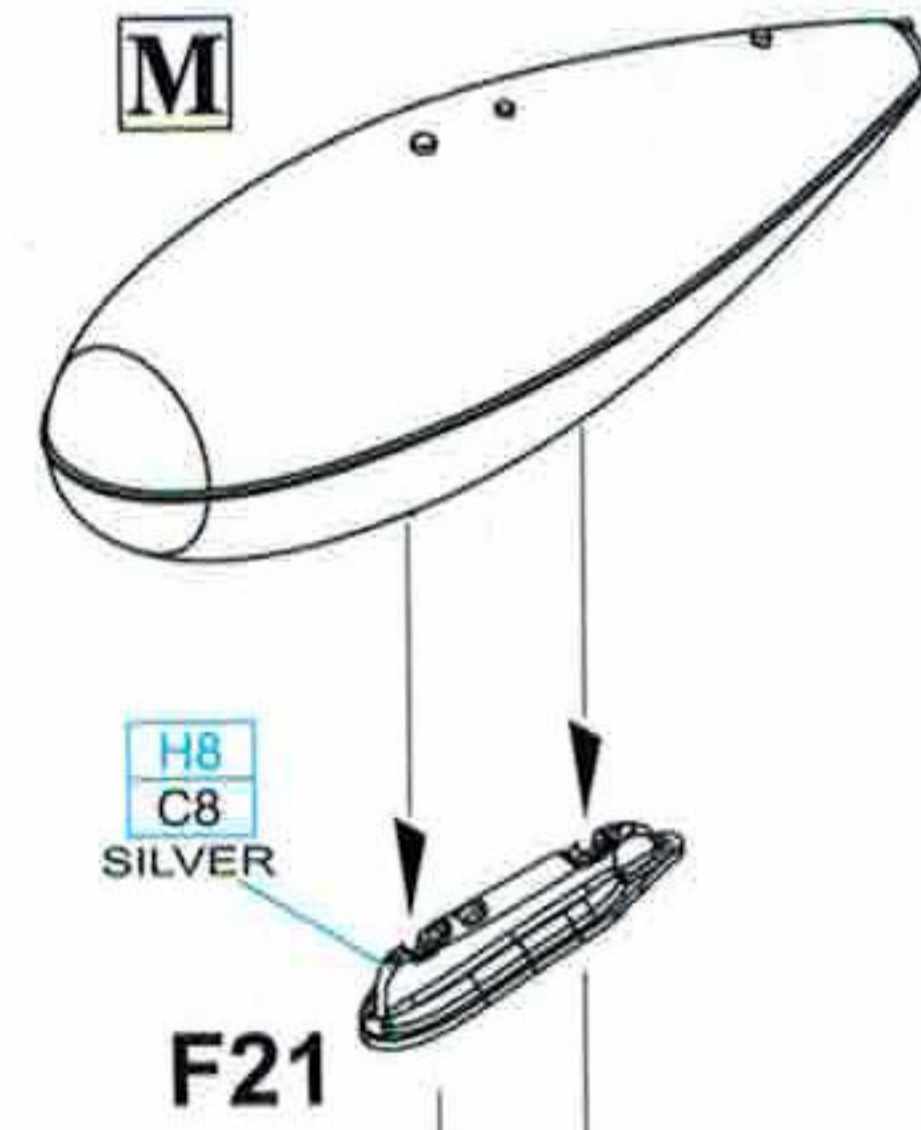
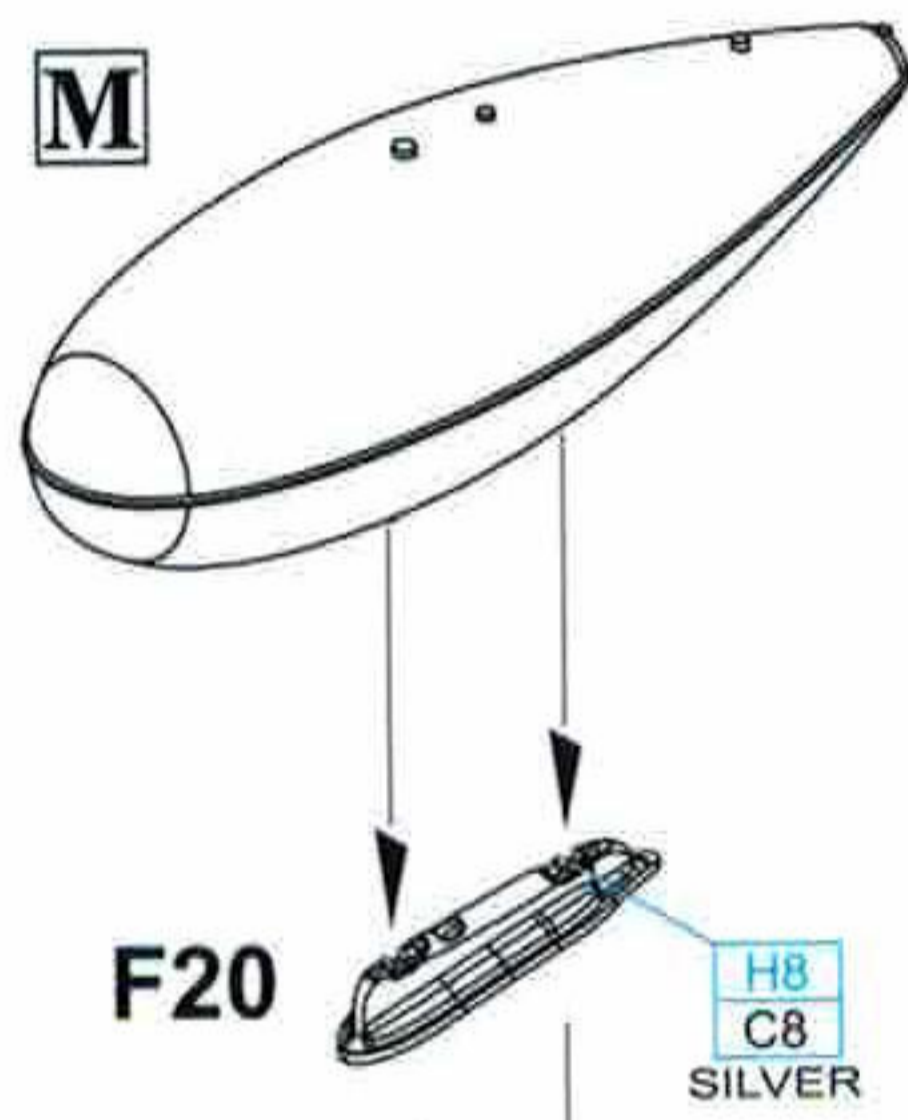
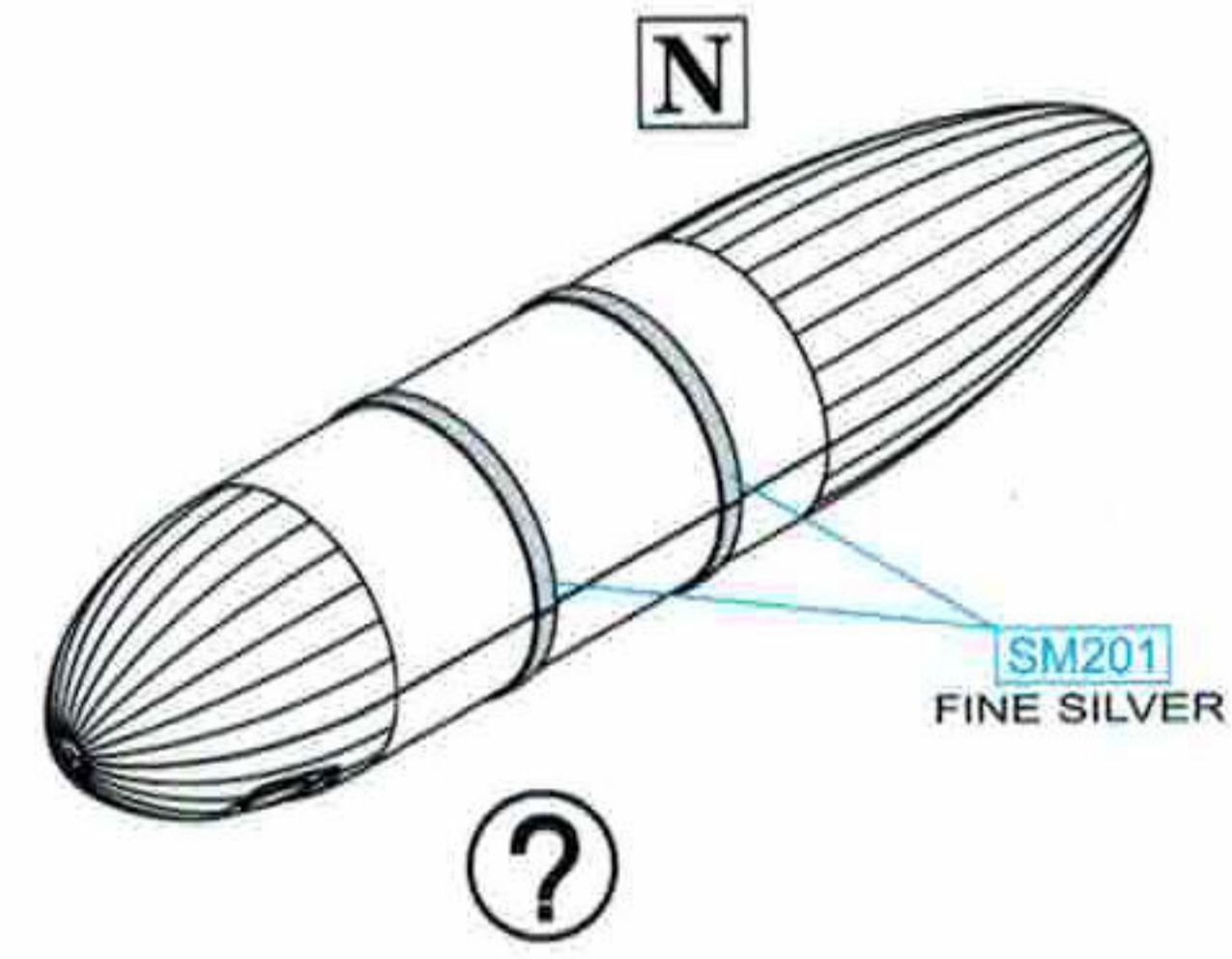
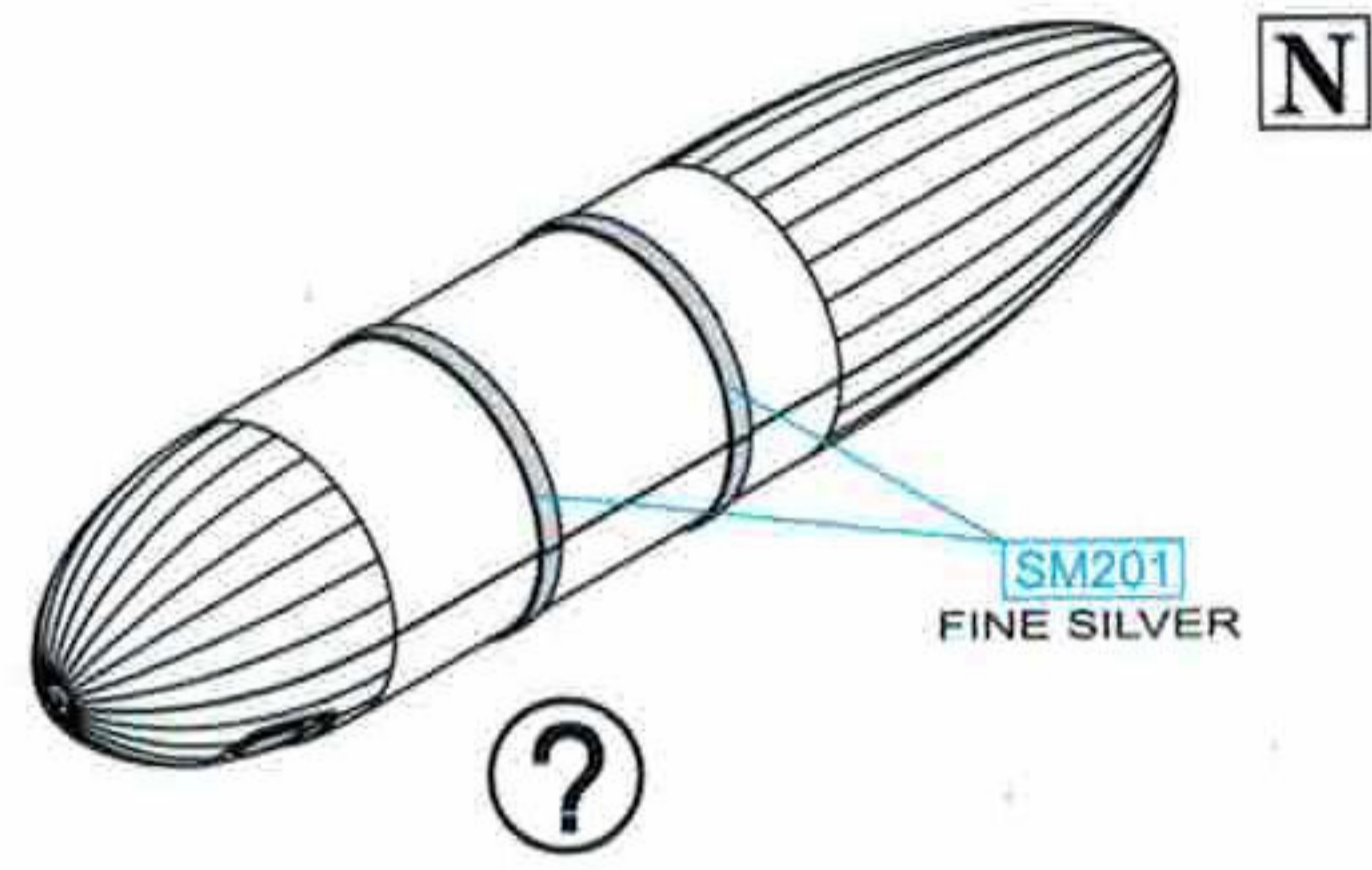
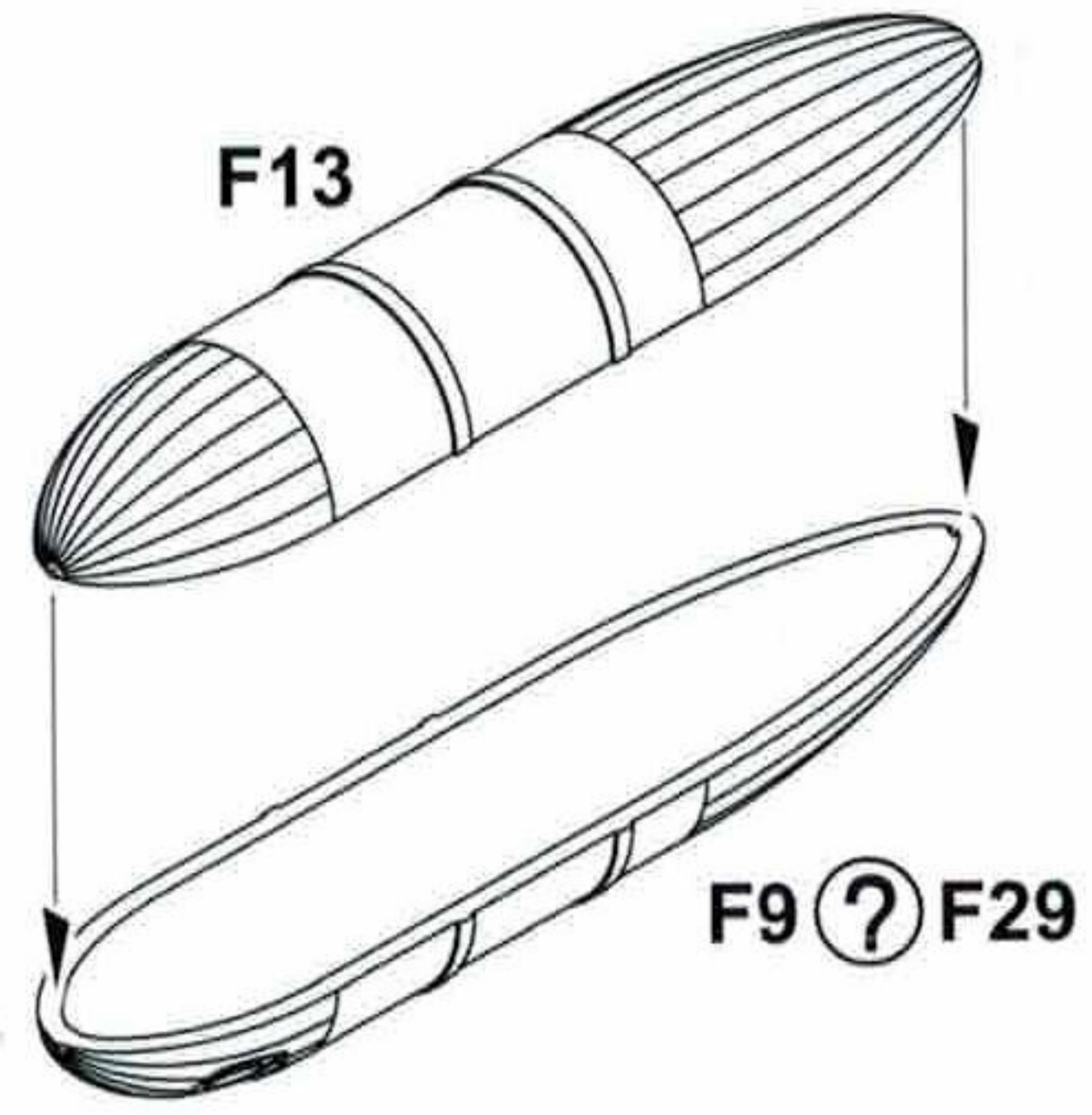
MARKINGS **G, I, L**

2 pcs.



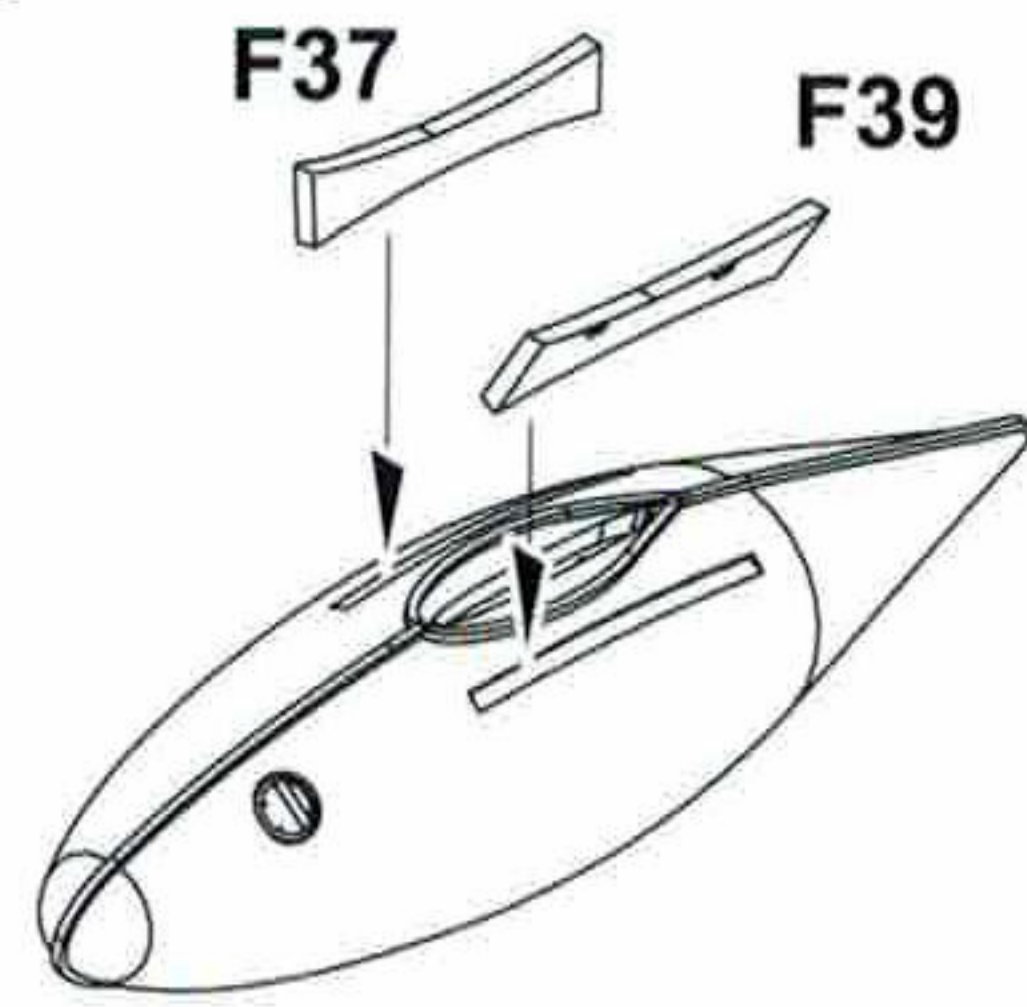
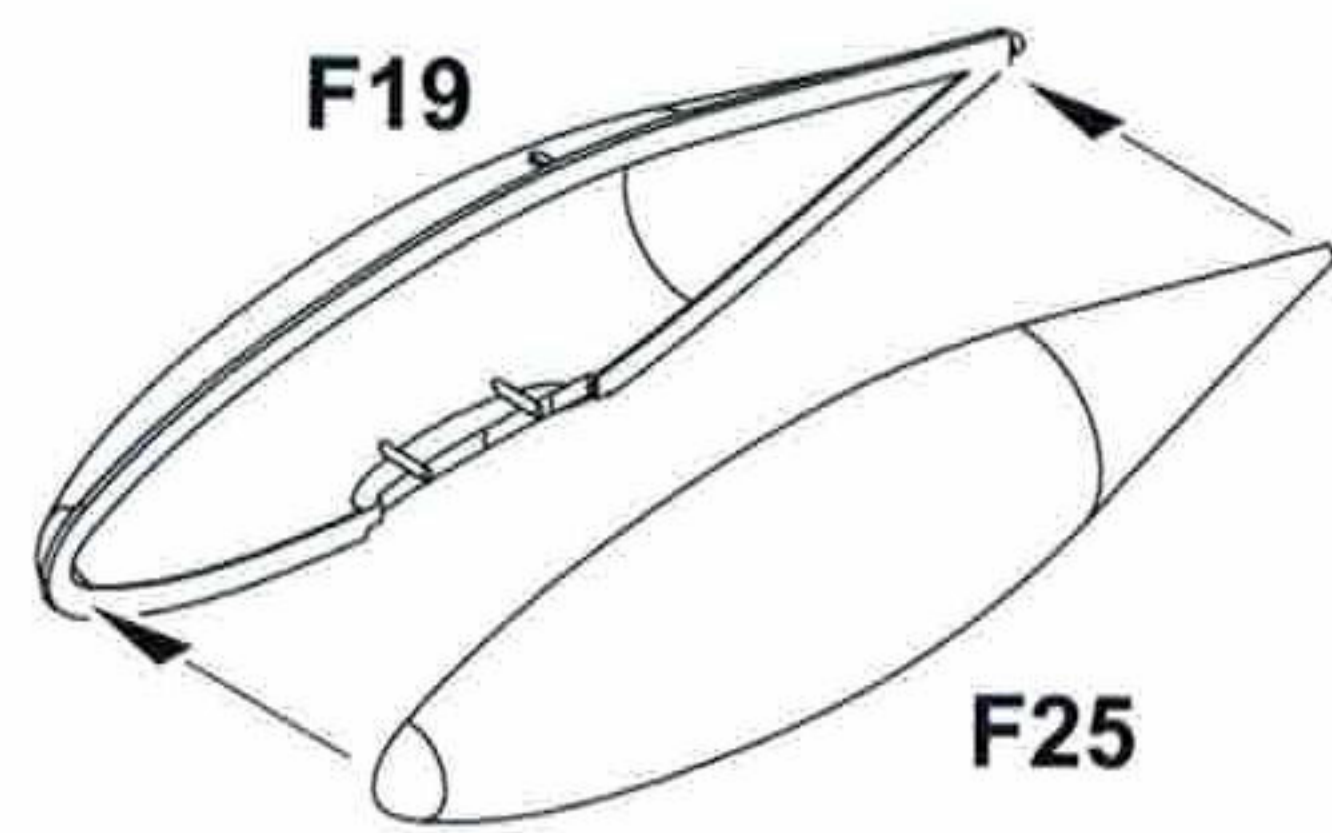
**N** MARKINGS **A, B, M**

2 pcs.

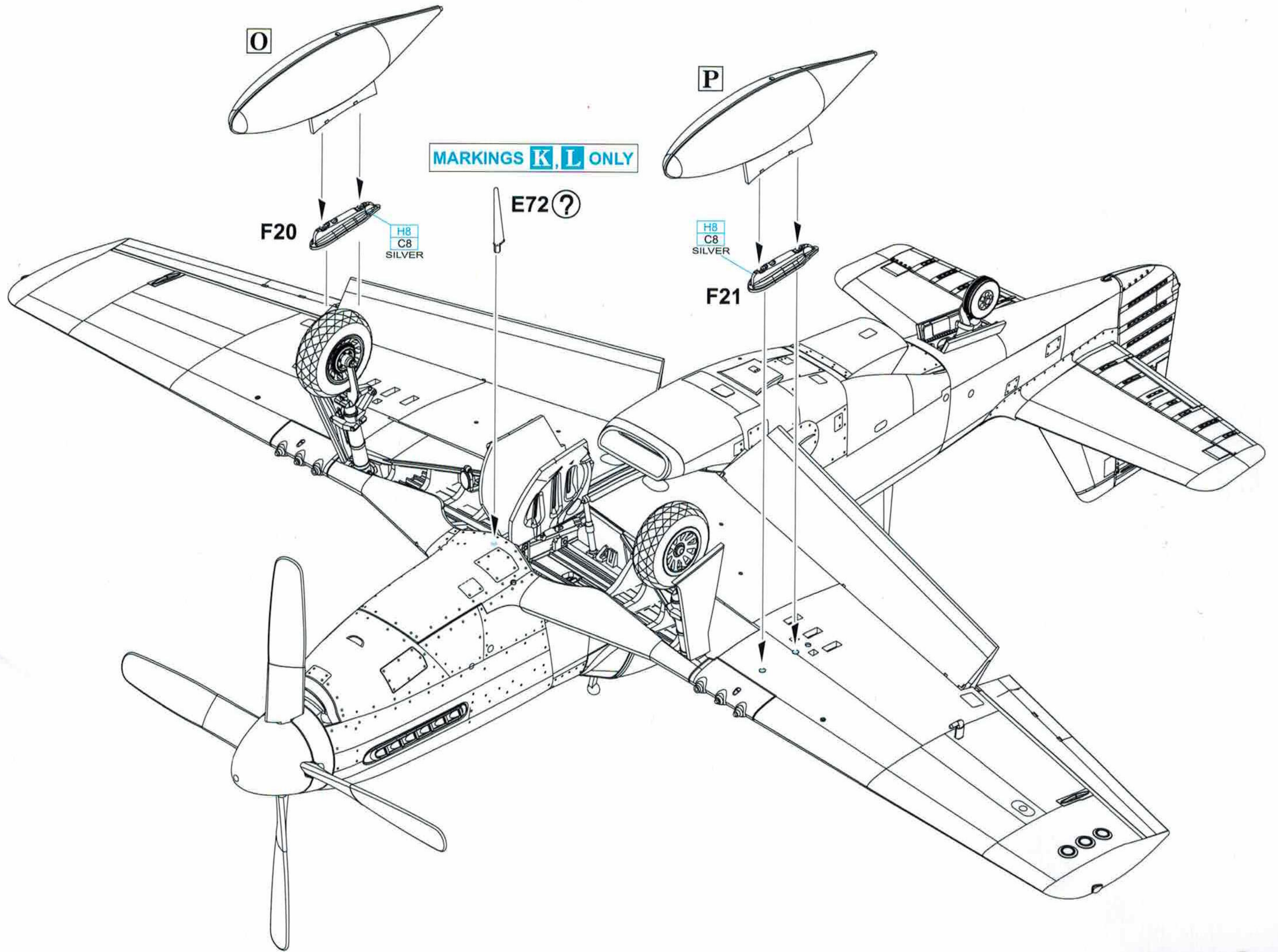
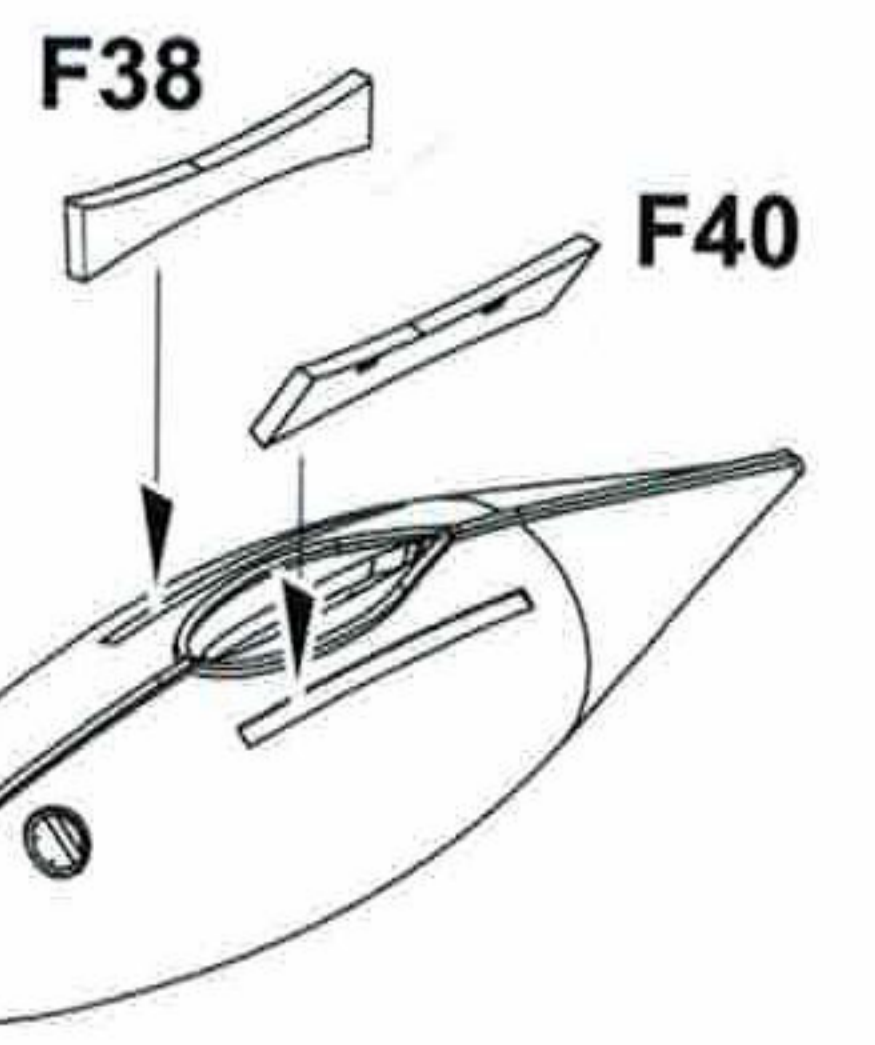
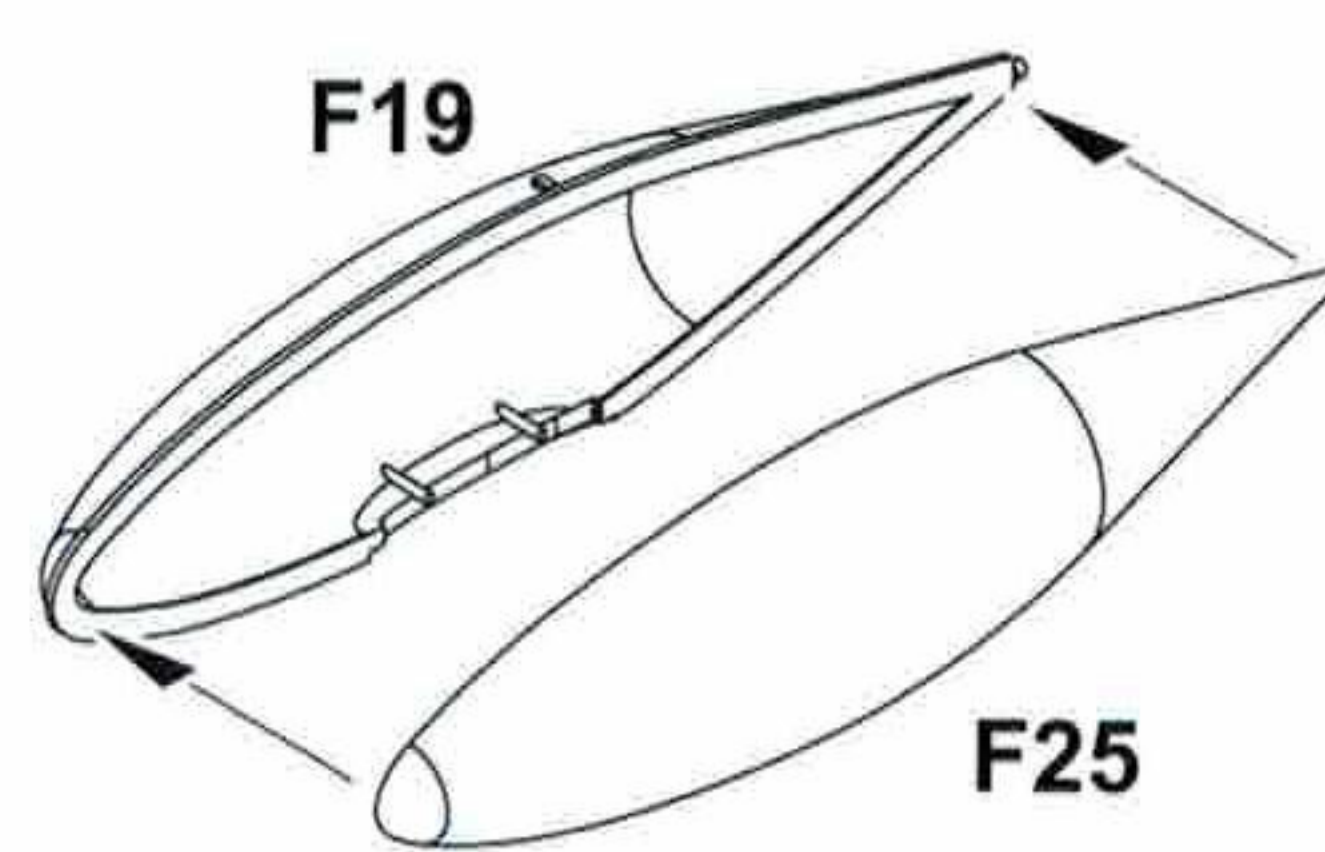




**O** MARKING **K**

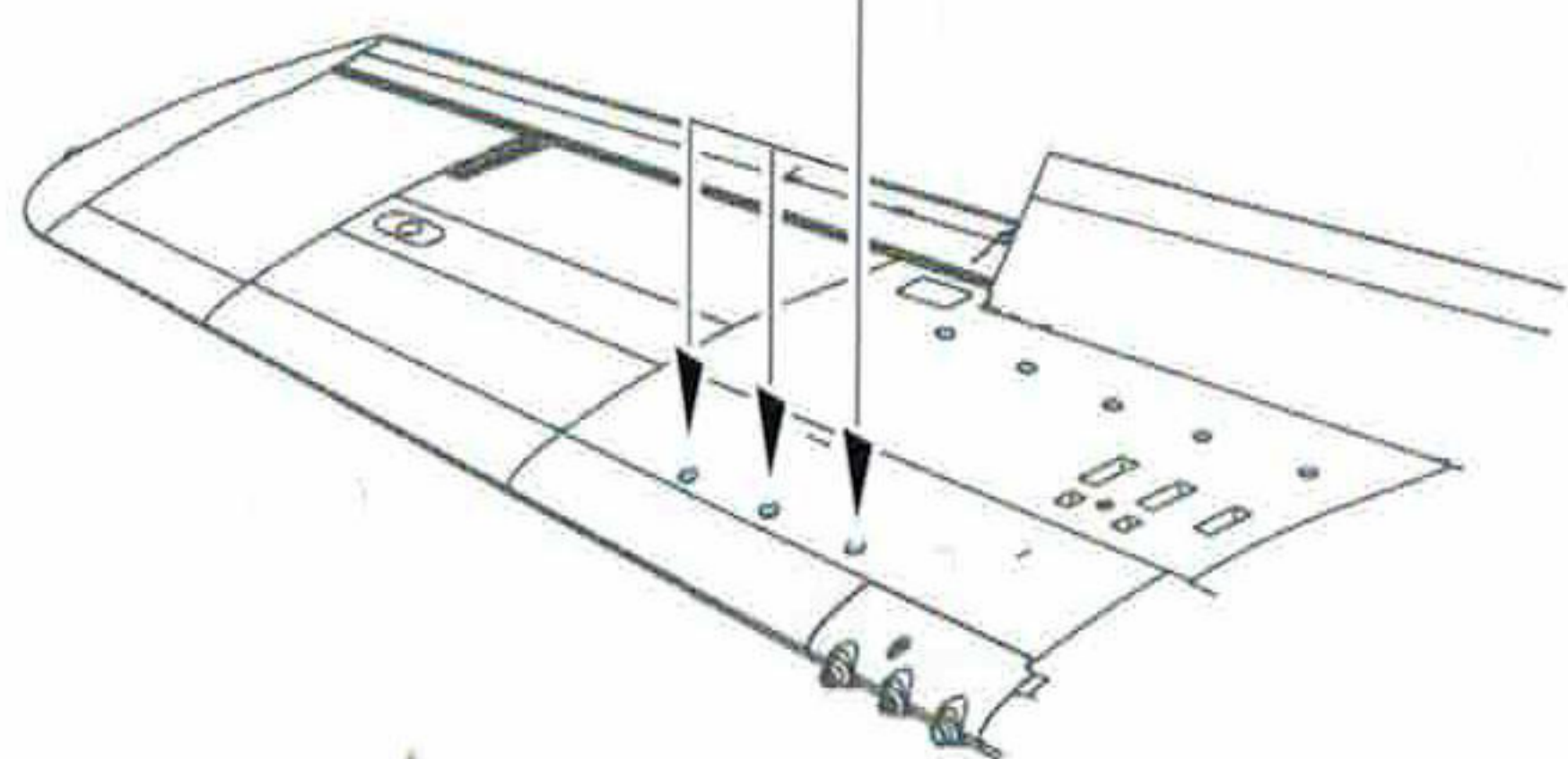


**P** MARKING **K**

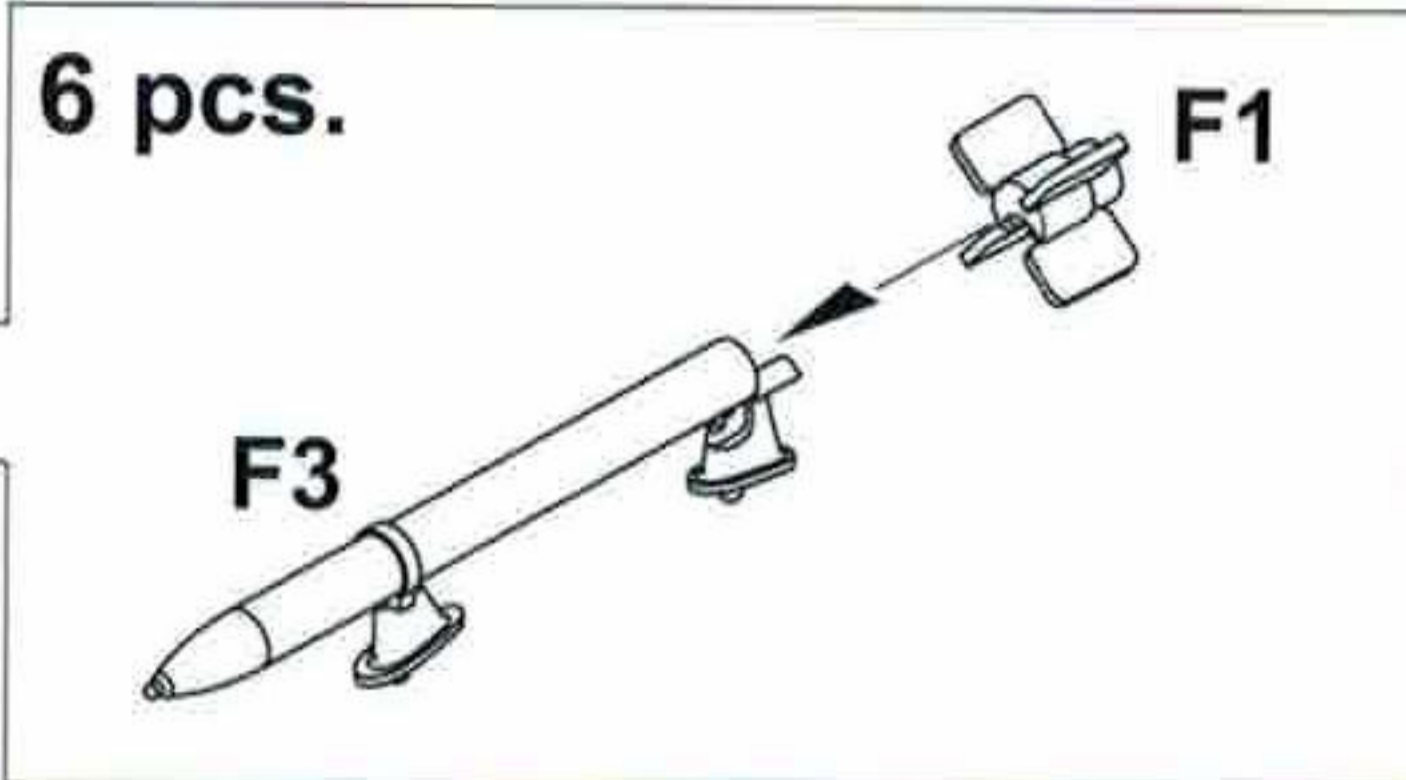


MARKING **J** ONLY

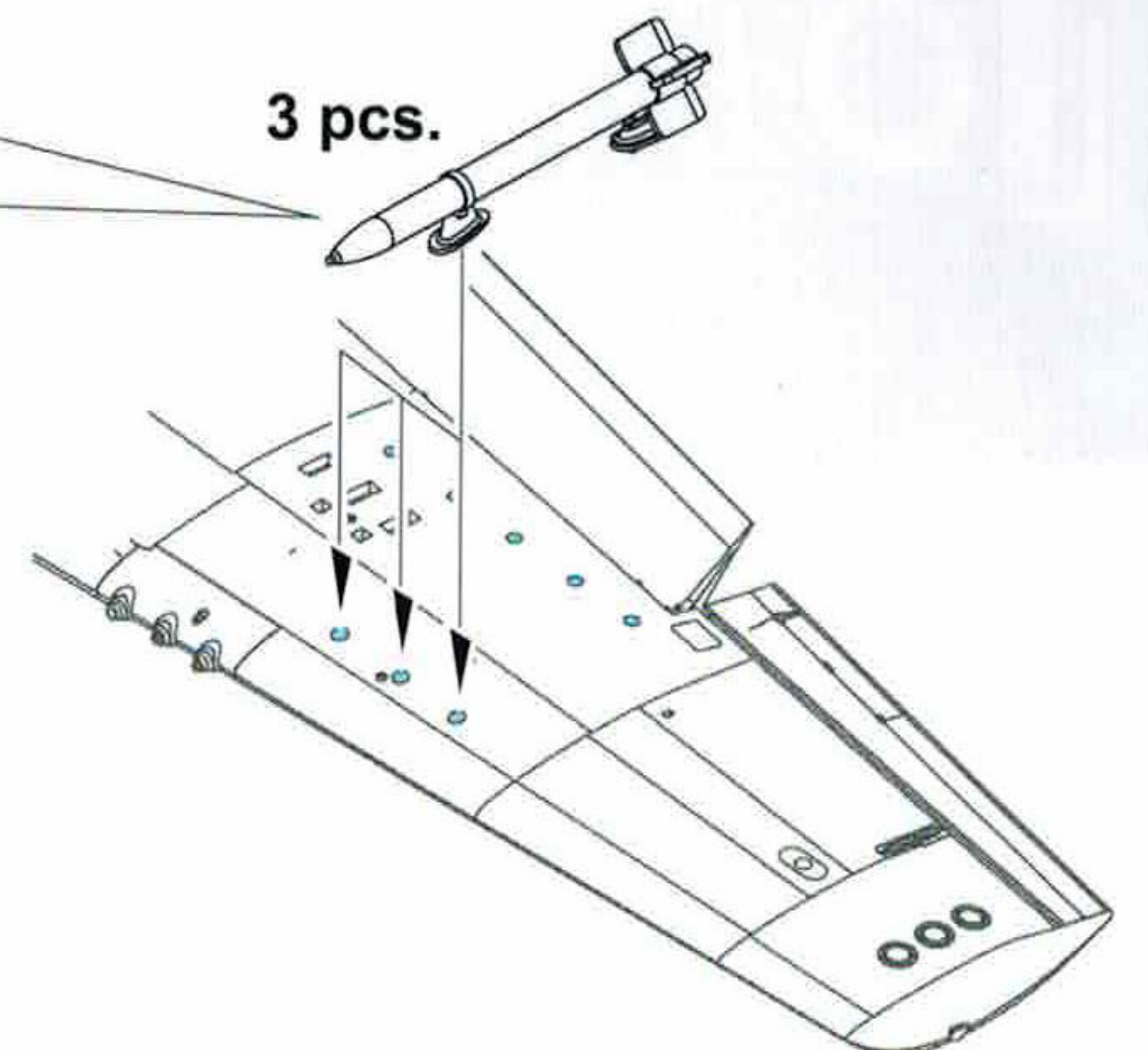
3 pcs.



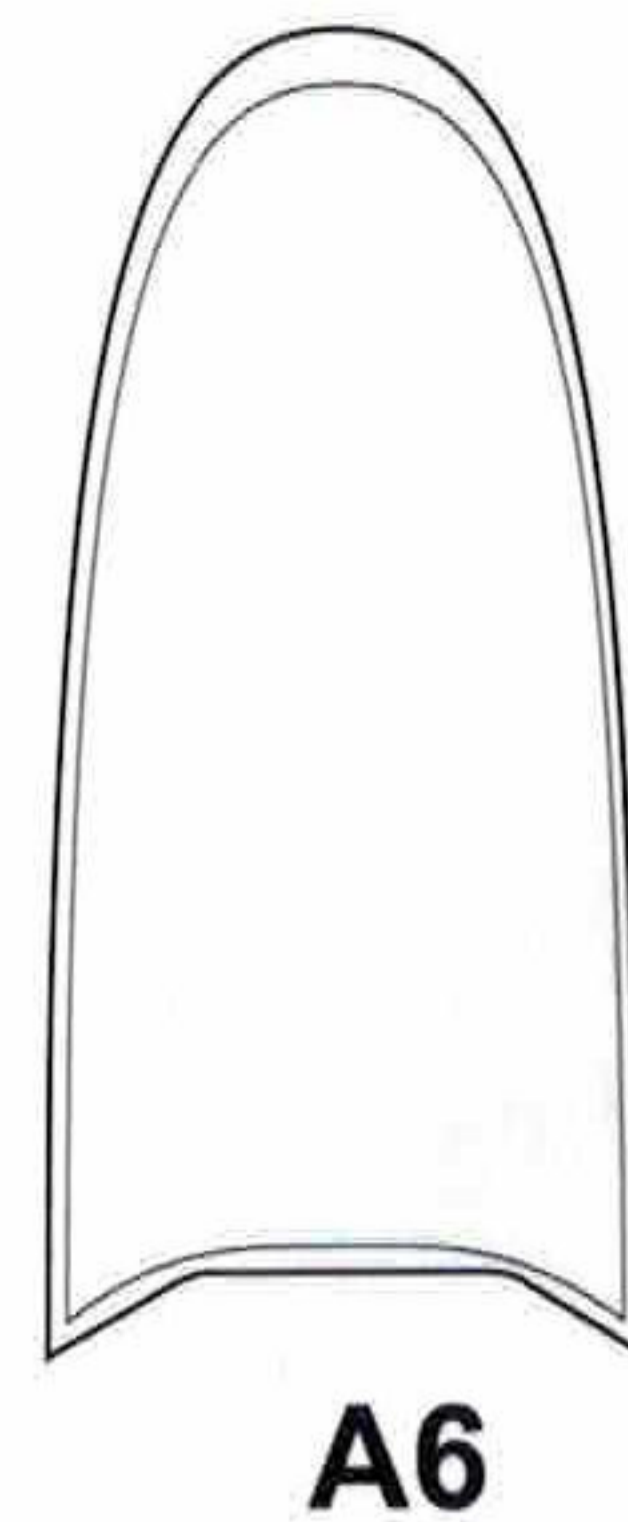
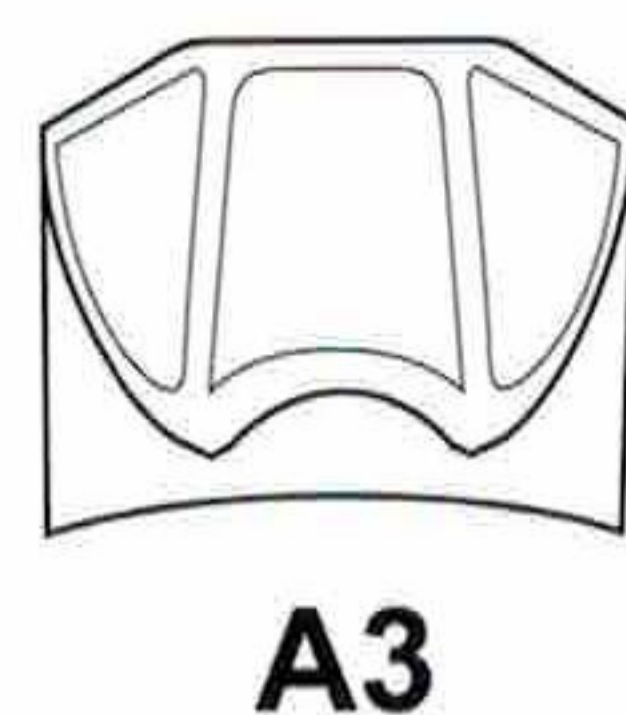
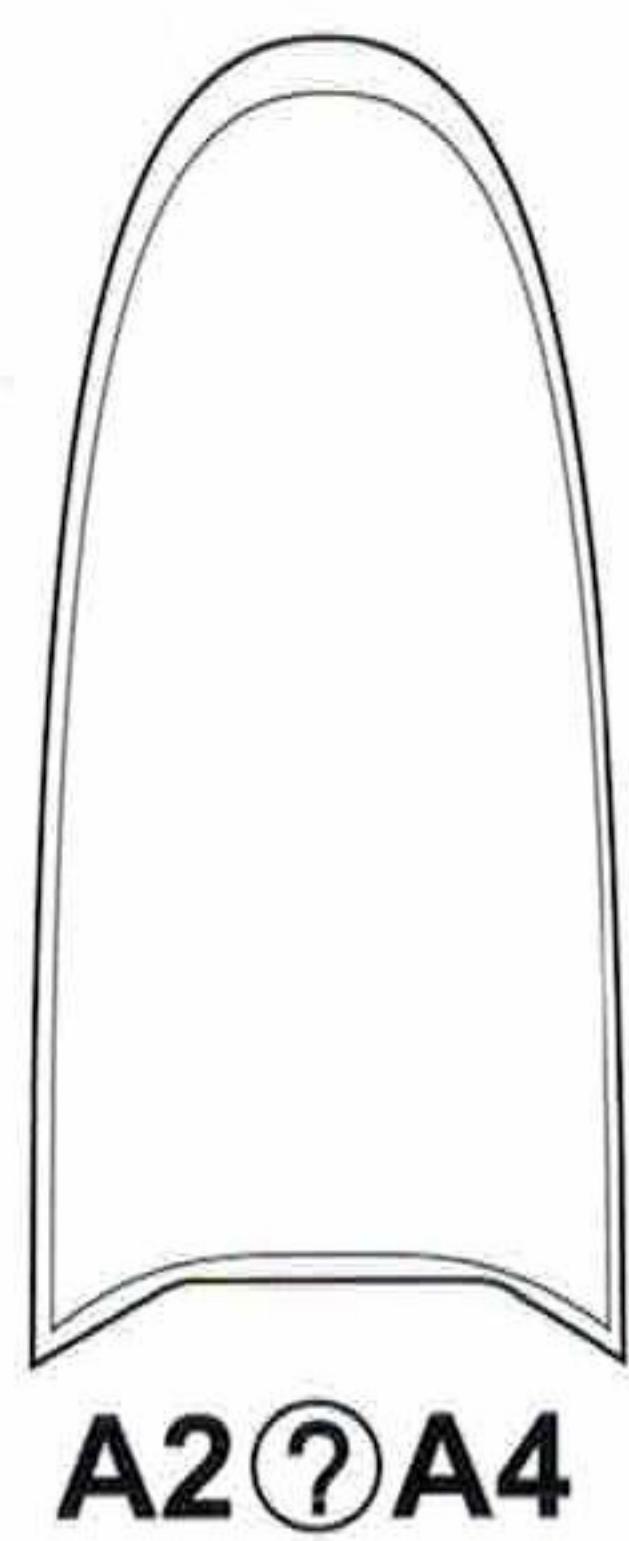
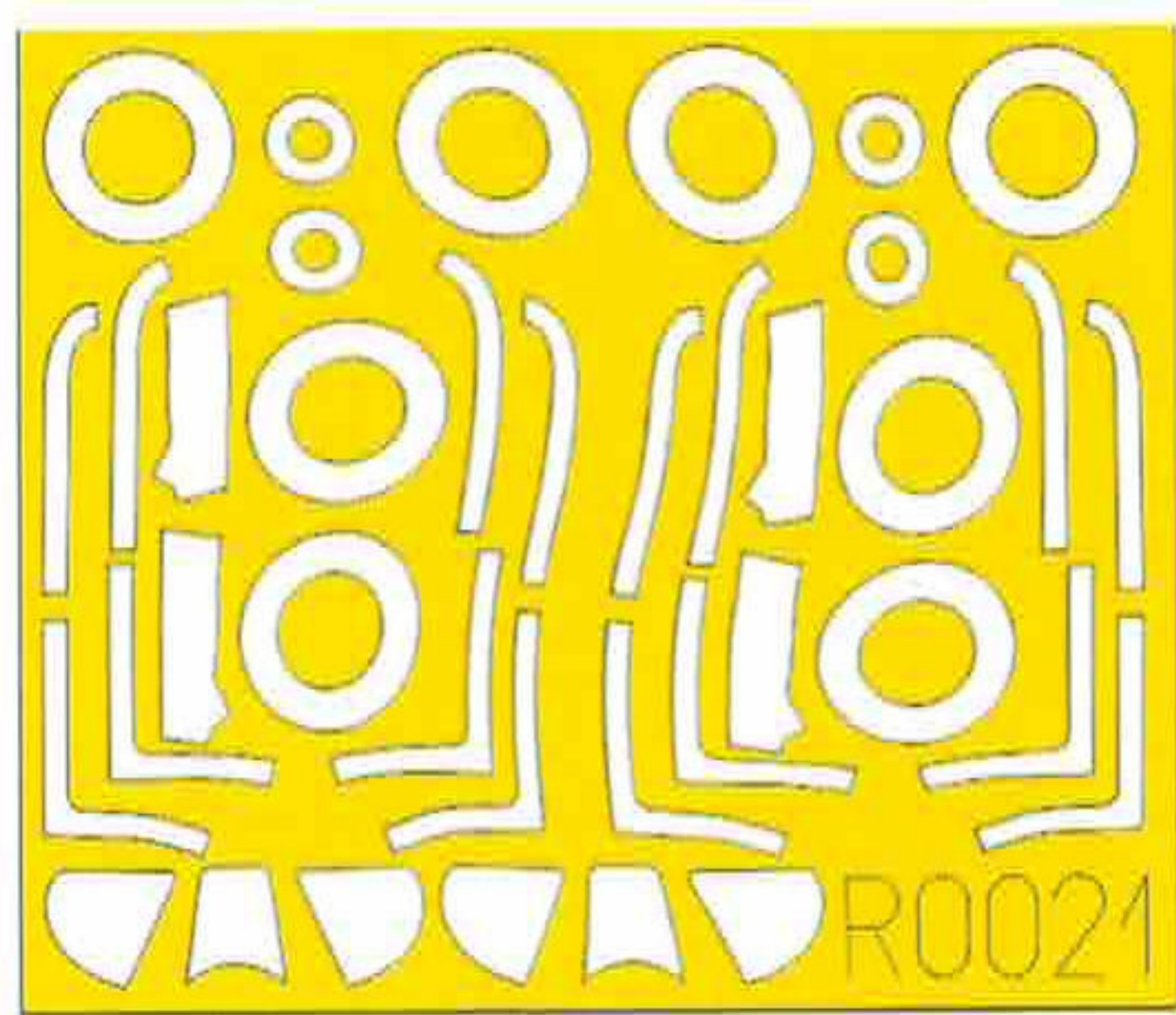
6 pcs.



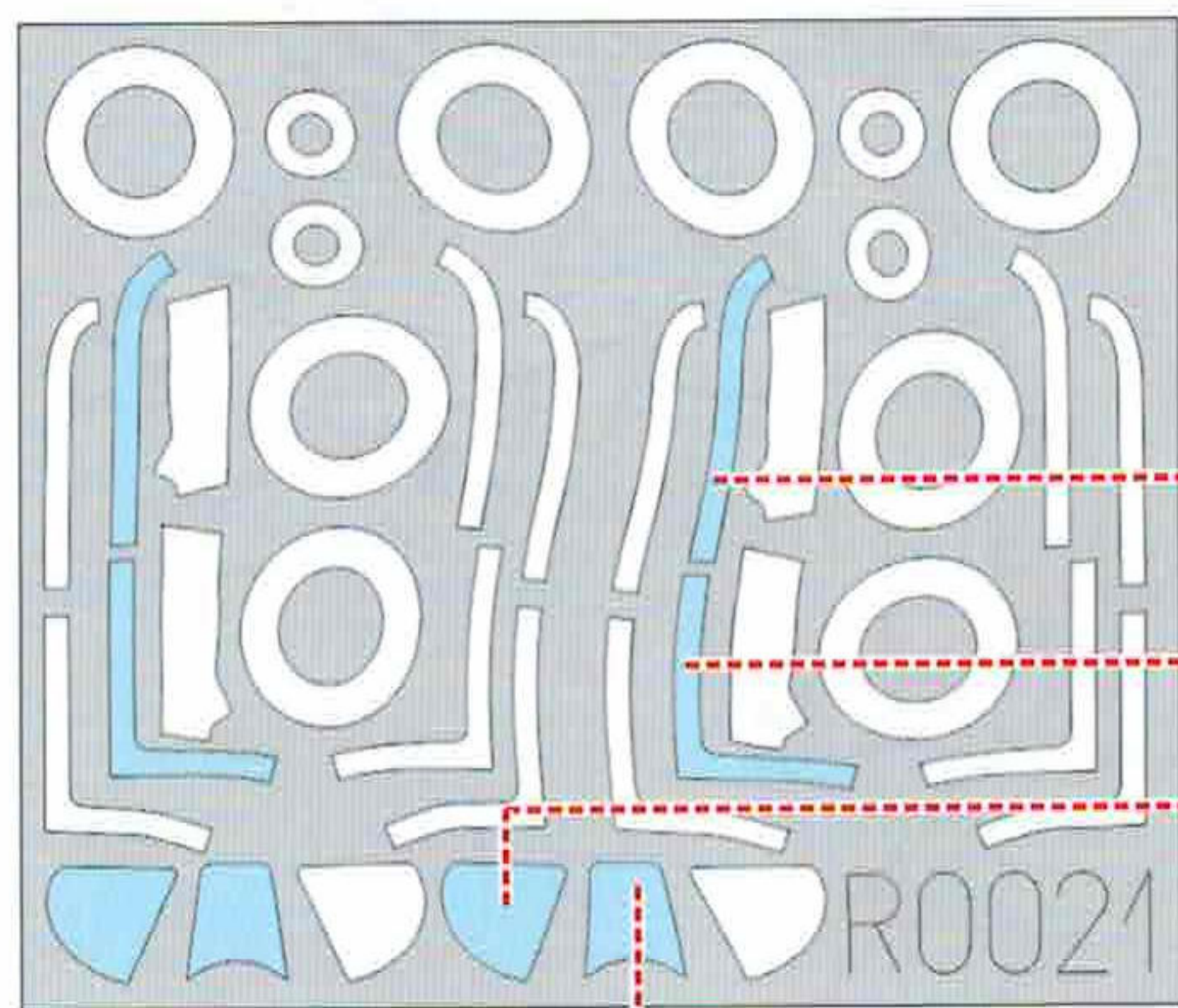
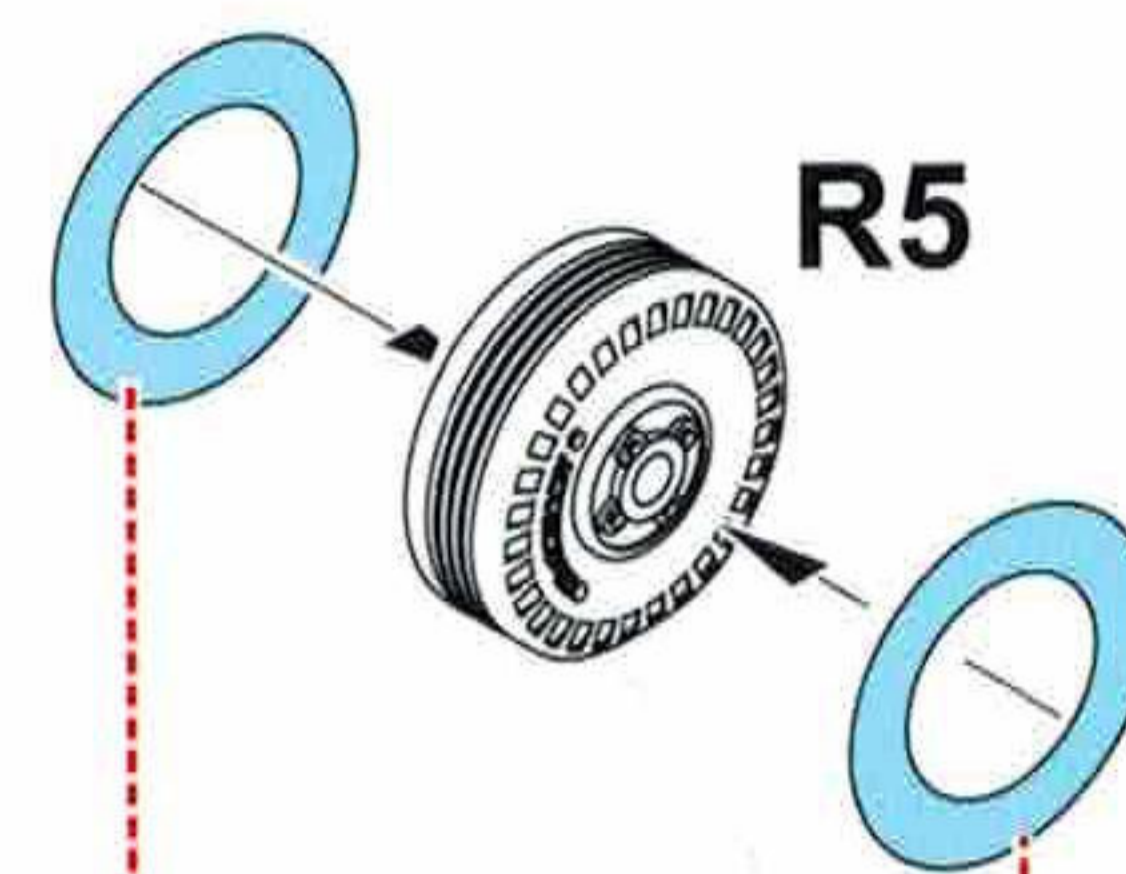
3 pcs.



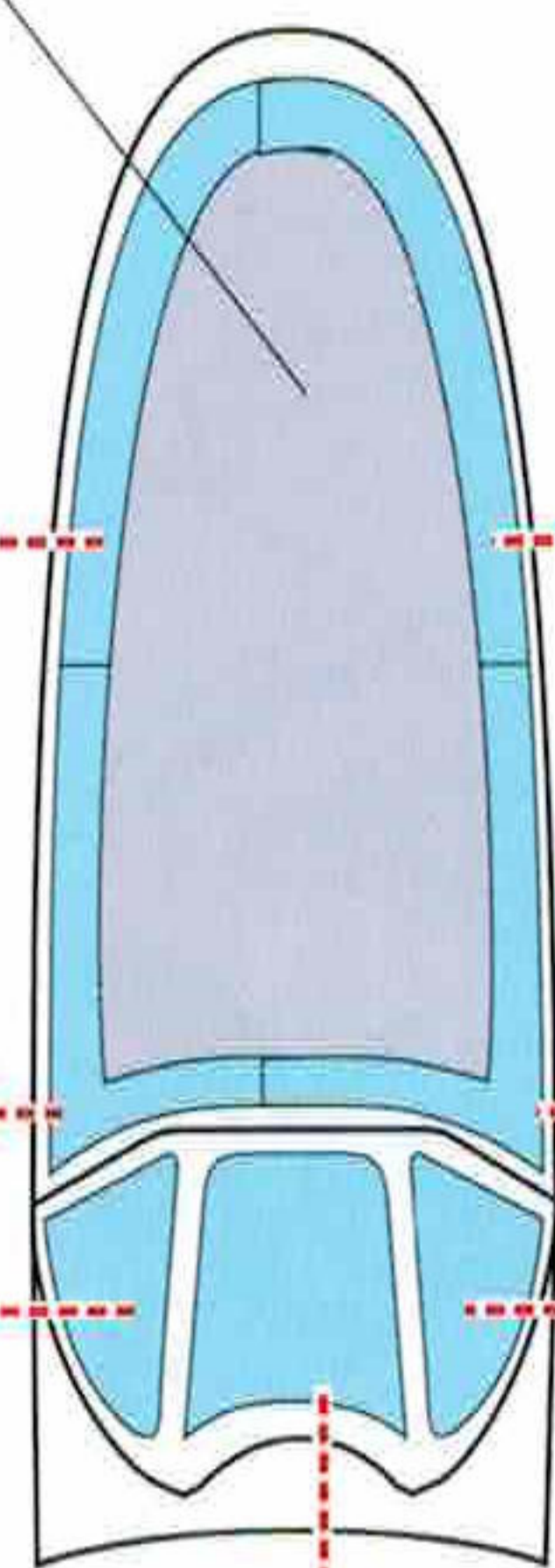




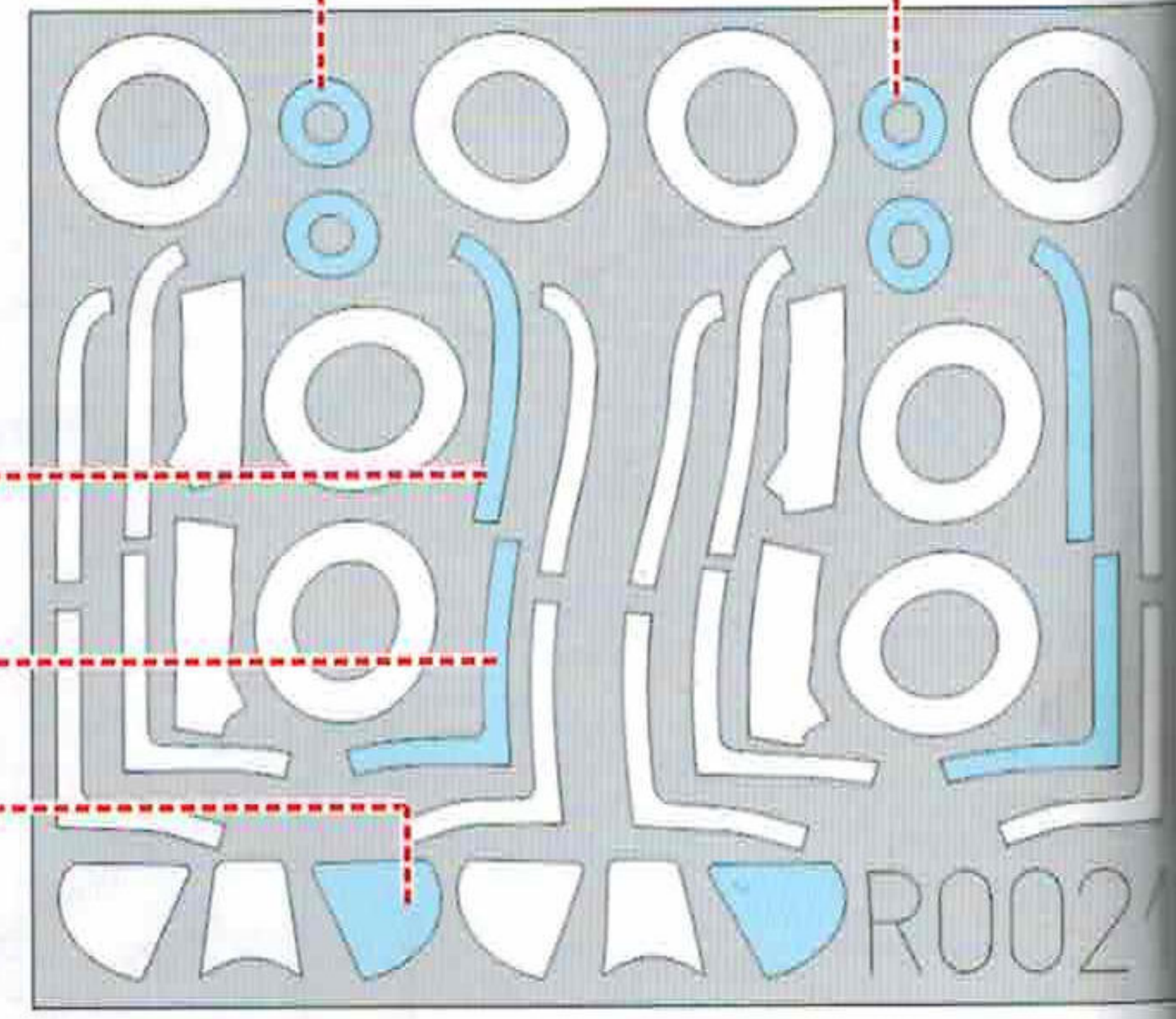
■ LIQUID MASK



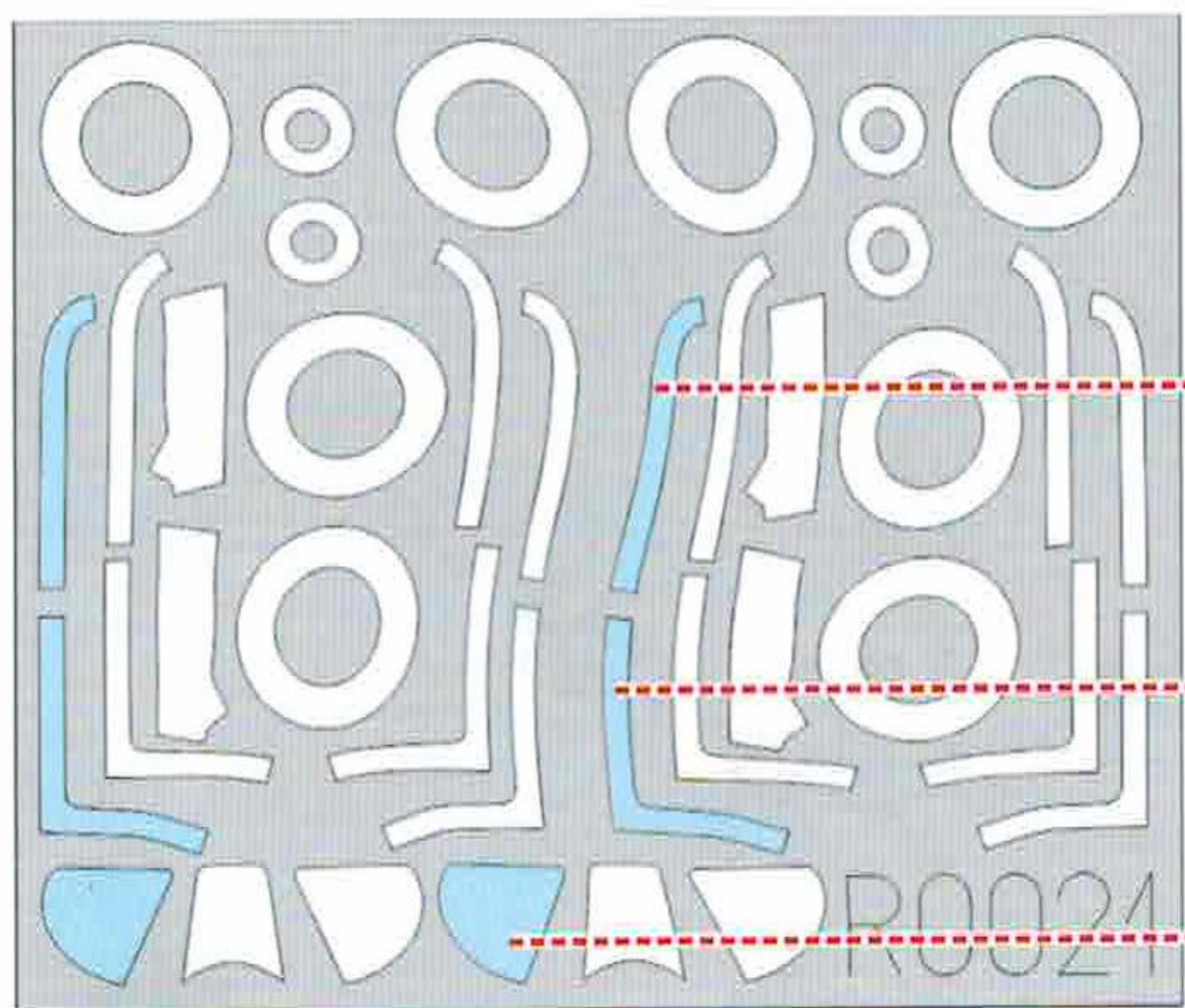
A2/A4



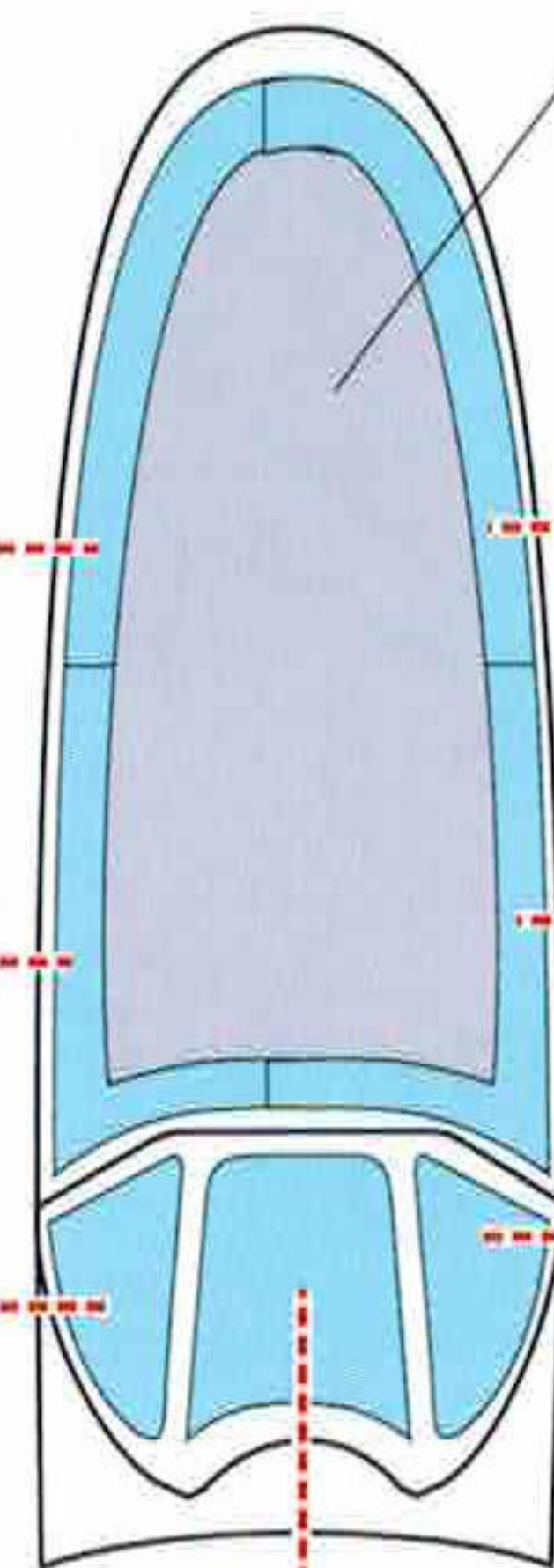
A3



■ LIQUID MASK



A6

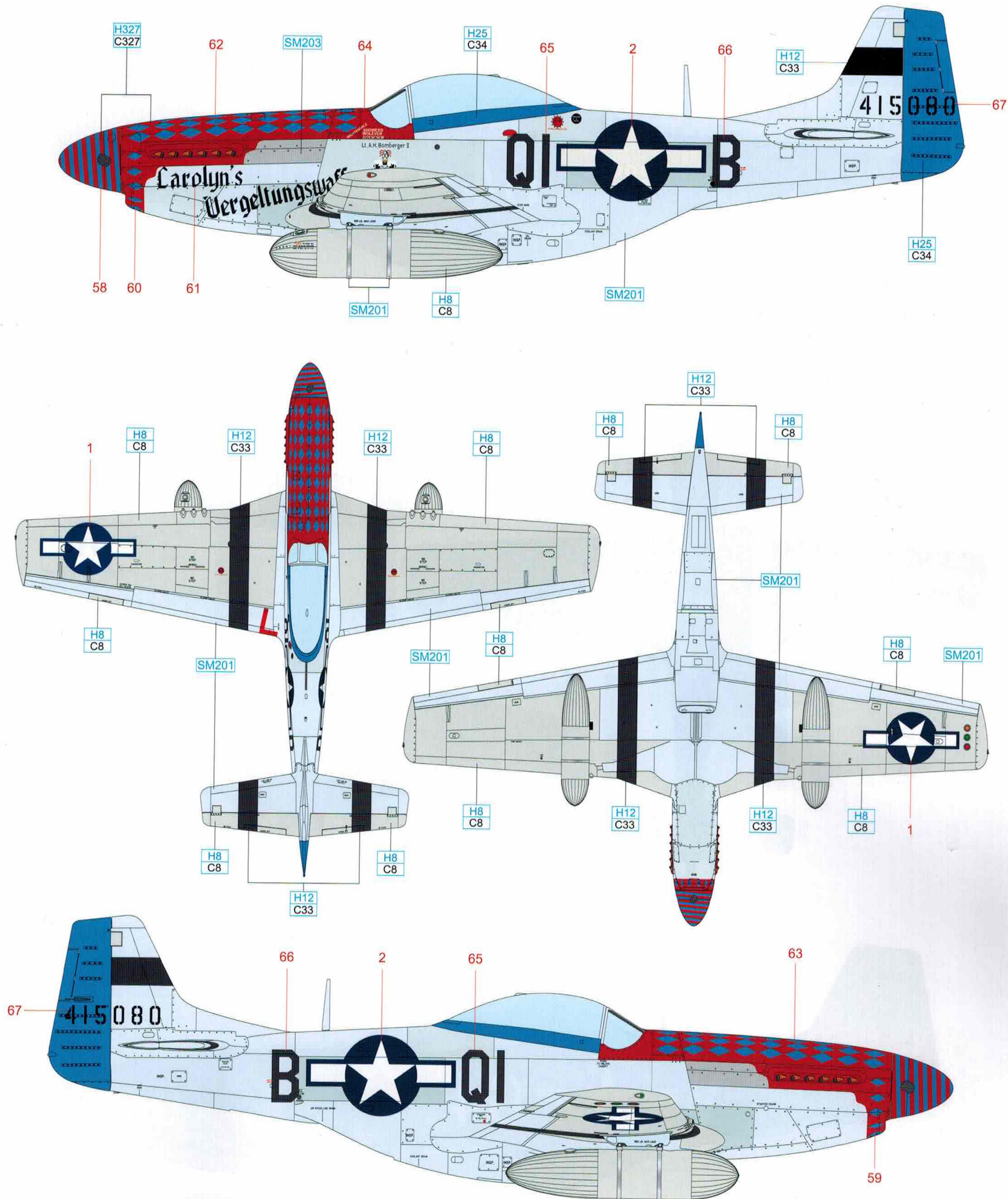


A3



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

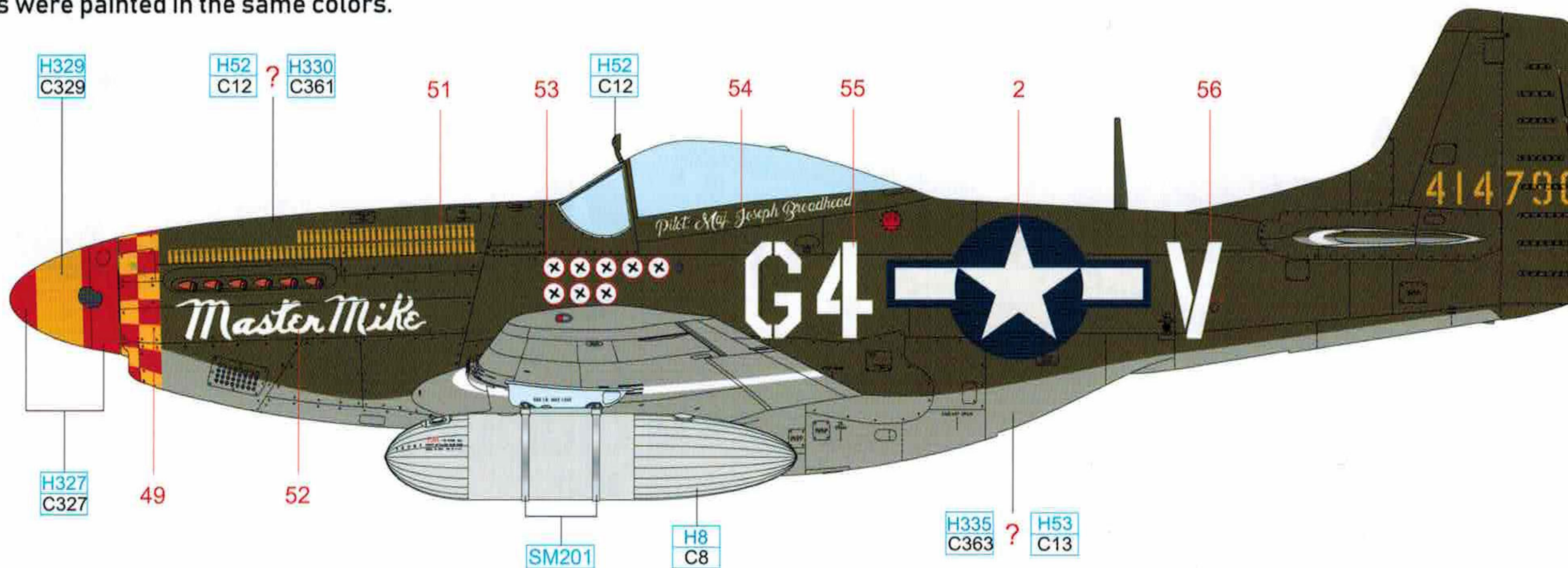
The 356<sup>th</sup> FG was established on December 8, 1942 and after necessary training in the south of the United States it was dispatched to Great Britain in fall of 1943 and incorporated into 8<sup>th</sup> Air Force. It was equipped with P-47 Thunderbolts and the main task of the group were escort missions to cover B-17 and B-24 four-engine bombers on their sorties over the Third Reich territory. In November 1944 356<sup>th</sup> 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 356<sup>th</sup> 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.



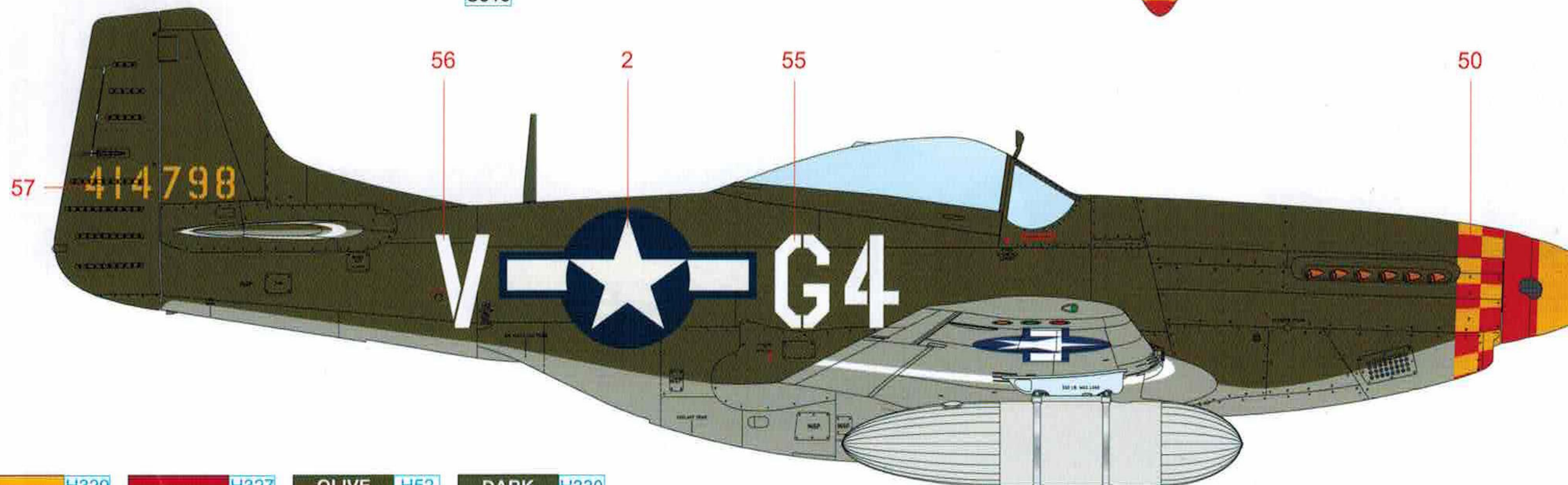
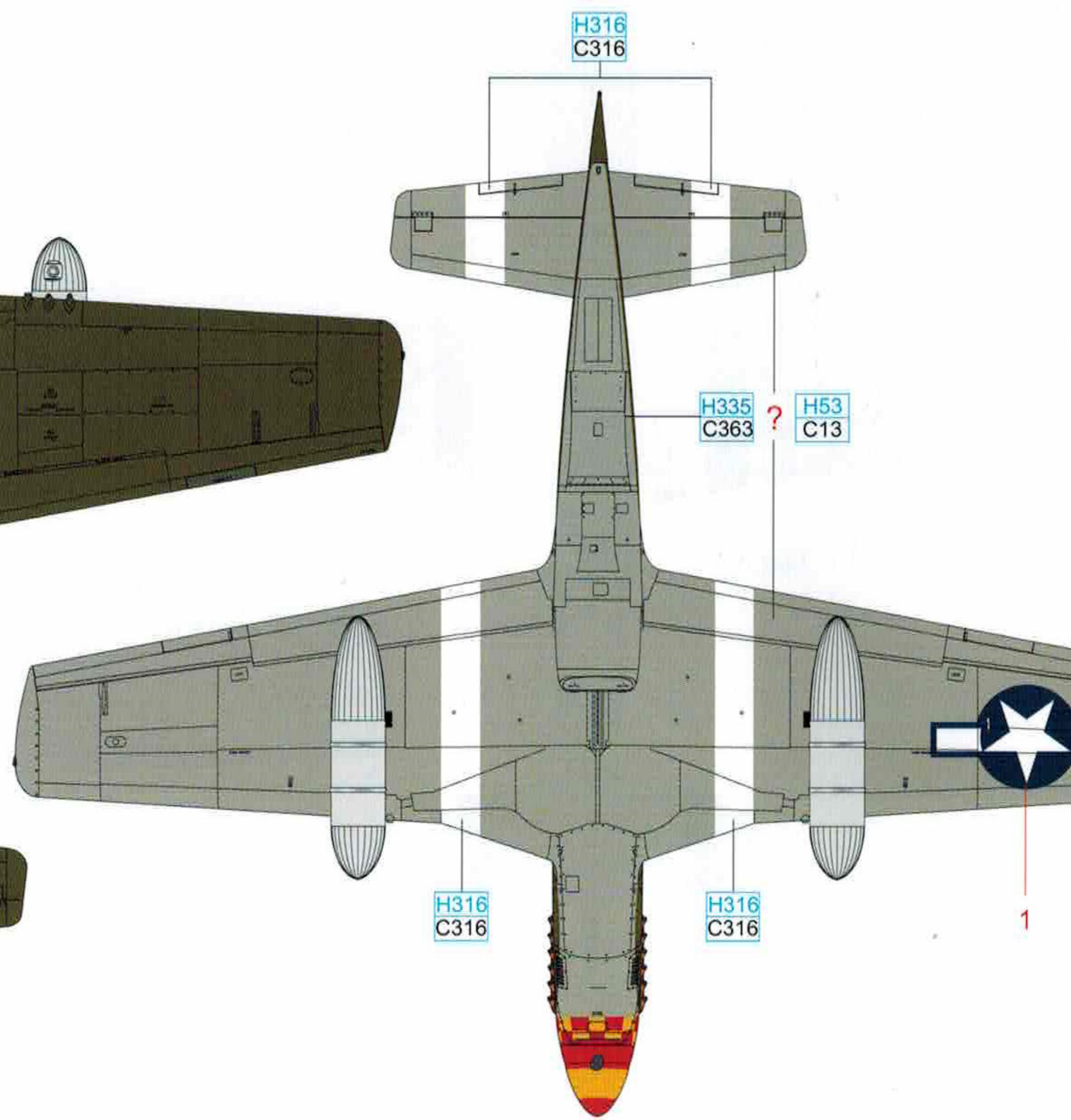
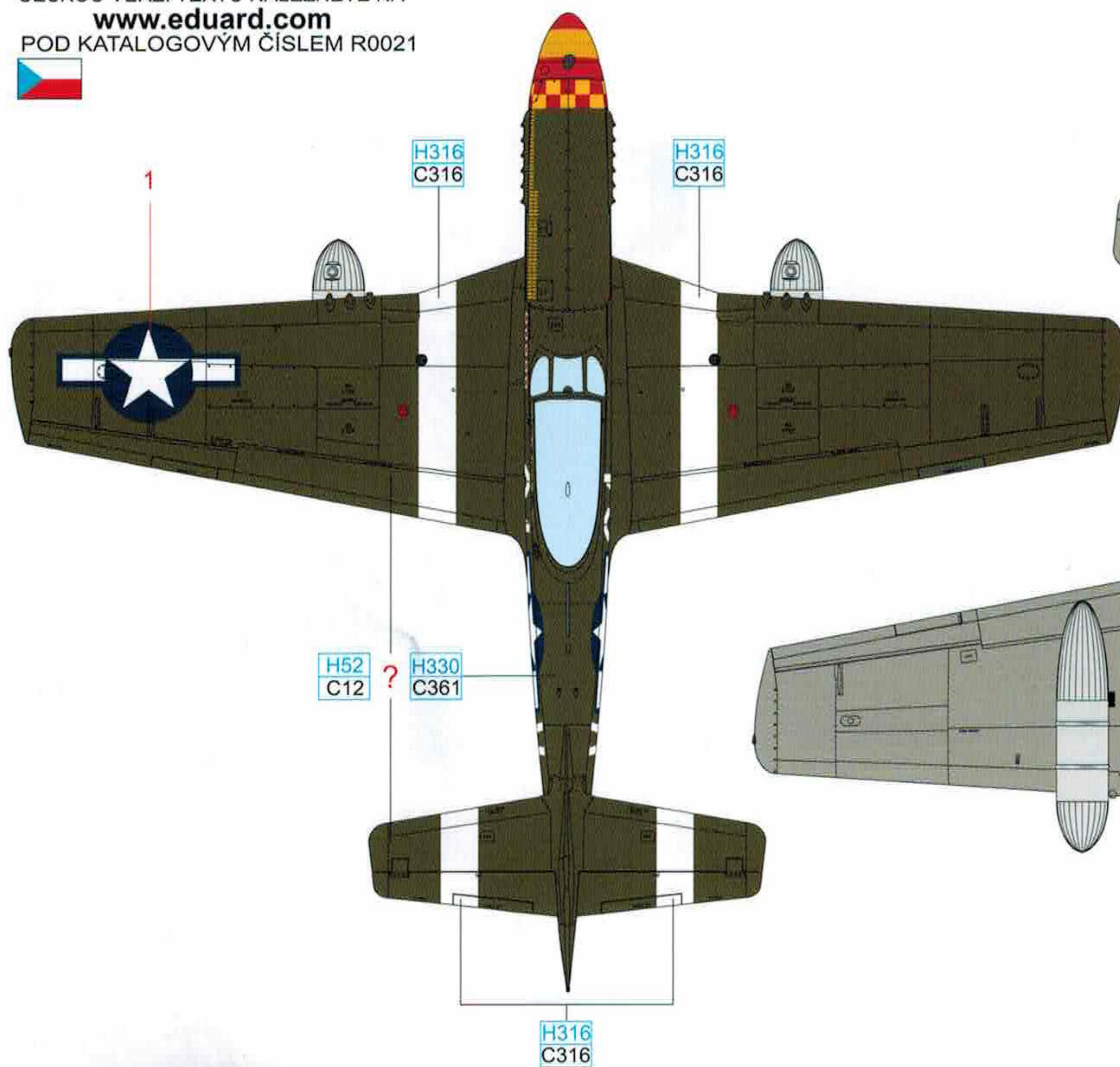
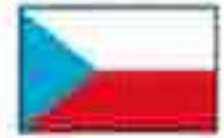
BLUE	H25 C34	BLACK	H12 C33	RED	H327 C327
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM202



The 357<sup>th</sup> Fighter Group became the first 8<sup>th</sup> 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 362<sup>nd</sup> 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 357<sup>th</sup> 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 357<sup>th</sup> 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 357<sup>th</sup> FG aircraft noses were decorated with yellow-red checkerboard, the propellers were painted in the same colors.



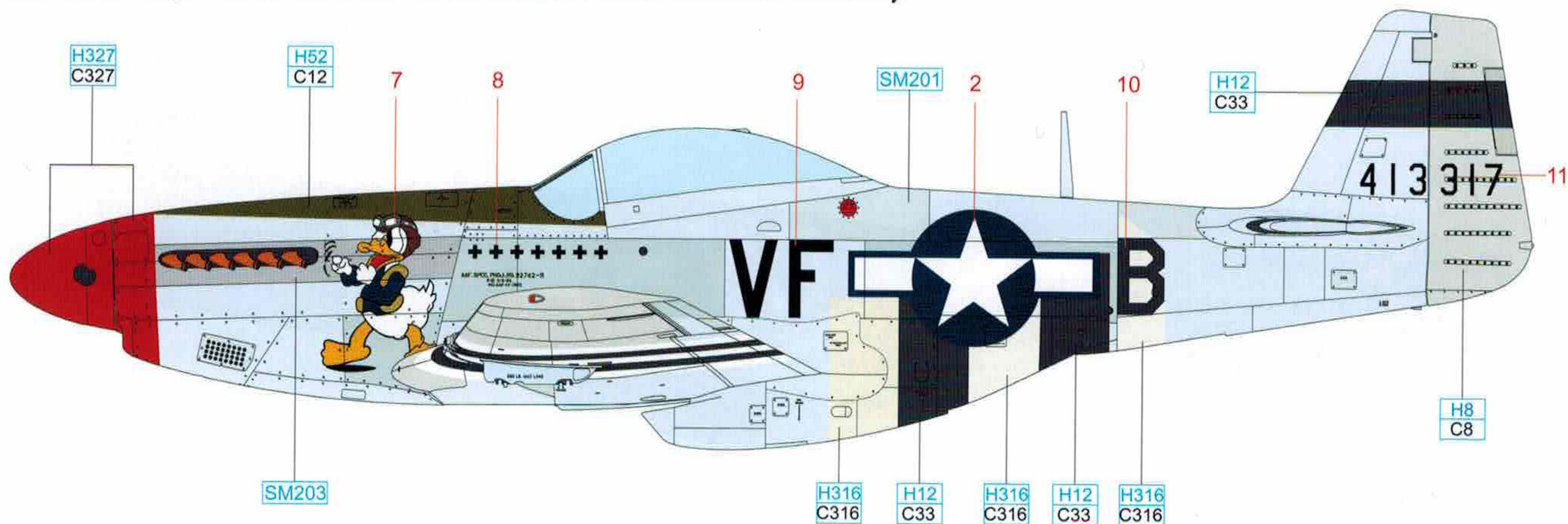
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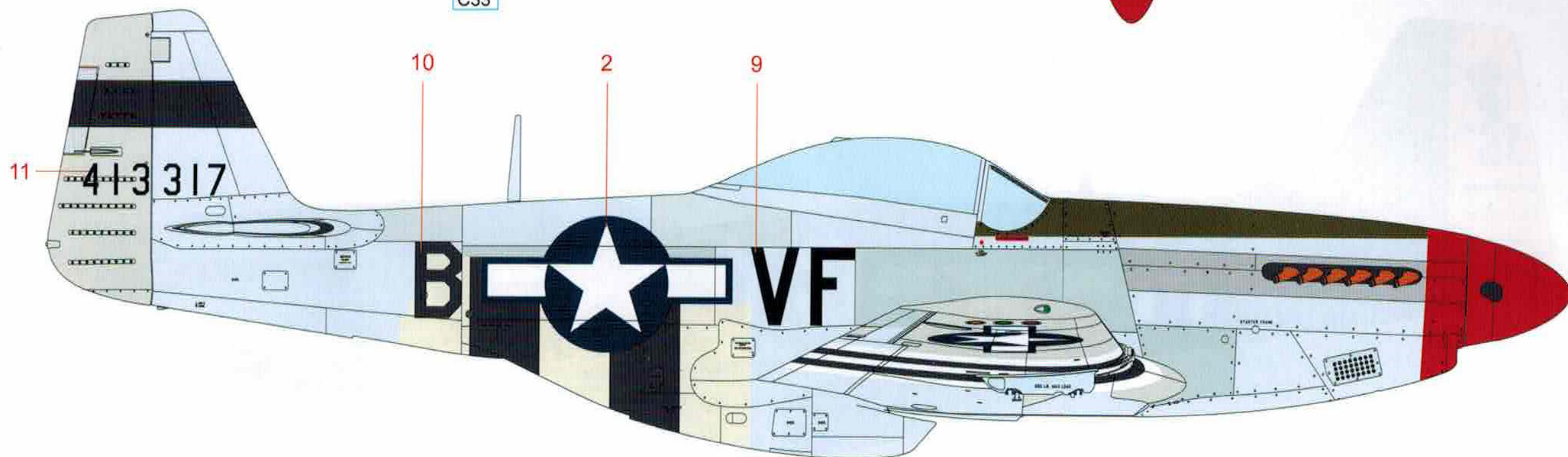
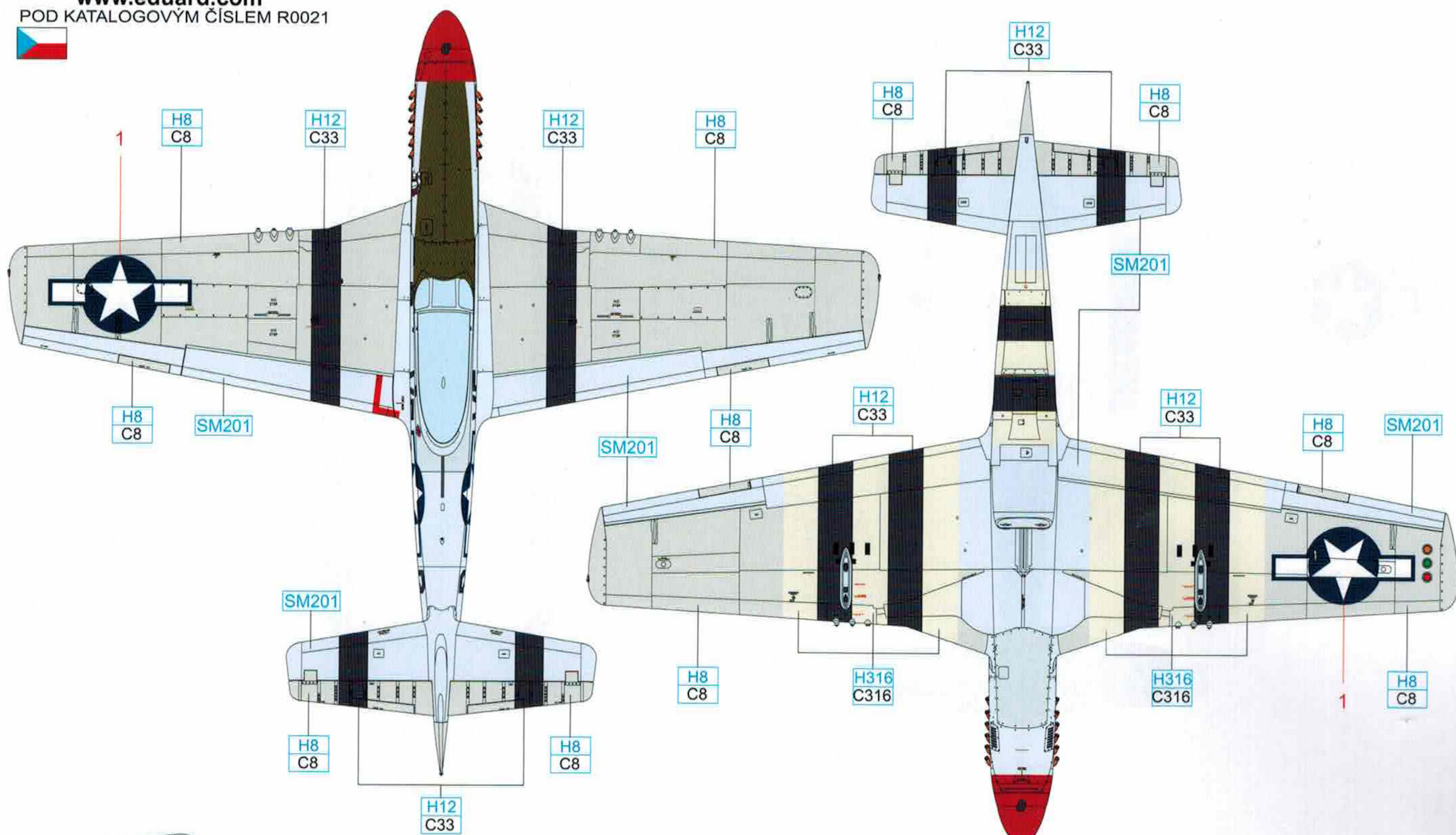
<b>YELLOW</b> H329 C329	<b>RED</b> H327 C327	<b>OLIVE DRAB</b> H52 C12	<b>DARK GREEN</b> H330 C361
<b>SILVER</b> H8 C8	<b>MEDIUM SEA GRAY</b> H335 C363	<b>NEUTRAL GRAY</b> H53 C13	<b>WHITE</b> H316 C316
			<b>SUPER FINE SILVER</b> SM201



The 4<sup>th</sup> 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 8<sup>th</sup> AF the Squadrons were redesignated to 334<sup>th</sup> FS, 335<sup>th</sup> FS and 336<sup>th</sup> 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 4<sup>th</sup> 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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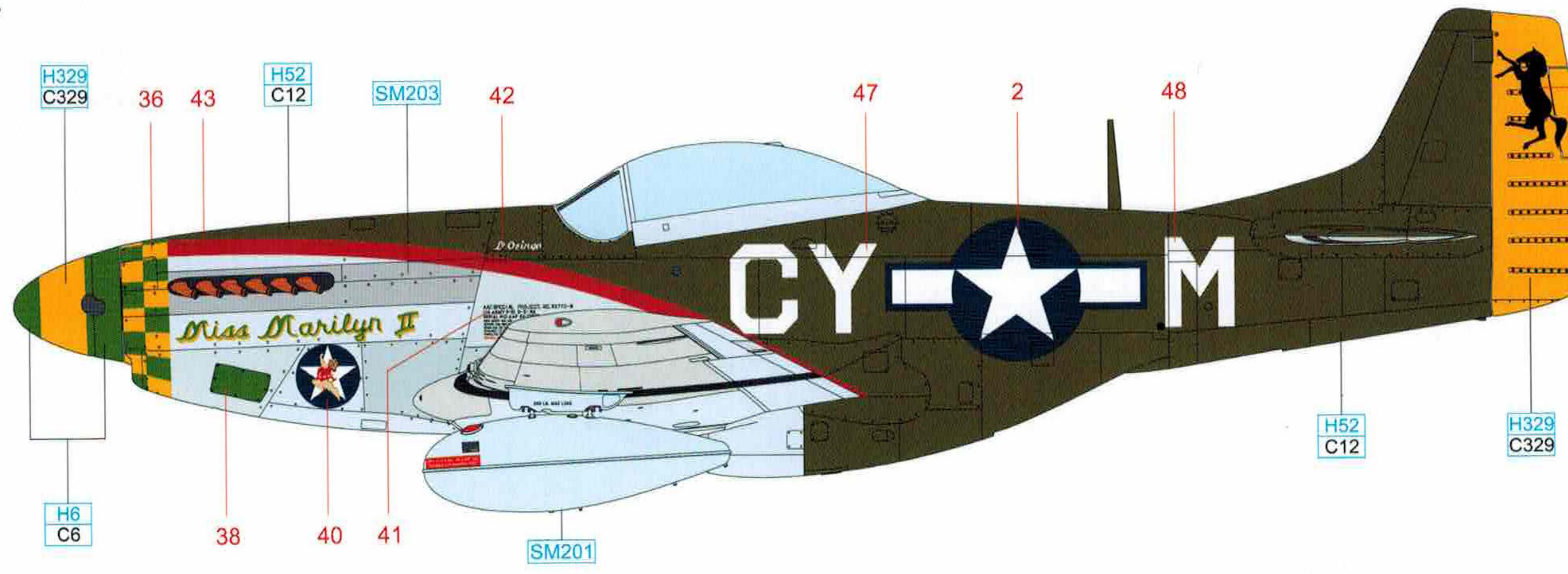
WHITE	H316 C316	BLACK	H12 C33	RED	H327 C327
SILVER	H8 C8	OLIVE DRAB	H52 C12	SUPER FINE SILVER	SM201
				SUPER IRON	SM203



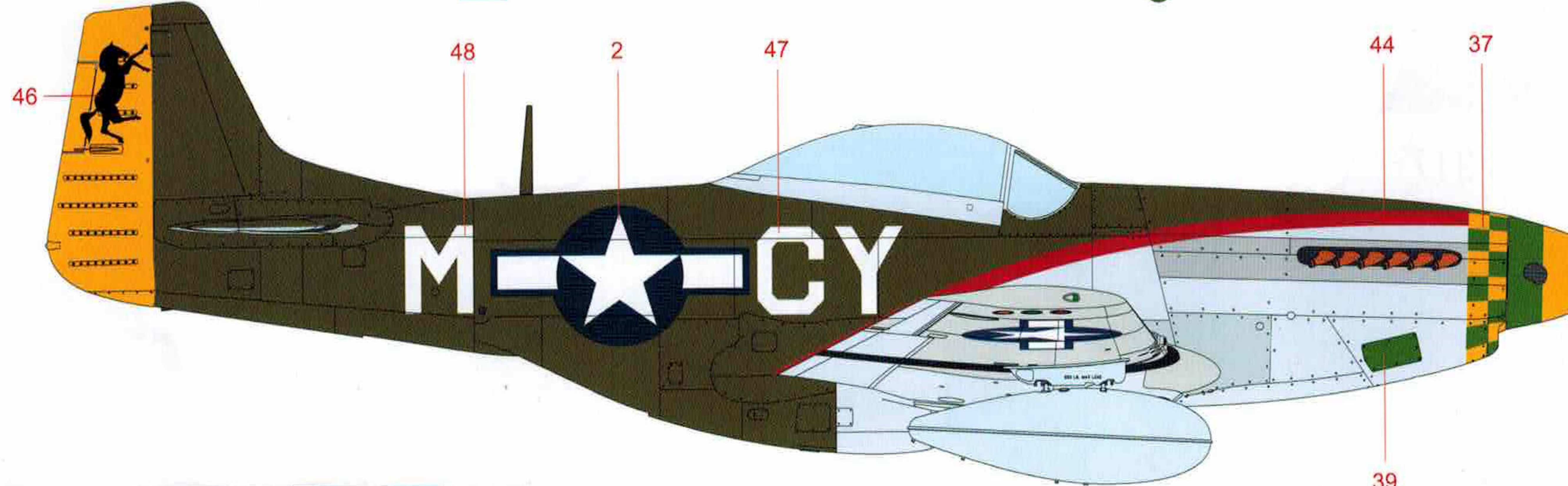
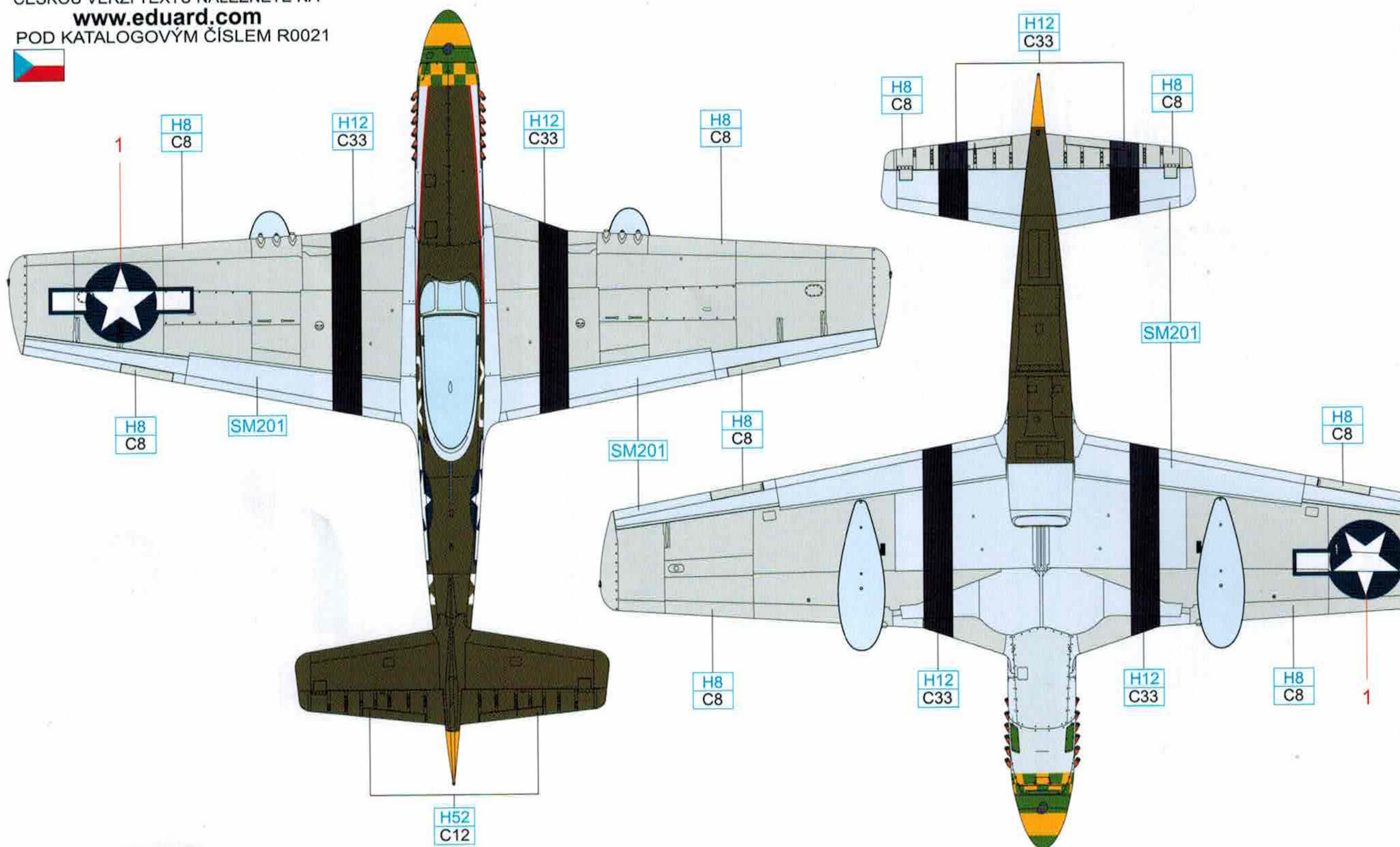
D

P-51D-5, 44-13837, Lt. Richard Ozinga, 343<sup>rd</sup> FS, 55<sup>th</sup> FG, 8<sup>th</sup> AF, Wormingford, United Kingdom, September 1944

History of the 55<sup>th</sup> Fighter Group starts in January 1941, when it was established as 55<sup>th</sup> Pursuit Group at Hamilton airbase in California. In May 1942 it was redesignated as 55<sup>th</sup> Fighter Group and its pilots started training on P-43 and later on P-38. On October 15, 1943, having been transferred to Great Britain, the unit was declared combat-ready on P-38H. In July 1944 it was re-equipped with P-51D flying mostly four engine bombers escorts till the end of the war. On August 20, 1946, the unit was disbanded. Richard Ozinga was assigned to 343<sup>rd</sup> FS after he completed his pilot training on August 2, 1944 and flew with this unit until the end of World War II. Besides him also 2<sup>nd</sup> Lt. Kenneth J. Mix and Lt. Robert E. Welch logged several sorties with this aircraft. Richard Ozinga passed away on April 8, 1994. Aircraft noses of the 55<sup>th</sup> Fighter Group received green-yellow checkerboards for better mid-air recognition. The same colors appeared on the propeller spinners. Typical for this unit was the coloration of its Mustang fuselages when the olive drab antiglare extended to the rear fuselage. Yellow rudder was the 343<sup>rd</sup> FS recognition marking. Richard Ozinga named his aircraft by his girlfriend and Marilyn.



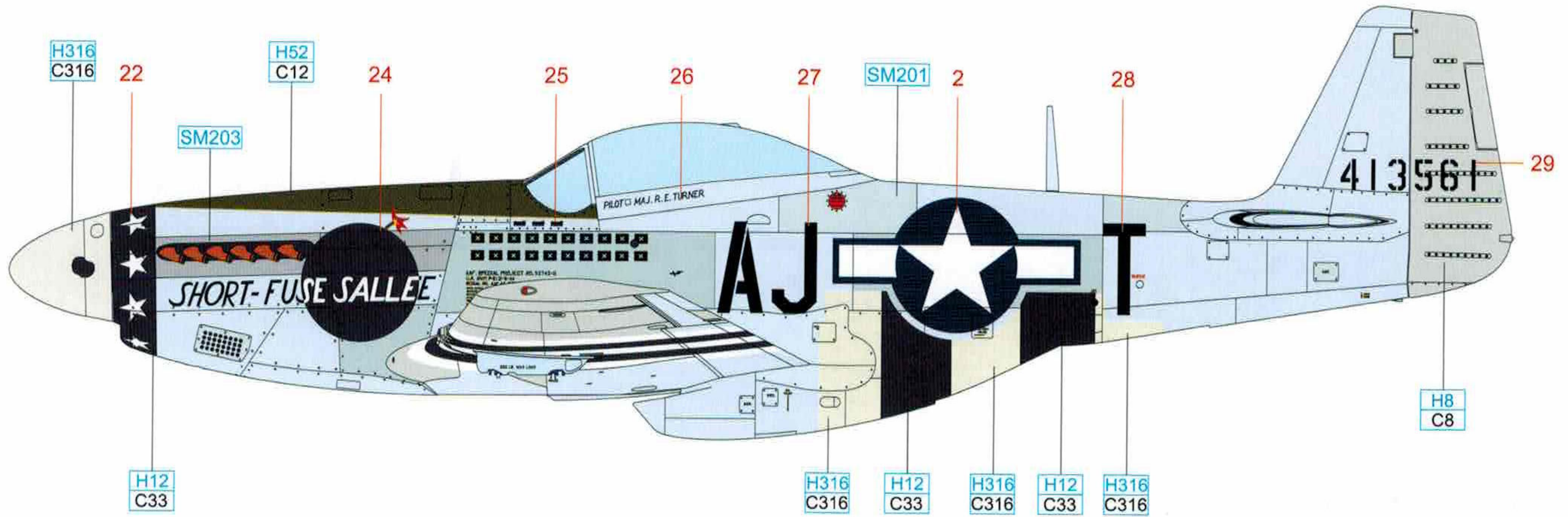
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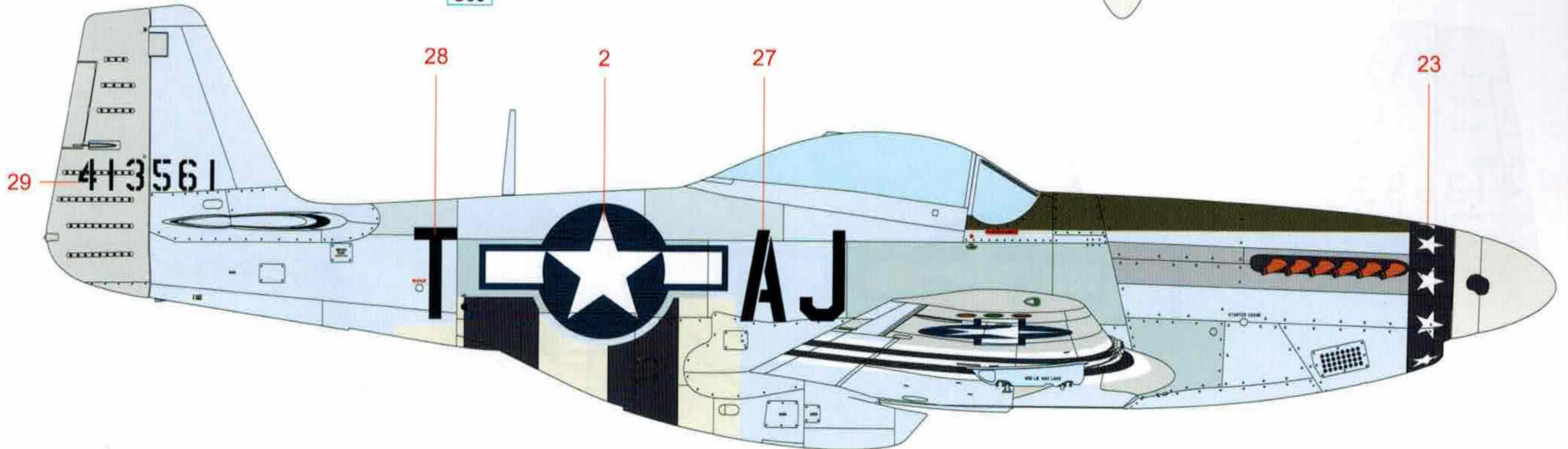
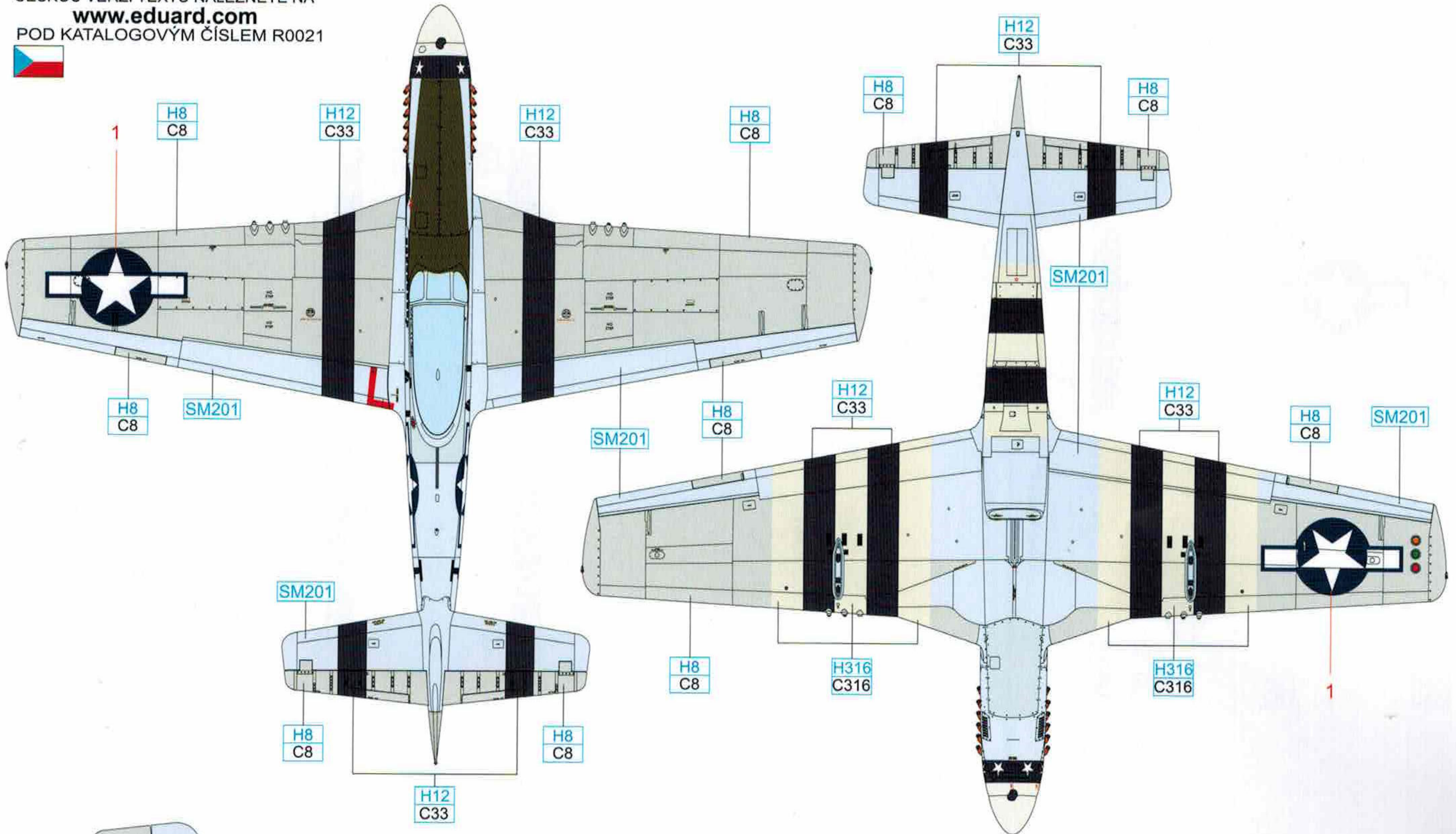
YELLOW	H329 C329	BLACK	H12 C33	OLIVE DRAB	H52 C12
GREEN	H6 C6	SILVER	H8 C8	SUPER FINE SILVER	SM201
				SUPER IRON	SM203



The birth of 354<sup>th</sup> 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 354<sup>th</sup> FG it was incorporated into the 9<sup>th</sup> 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, 354<sup>th</sup> FG pilots achieved the highest number of enemy aircraft shot down (701). The 356<sup>th</sup> 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 356<sup>th</sup> FS and from February 1944 let the whole 354<sup>th</sup> 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

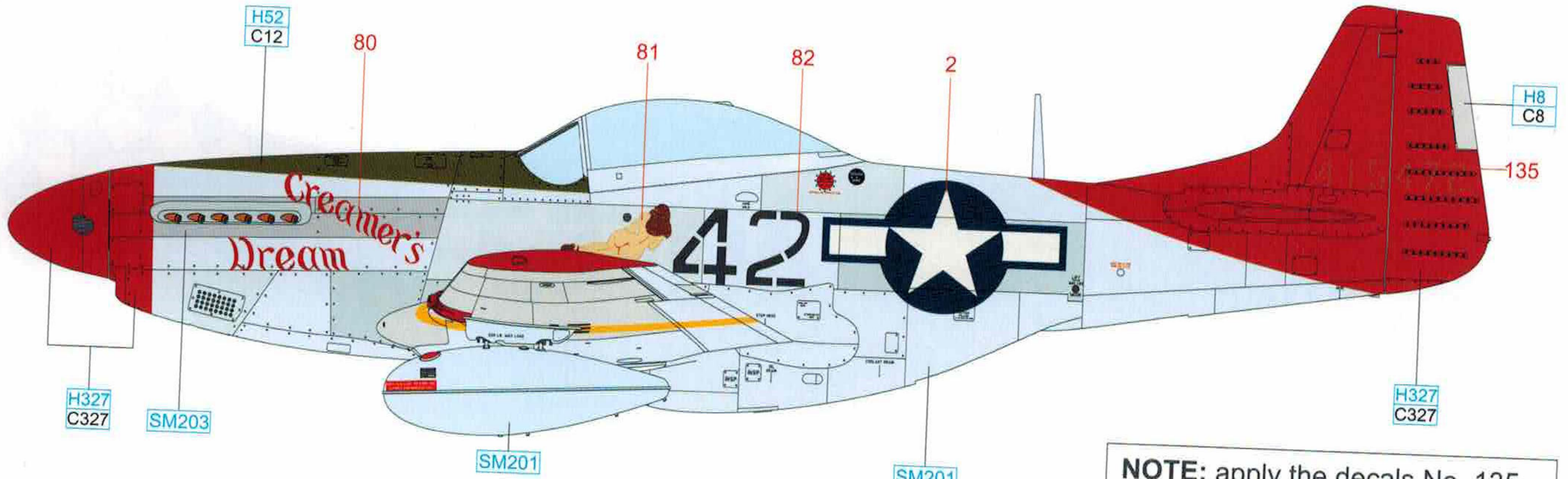






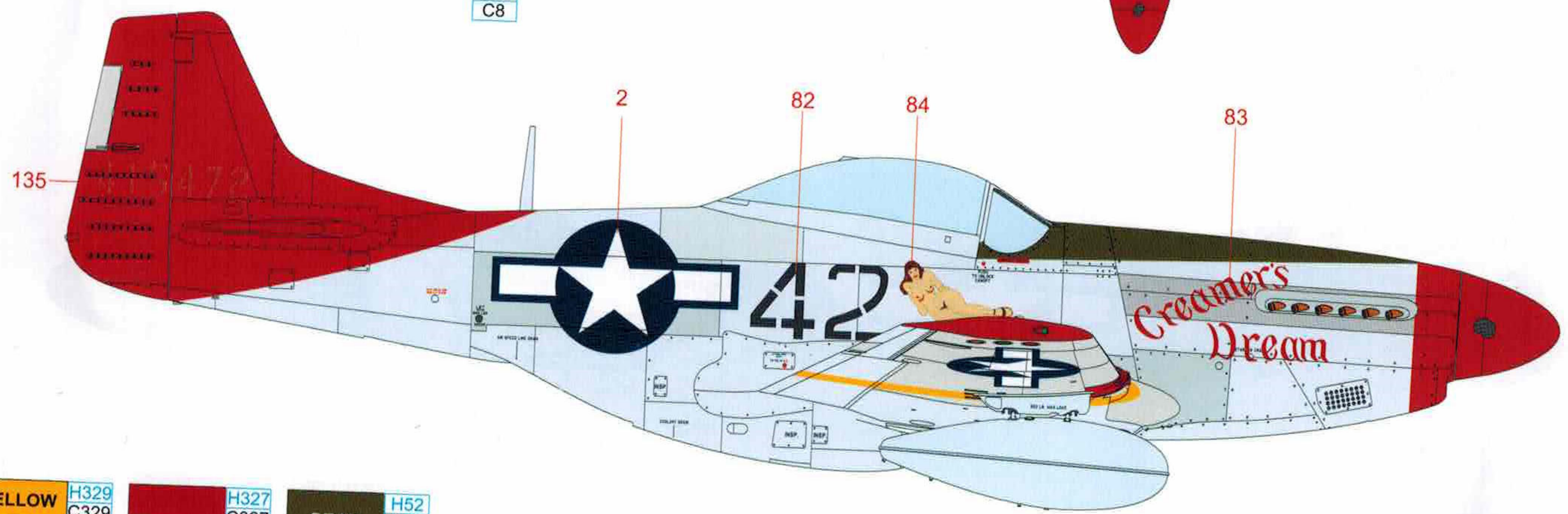
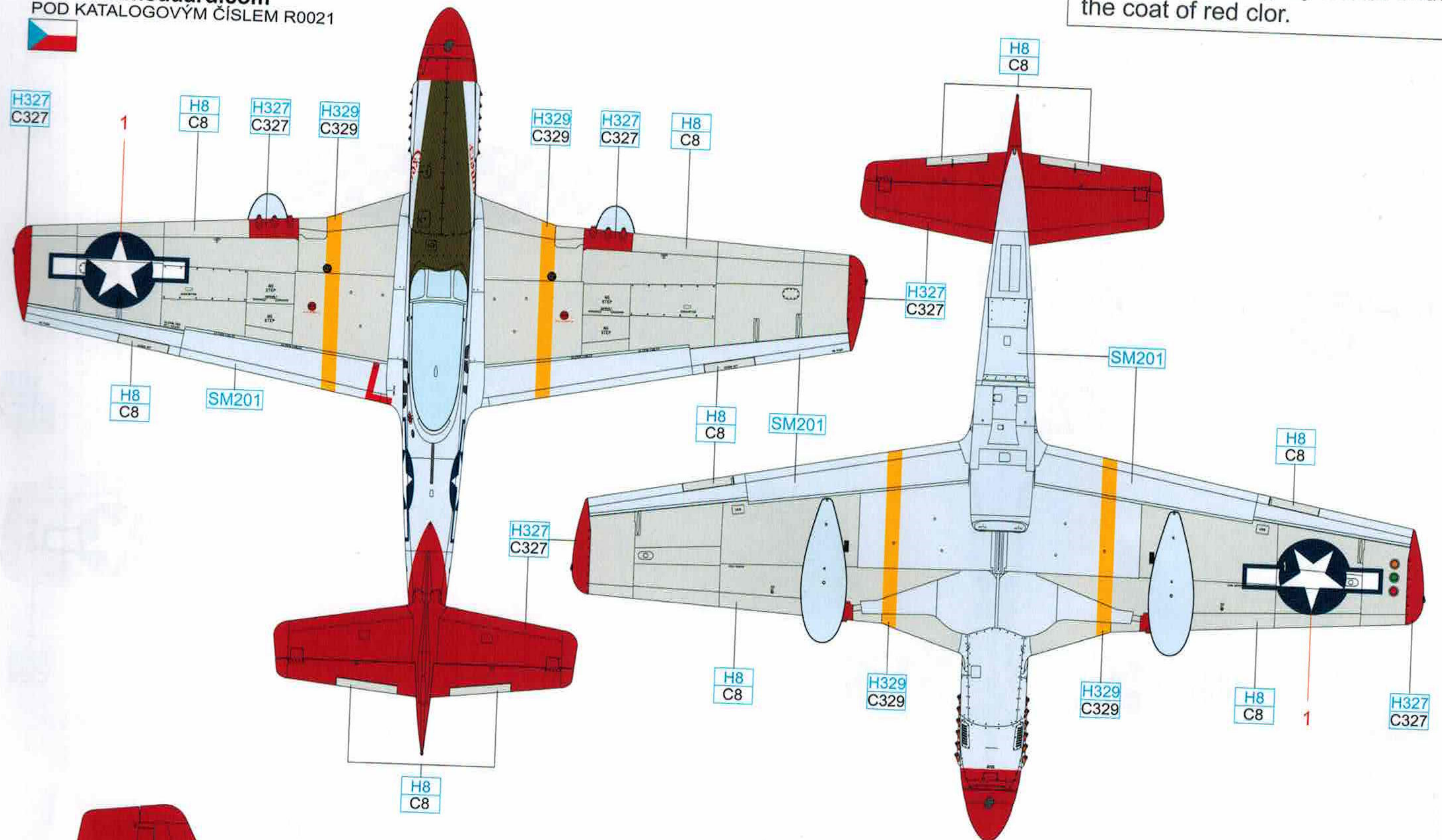
**G** P-51D-15, 44-15472, Lt. Charles White, 301<sup>st</sup> FS, 332<sup>nd</sup> FG, 15<sup>th</sup> AF, Ramitelli, Italy, January 1945

The 332<sup>nd</sup> FG was established on July 4, 1942, at Tuskegee Army airfield in Alabama. The unit possessed special status since the vast majority of its personnel and pilots were American Africans. The training on P-39s and P-40s was being dragged on because the superior officers were reluctant to deploy the unit in the European Theater. In the end it was transferred to 15<sup>th</sup> Air Force where its primary mission was to neutralize the garrison and airbase on the island of Pantelleria preceding the Sicily landing. After the transfer to Italy, in June 1944, the unit was equipped with P-47 Thunderbolts which after a month were replaced by superior Mustangs flown by the unit till the end of the war. The unit was disbanded on October 19, 1945. Aircraft of the 332<sup>nd</sup> FG had their tail surfaces painted red for better friend-or-foe recognition on their bomber escort sorties over the occupied Europe. This gave birth to their nickname Red Tails.



**NOTE:** apply the decals No. 135 prior to spraying the tail. Leave the serial number slightly visible under the coat of red color.

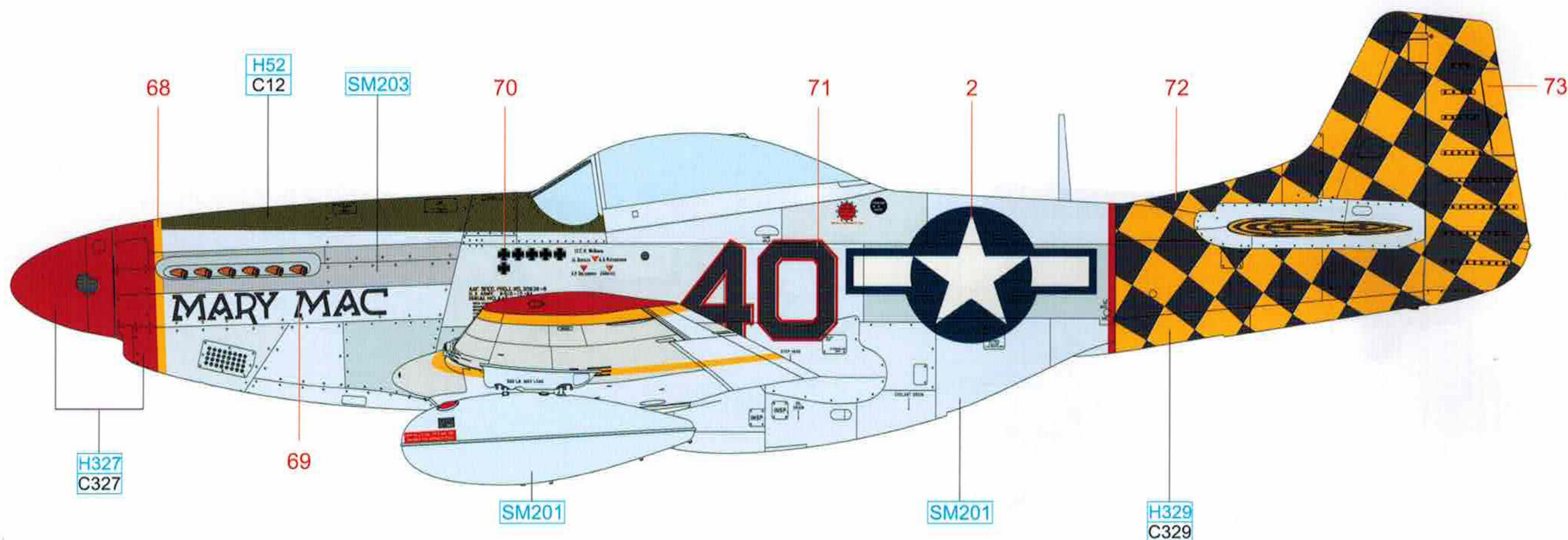
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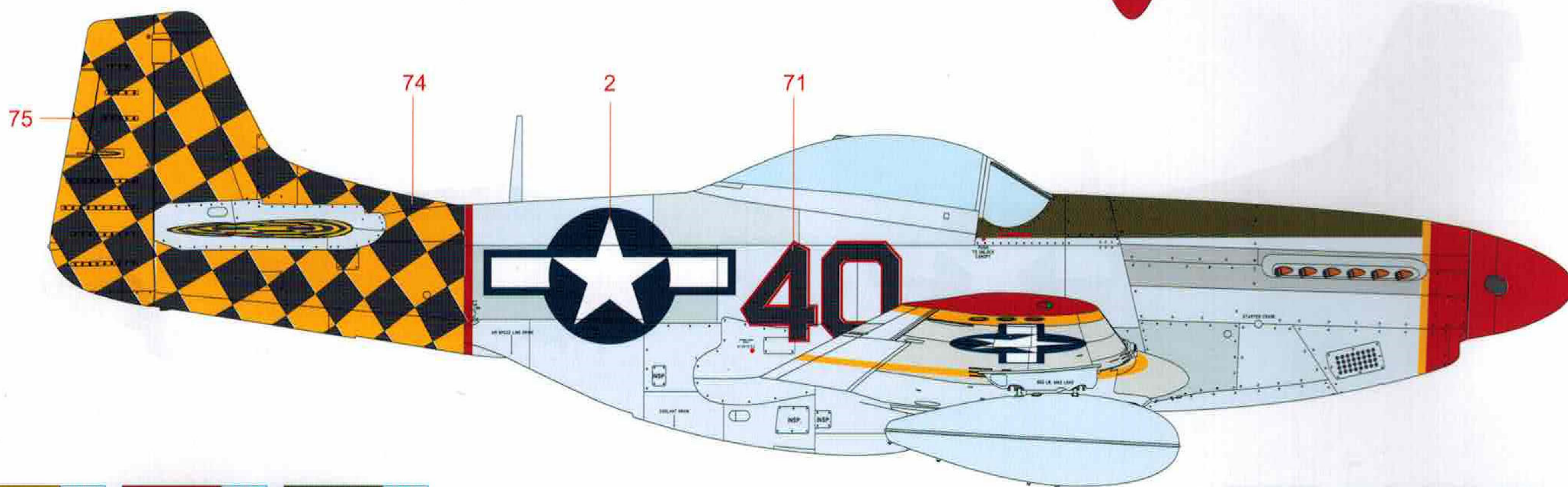
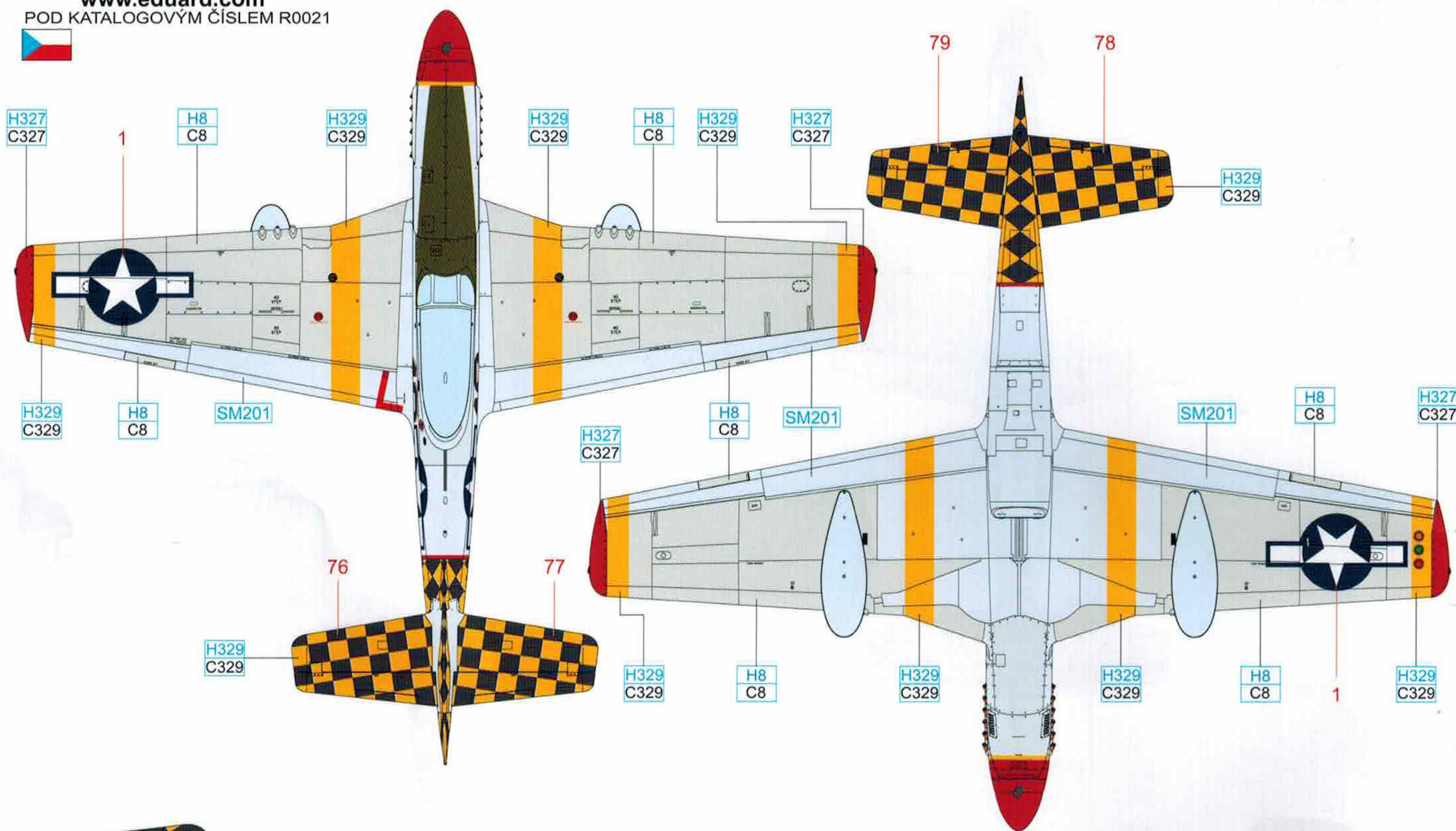
- YELLOW H329 C329
- RED H327 C327
- DRAB H52 C12
- SILVER H8 C8
- SUPER FINE SILVER SM201
- SUPER IRON SM203



The 325<sup>th</sup> 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 15<sup>th</sup> 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. 325<sup>th</sup> Fighter Group was disbanded in May 1945. Since the deployment in Africa the 325<sup>th</sup> 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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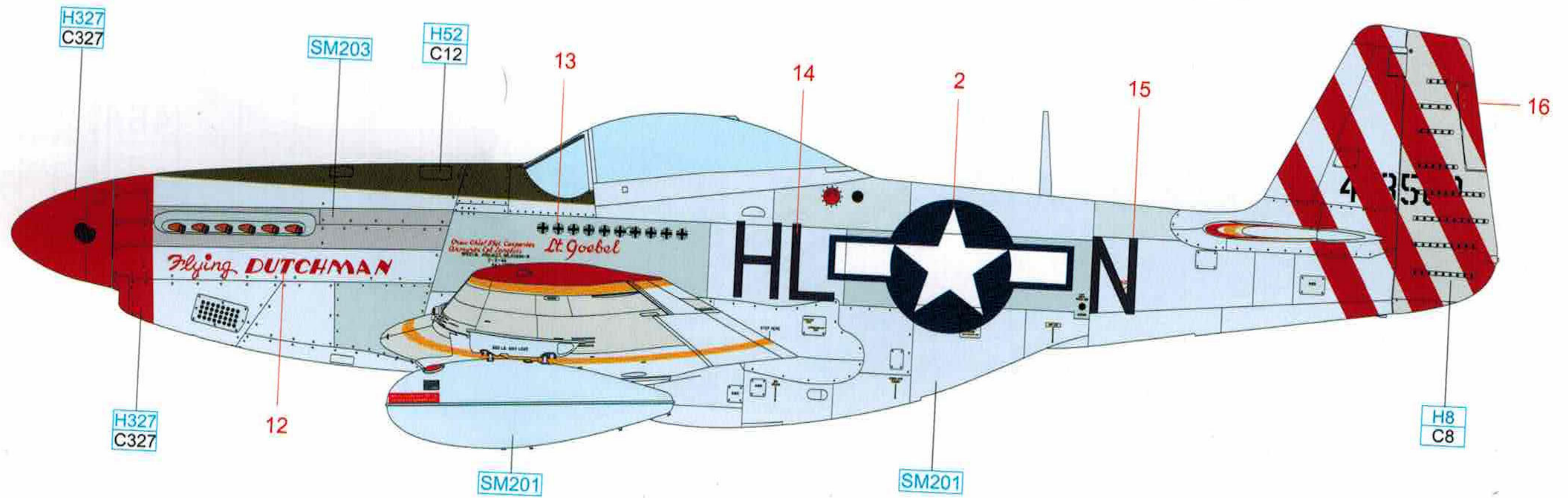


YELLOW	H329 C329	RED	H327 C327	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

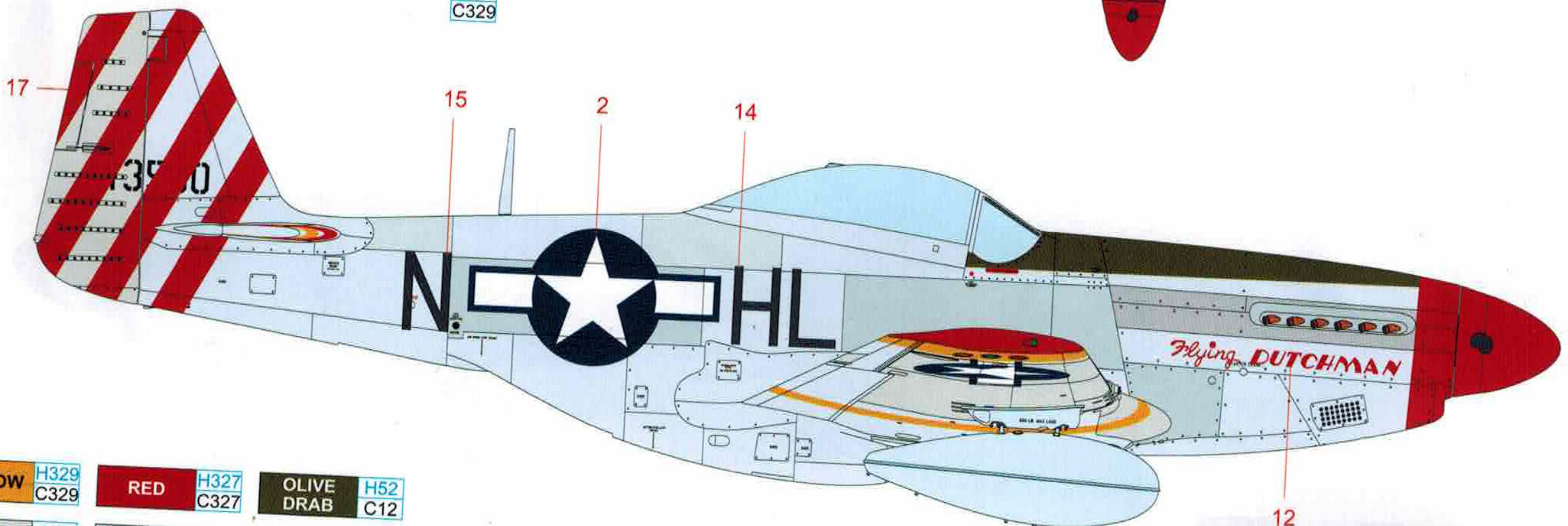
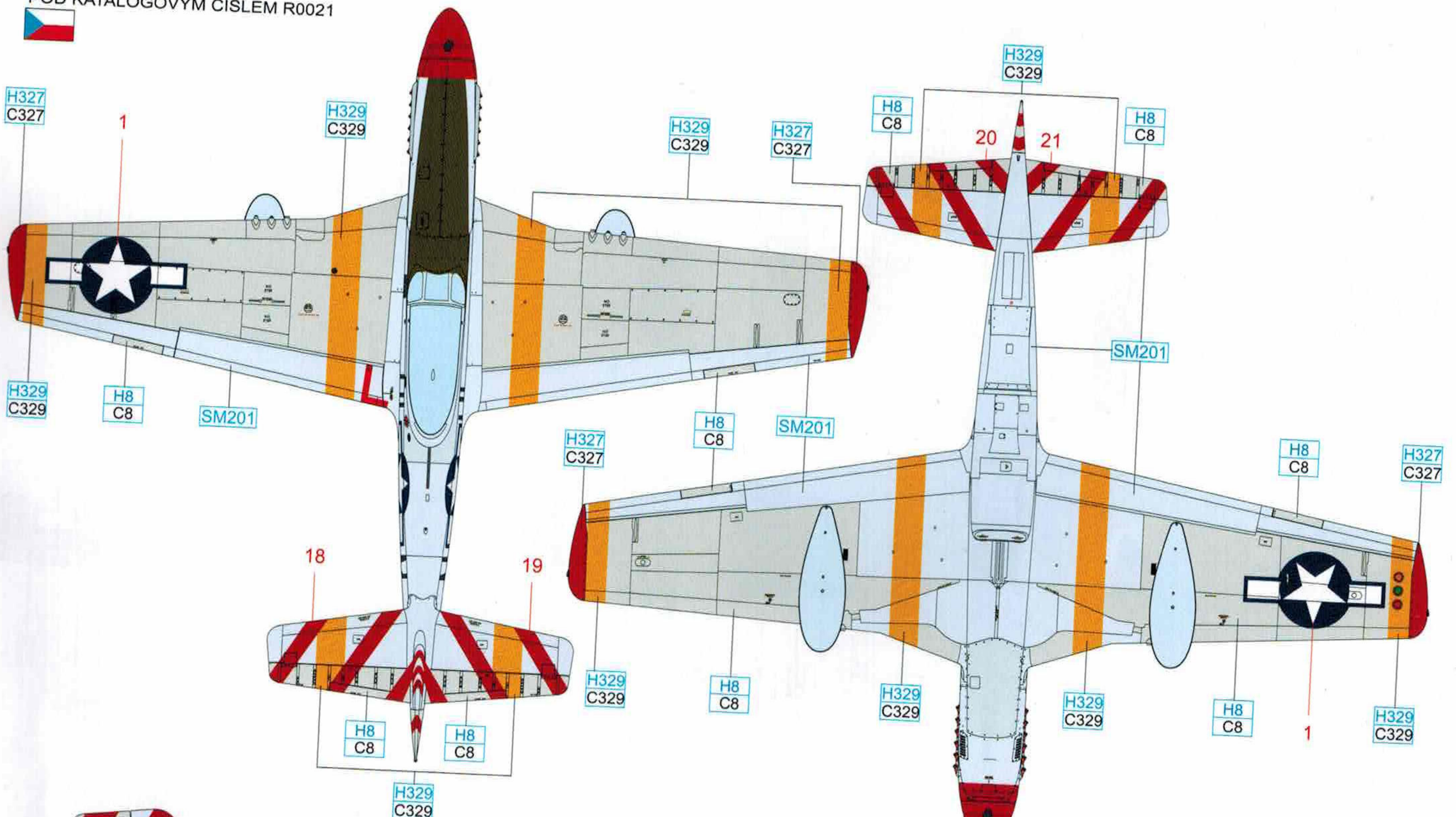


P-51D-5, 44-13500, Capt. Robert J. Goebel, 308<sup>th</sup> FS, 31<sup>st</sup> FG, 15<sup>th</sup> AF, San Severo, Italy, 1944

December 22, 1939, is a date of birth of 31<sup>st</sup> Pursuit Group which was redesignated as 31<sup>st</sup> 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 8<sup>th</sup> AF, the unit was transferred to North Africa and incorporated into the 12<sup>th</sup> AF. During its deployment with 8<sup>th</sup> AF and 12<sup>th</sup> AF the unit was equipped with Spitfires, but after the transfer to 15<sup>th</sup> 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 8<sup>th</sup> AF and 9<sup>th</sup> 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 15<sup>th</sup> AF fighters. To help friend-or-foe identification during the bomber escort sorties 31<sup>st</sup> FG aircraft carried red diagonal stripes on the tail surfaces. Goebel named his Mustang "Flying Dutchman" and while with the 308<sup>th</sup> 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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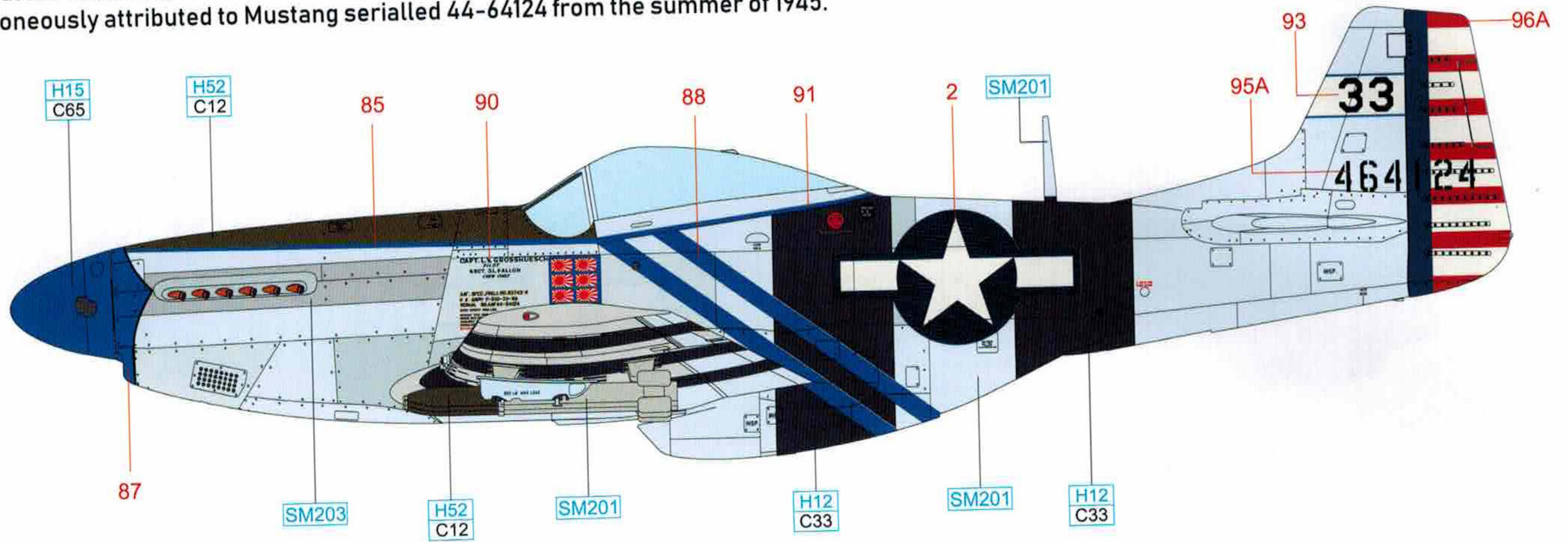


YELLOW	H329 C329	RED	H327 C327	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

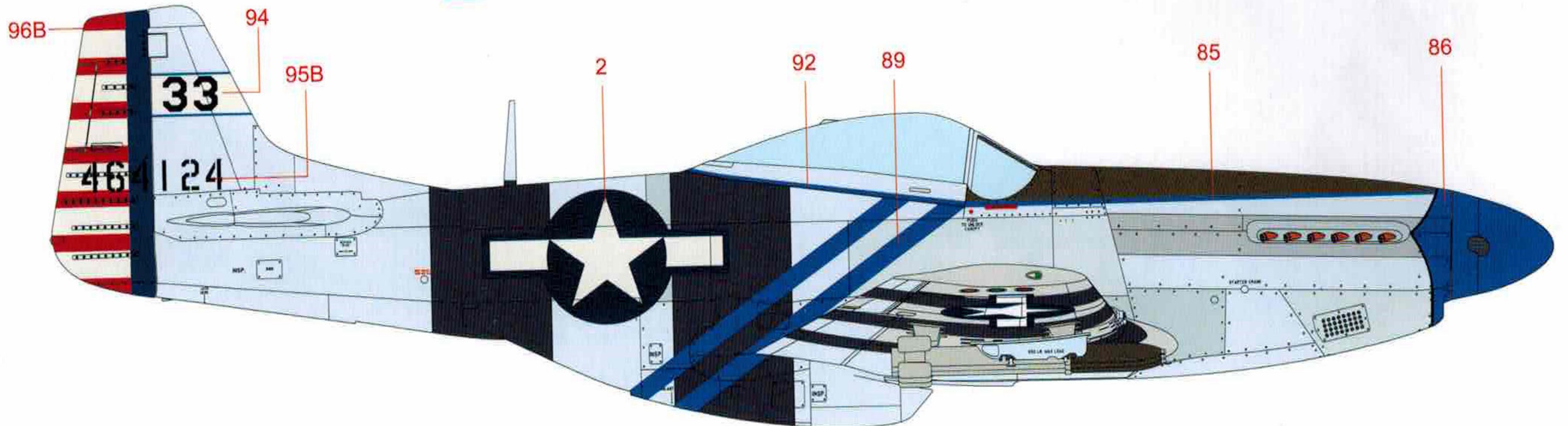
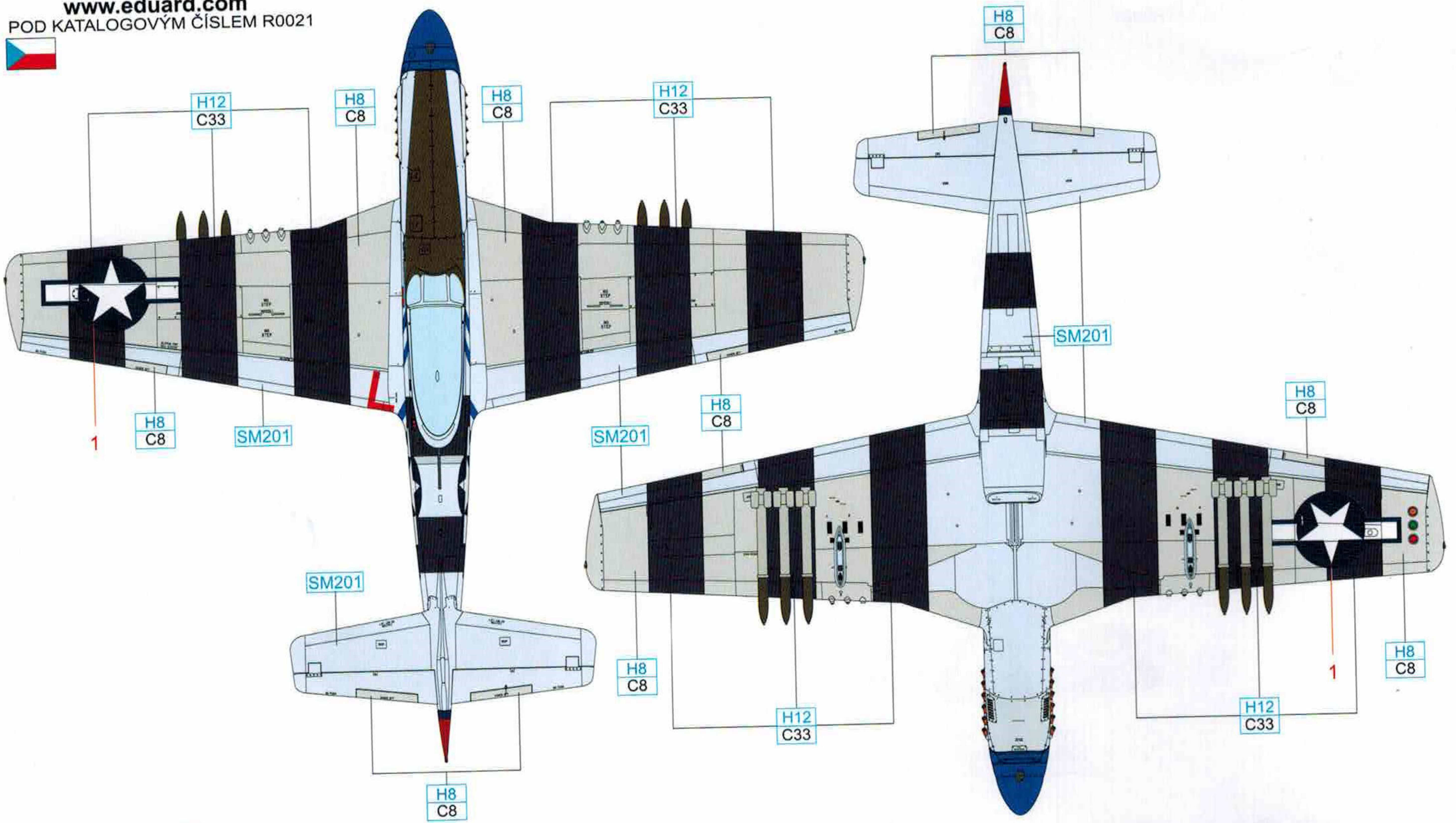


# J P-51D-20, 44-64124, Capt. Leroy V. Grosshuesch, 39<sup>th</sup> FS, 35<sup>th</sup> FG, 5<sup>th</sup> AF, Okinawa, August 1945

The 39<sup>th</sup> 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 39<sup>th</sup> 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 39<sup>th</sup> 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 5<sup>th</sup> 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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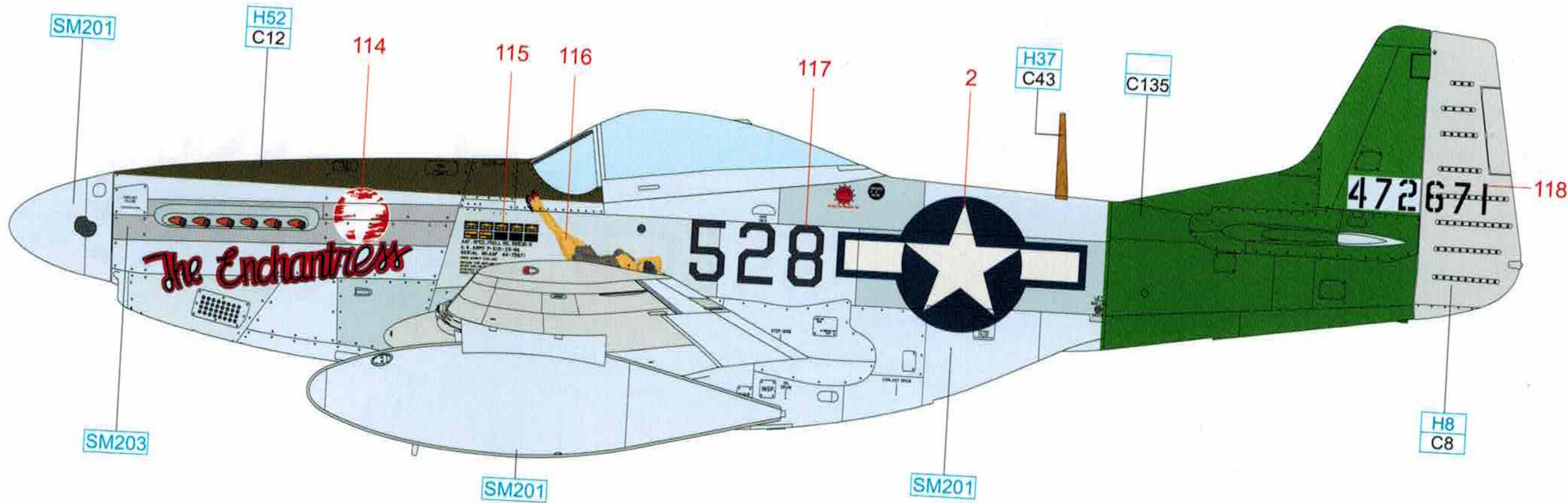


BLACK	H12 C33	BRIGHT BLUE	H15 C65	OLIVE DRAB	H52 C12
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

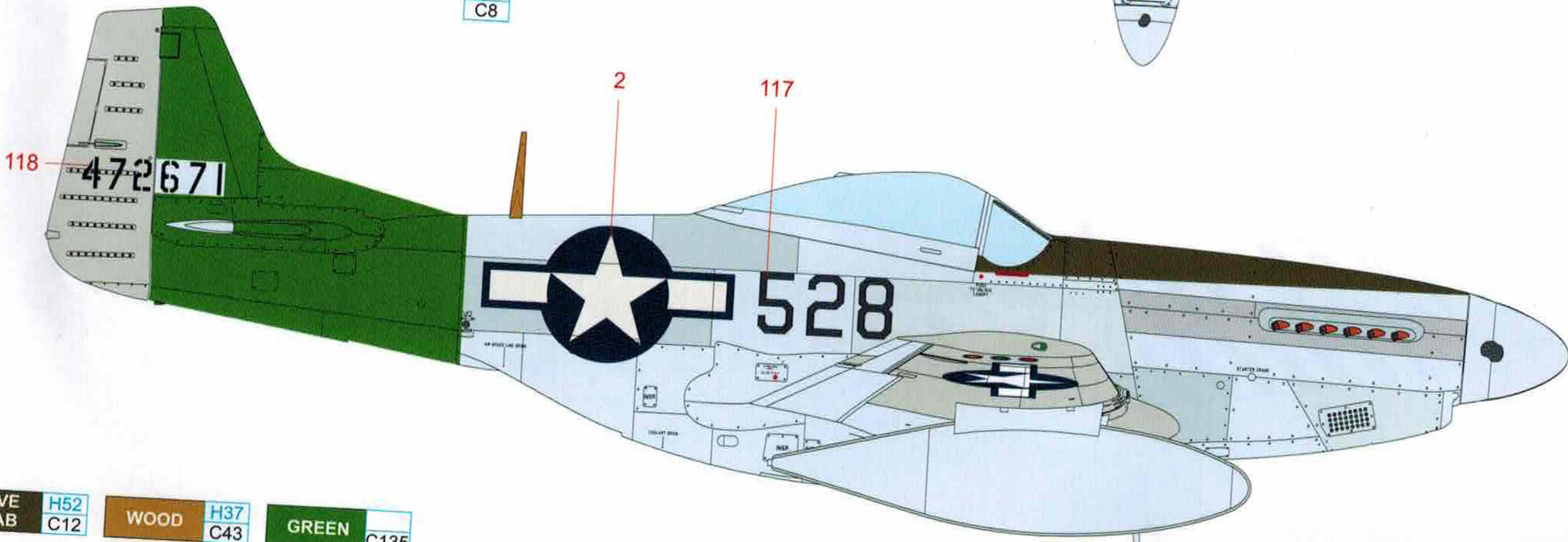
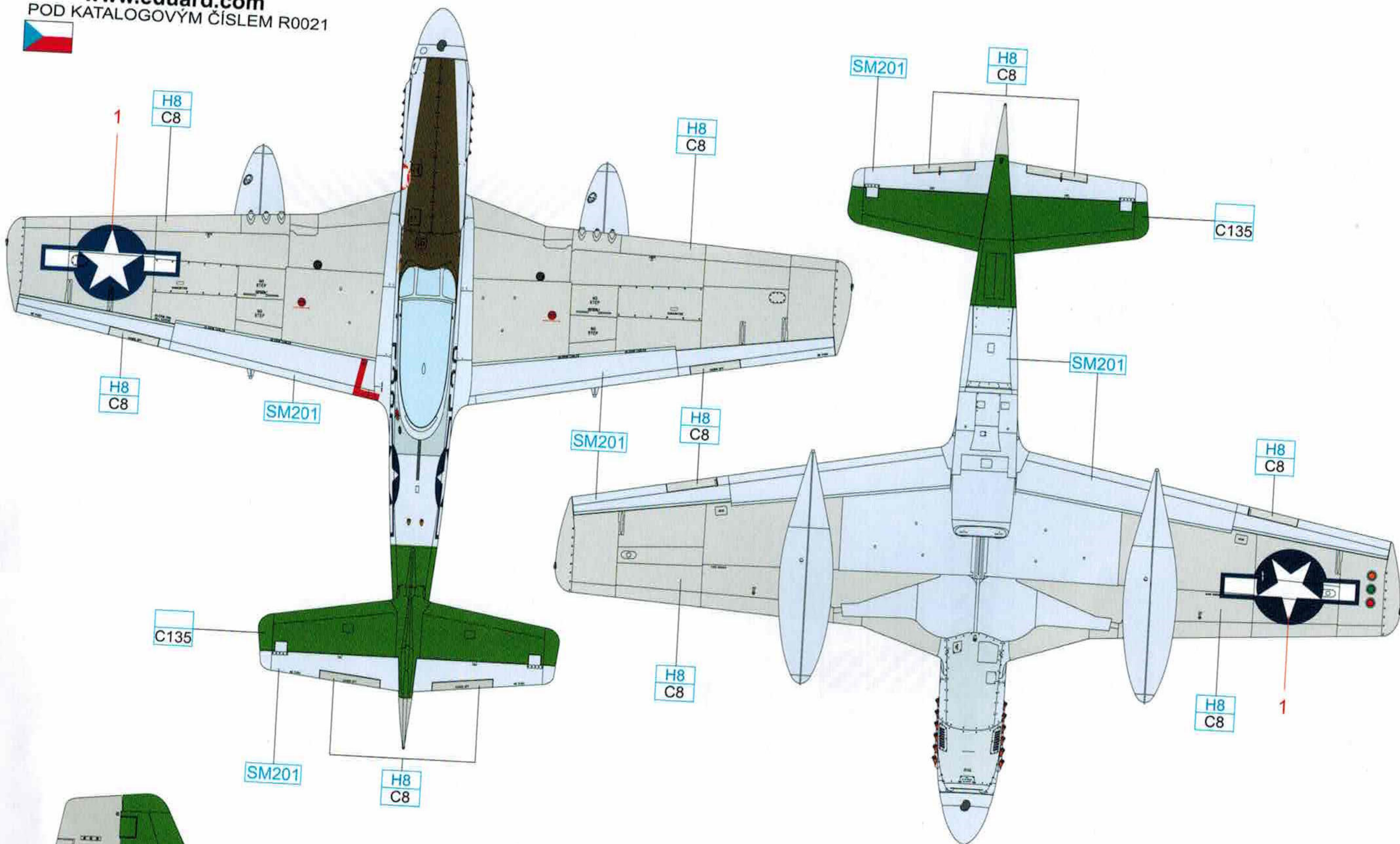


**K** P-51D-25, 44-72671, 2<sup>nd</sup> Lt. William Saks, 457<sup>th</sup> FS, 506<sup>th</sup> FG, 20<sup>th</sup> AF, Iwo Jima, June 1945

2<sup>nd</sup> 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 457<sup>th</sup> Fighter Squadron he participated in the B-29 bombers escort sorties which were devastating Japanese islands or in the entire 506<sup>th</sup> 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 506<sup>th</sup> FG records. William Saks flew this mission with aircraft 44-72885. Tails of the 457<sup>th</sup> FS aircraft were sprayed in green color for better recognition during the long range escort flights. 2<sup>nd</sup> 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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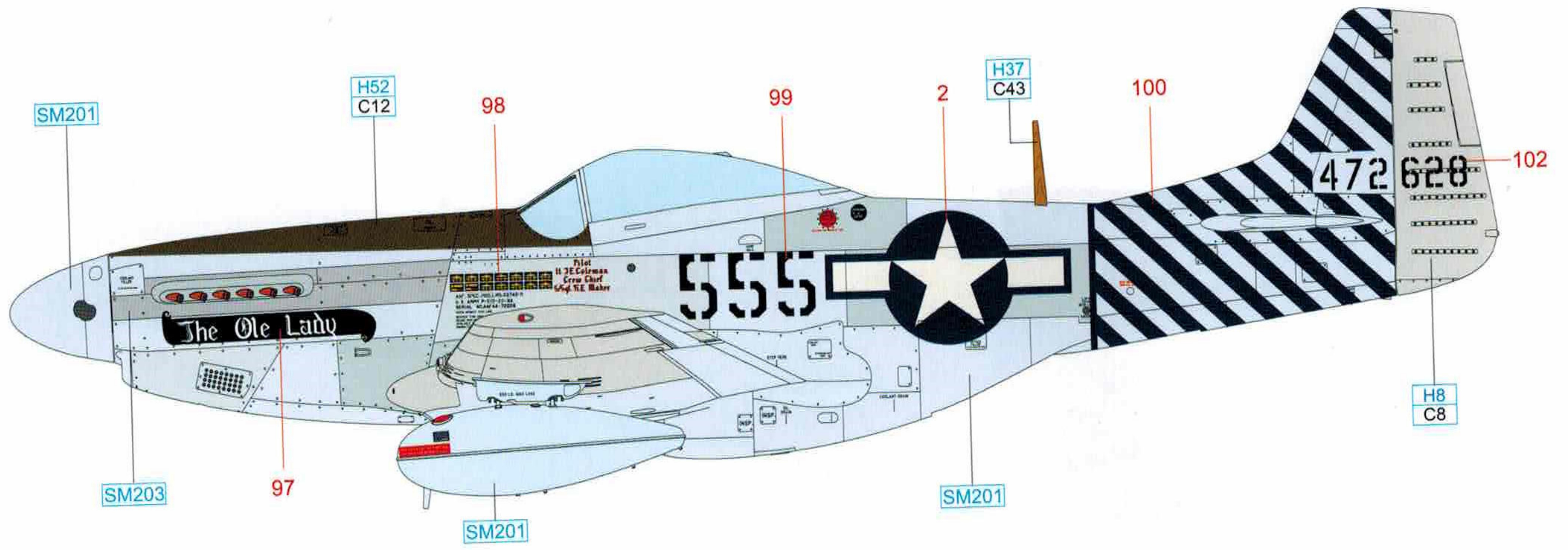


OLIVE DRAB	H52 C12	WOOD	H37 C43	GREEN	C135
SILVER	H8 C8	SUPER FINE SILVER	SM201	SUPER IRON	SM203

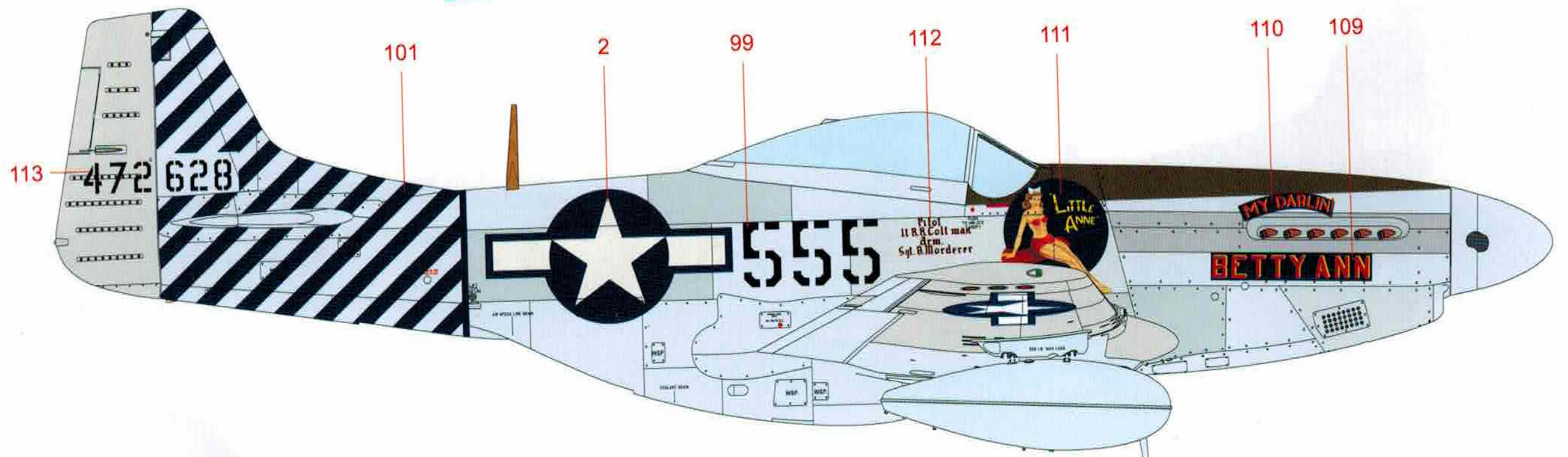
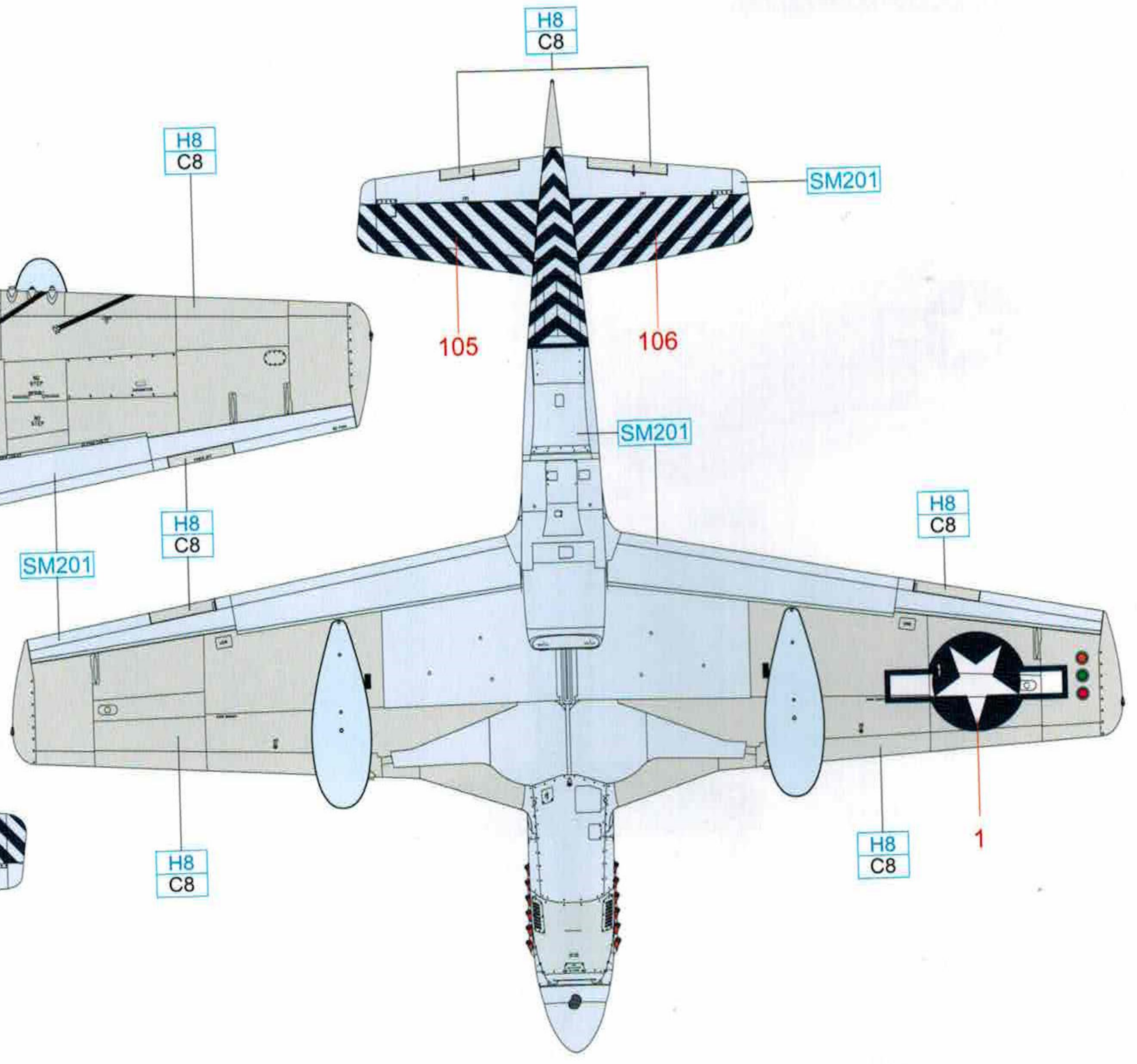
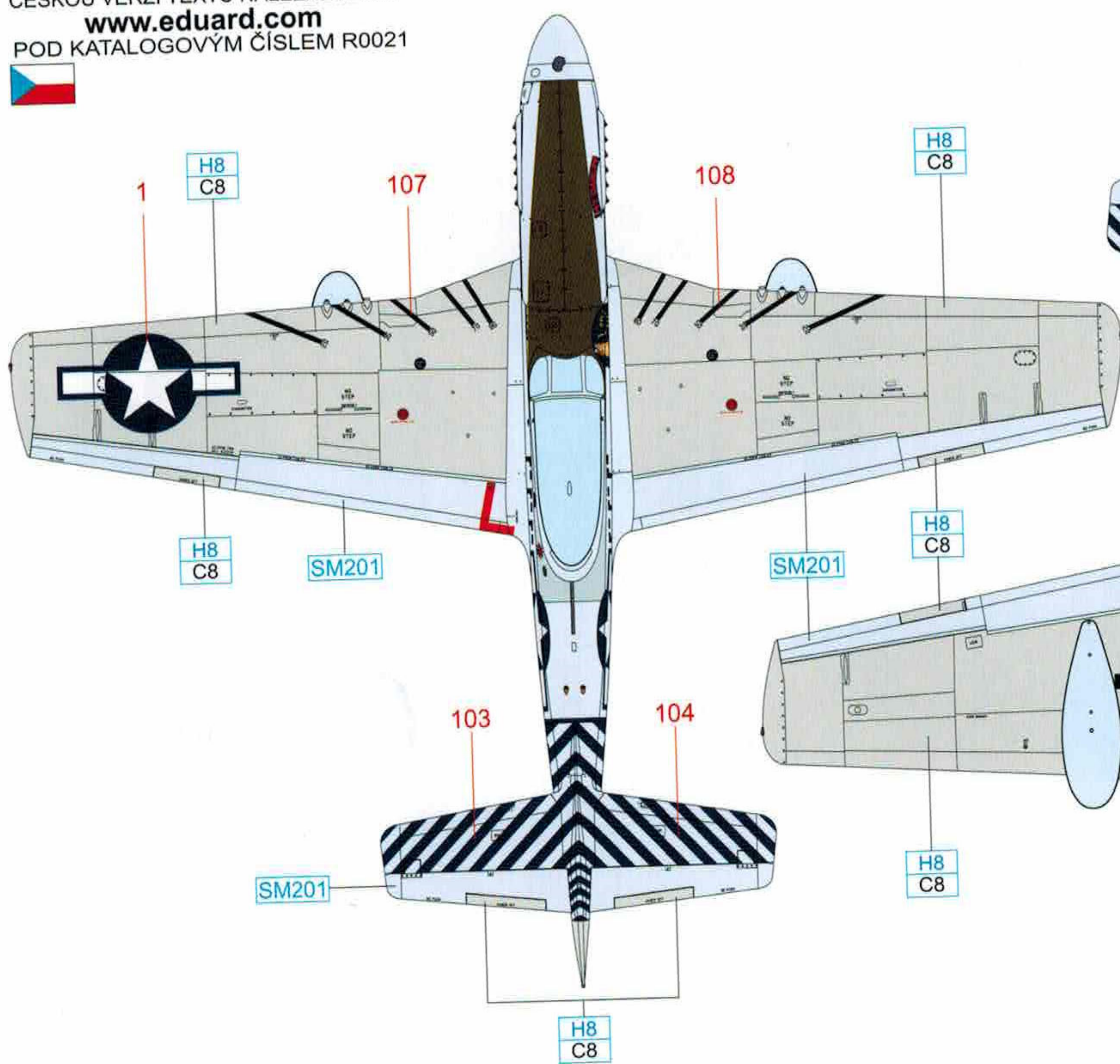


**L** P-51D-25, 44-72628, Lt. Ralph R. Coltman / Lt. James E. Coleman, 458<sup>th</sup> FS, 506<sup>th</sup> FG, 20<sup>th</sup> AF, Iwo Jima, July 1945

From its inception in October 1944 at Lakeland Army Airfield in Florida, 506<sup>th</sup> 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 506<sup>th</sup> FG sported colorful tails, either in single color or in the form of diagonal stripes. Blue color indicated 458<sup>th</sup> 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

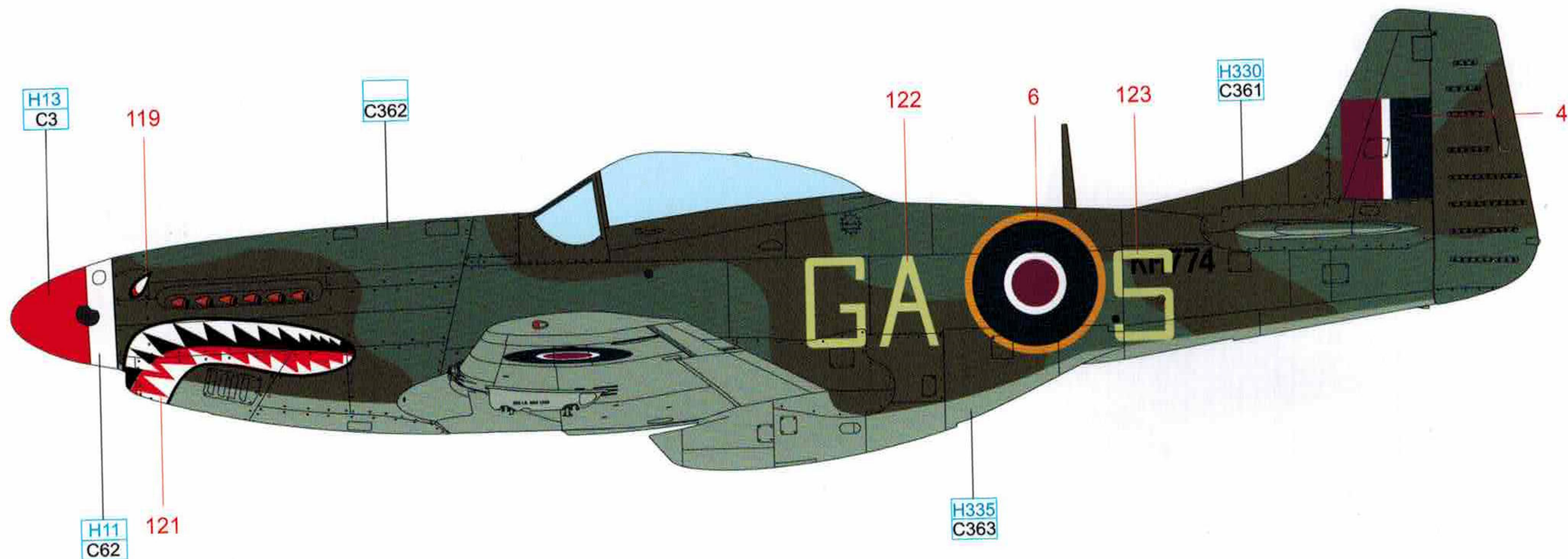




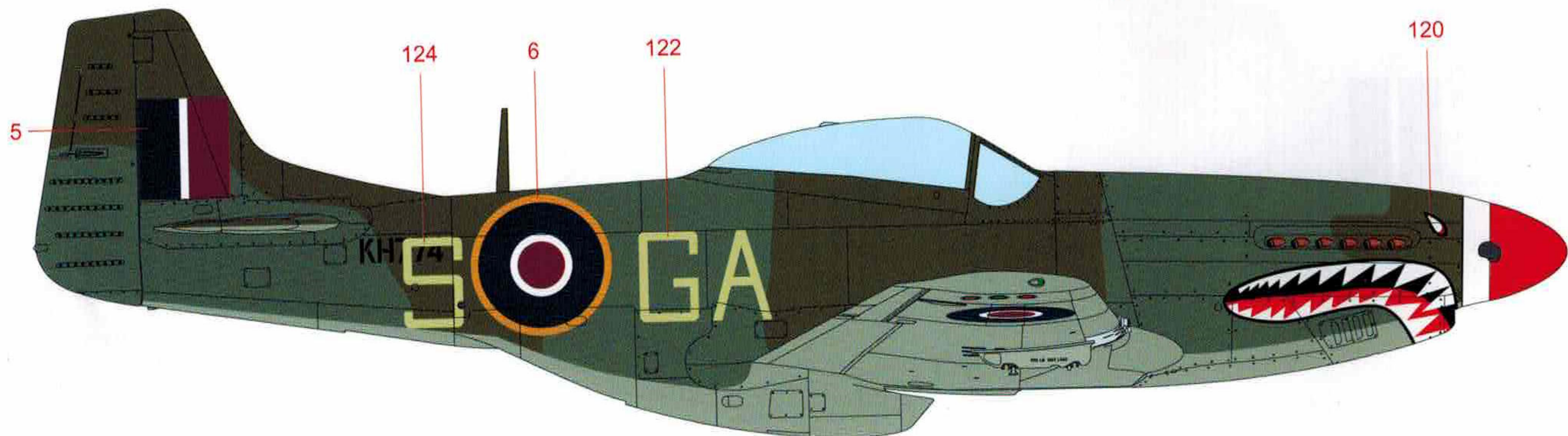
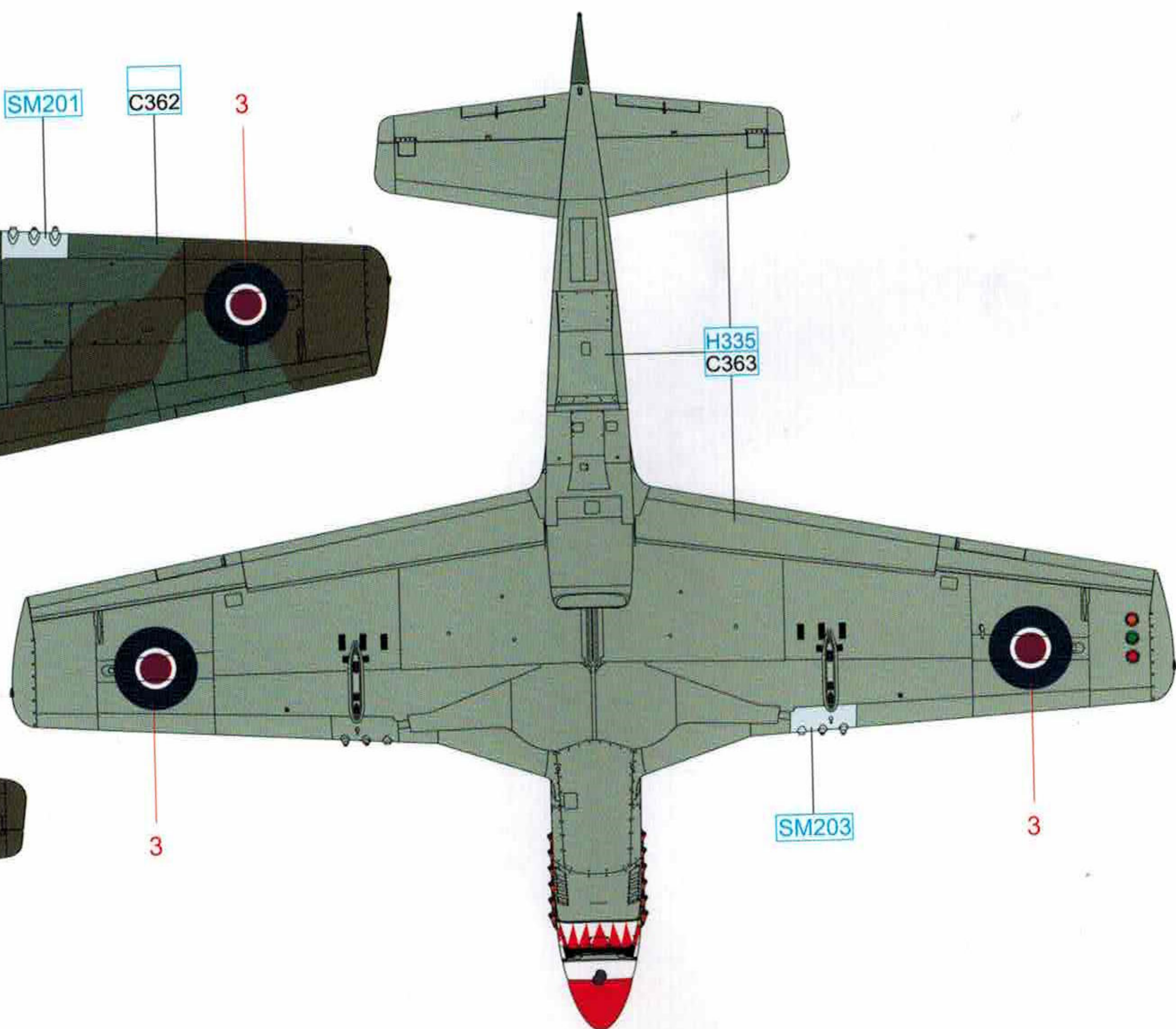
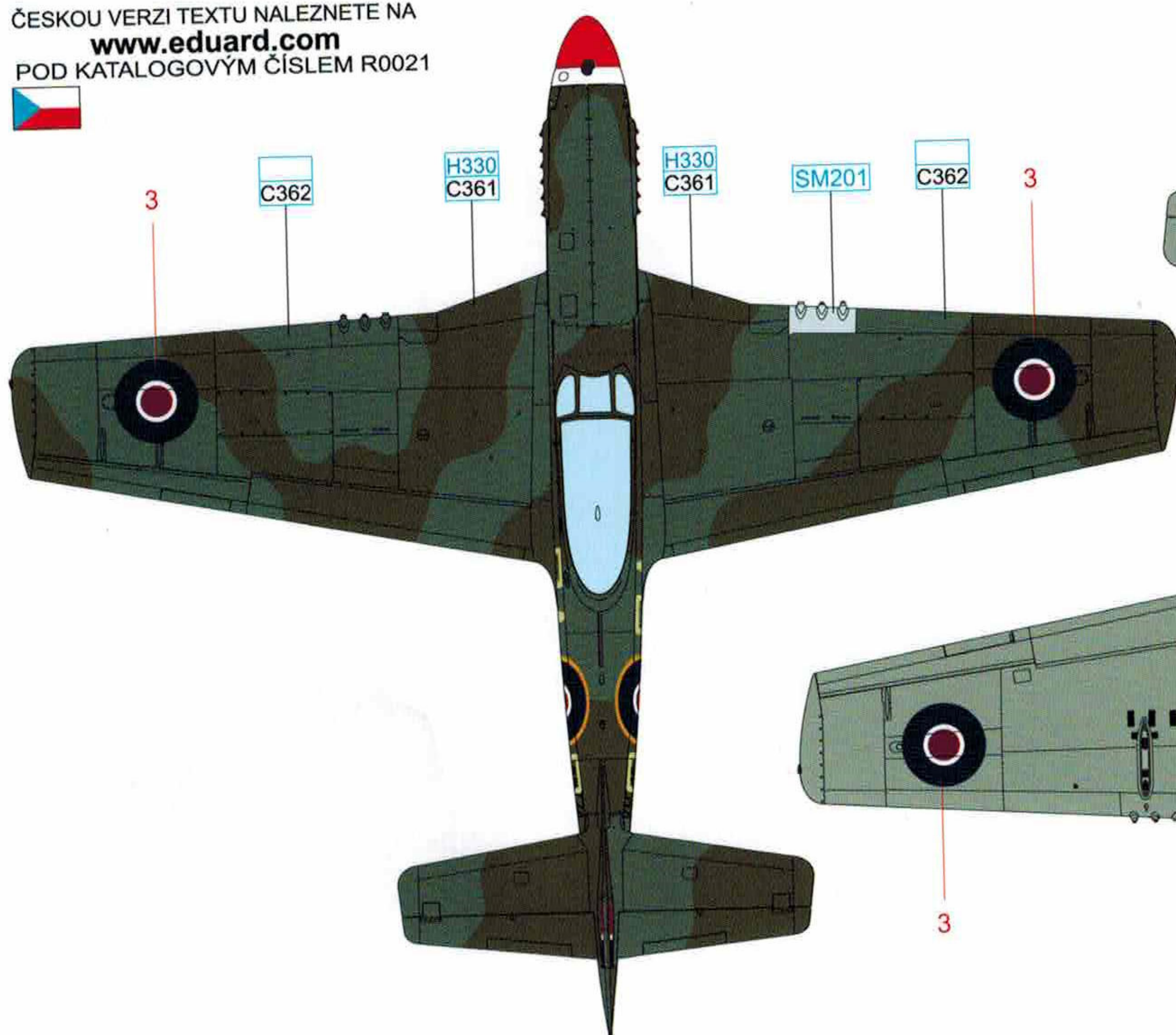


# N Mustang Mk.IVA, KH774, Fl/Lt. Ellis F. Blanchford, No. 112 Squadron RAF, No. 239 Wing RAF, Italy, April 1945

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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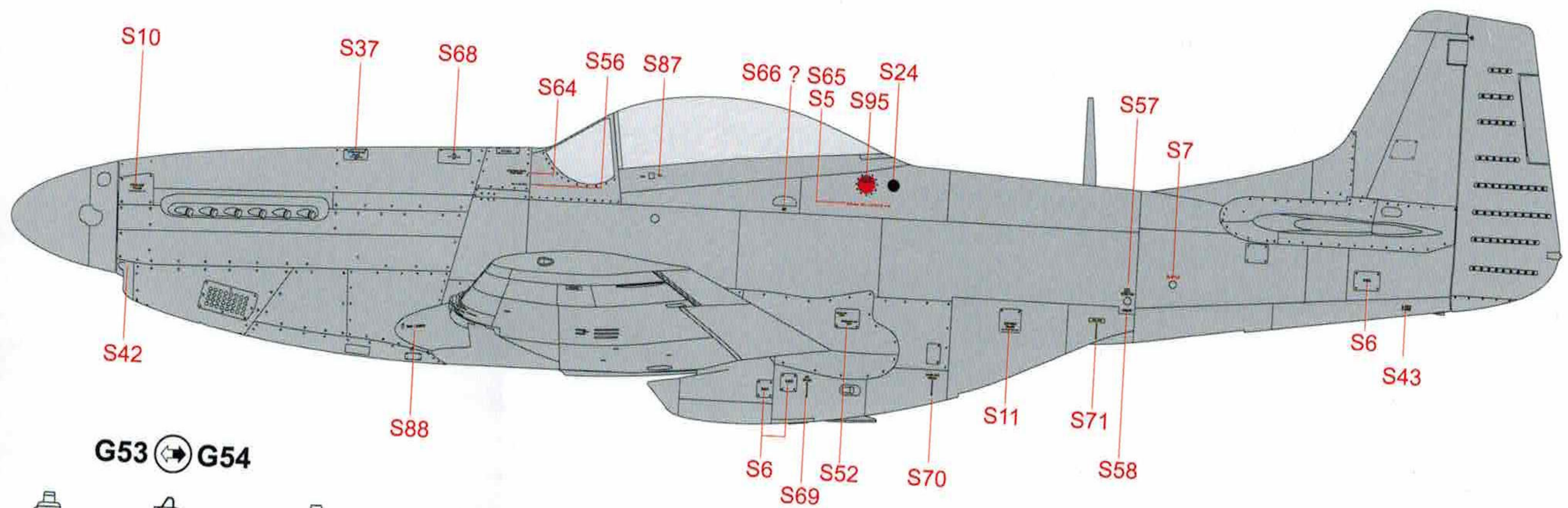


RED	H13 C3	WHITE	H11 C62	SUPER FINE SILVER	SM201
MEDIUM SEA GRAY	H335 C363	OCEAN GRAY	C362	DARK GREEN	H330 C361

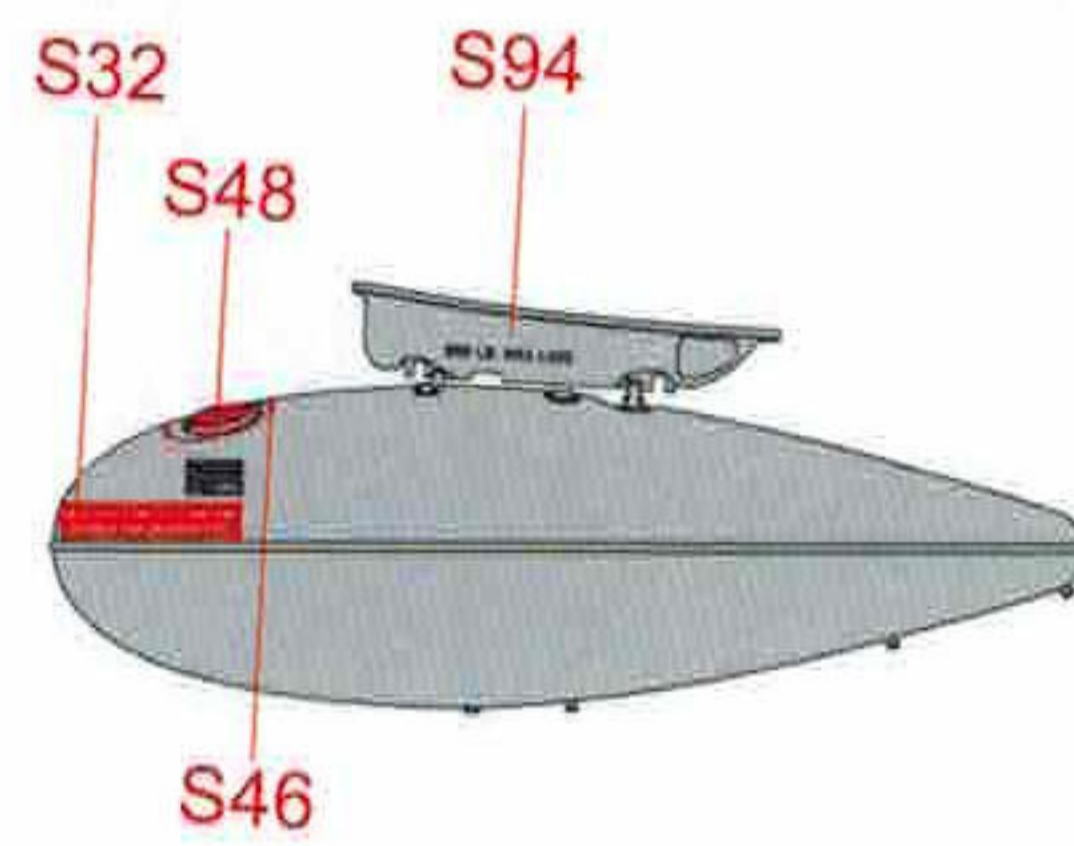
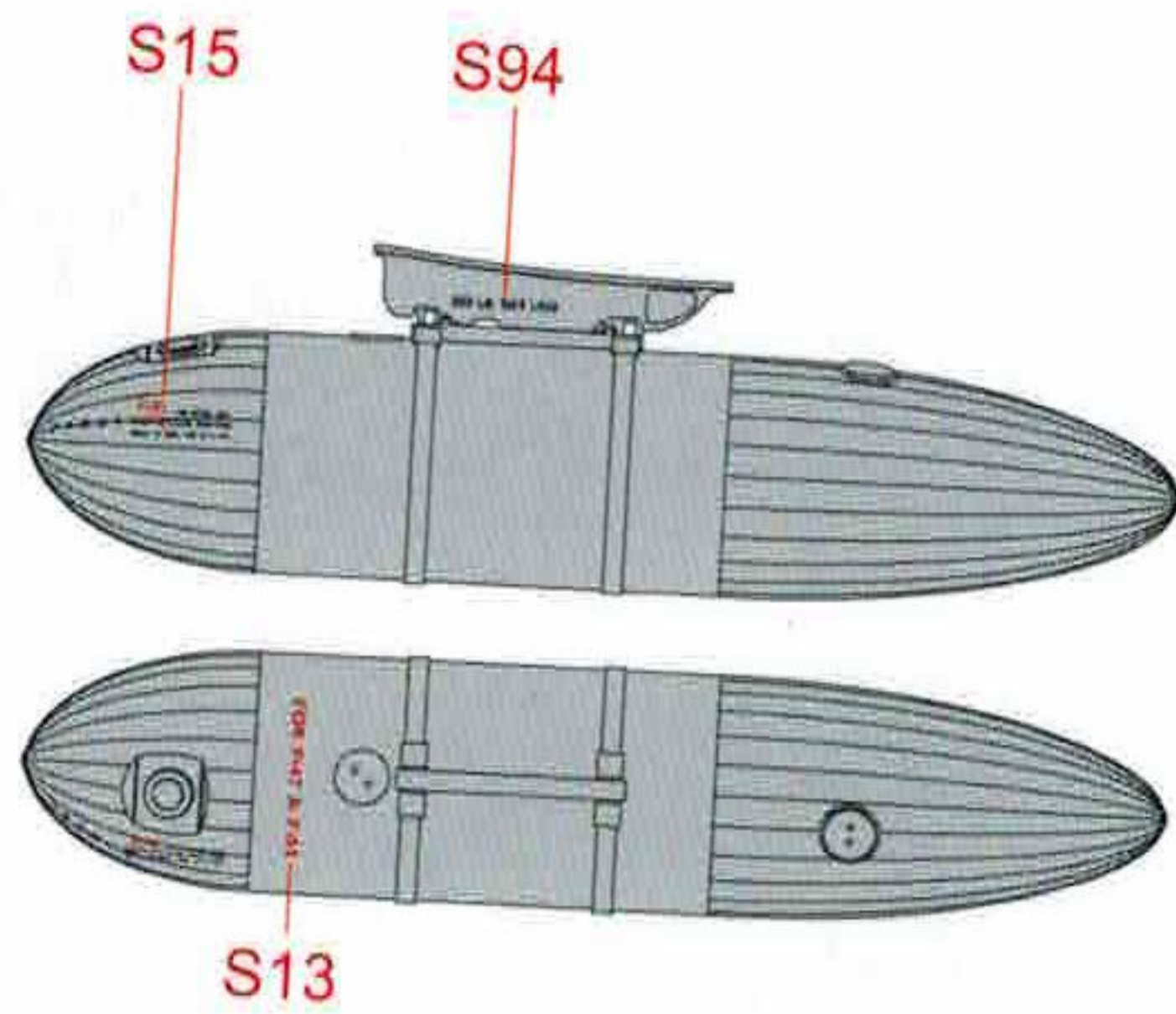
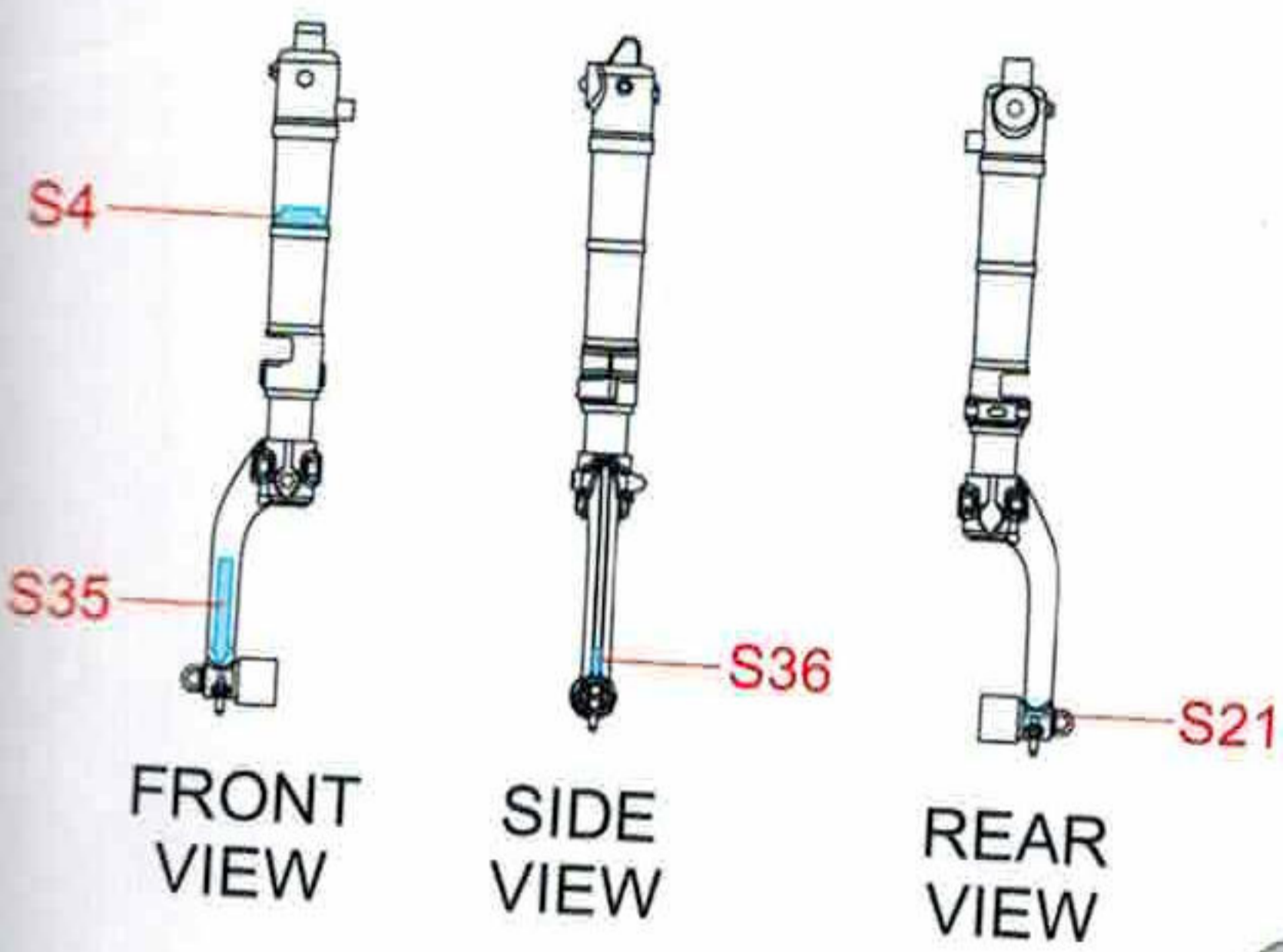


# P-51D/K

# STENCILING POSITIONS



G53 ↔ G54



Parts No. H27, H28

H329  
C329  
H12  
C33

S76  
S27?  
S31

