

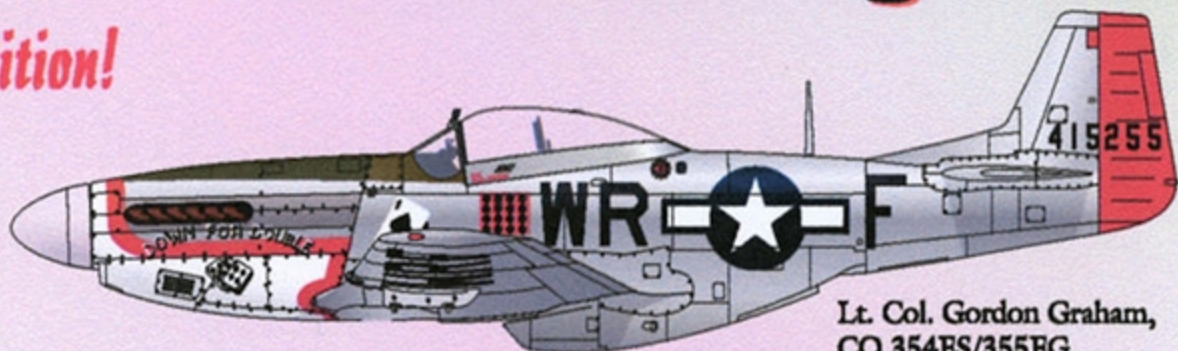
48-060

Lifelike Decals

North American P-51 Mustang Pt.8

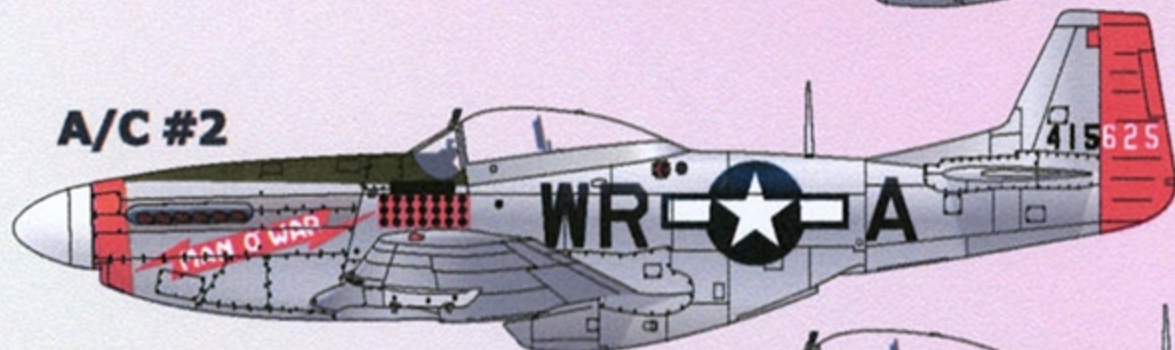
Limited Edition!

A/C #1



Lt. Col. Gordon Graham,
CO 354FS/355FG

A/C #2



Lt. Col. Claiborne Kinnard Jr.,
CO 355FG

A/C #3



Col. Claiborne Kinnard Jr.,
CO 355FG

A/C #4



Maj. William Howde,
CO 357FS/355FG

A/C #5



370FS/359FG

A/C #6



Capt. Murray McLaughlin,
309FS/31FG

Recommended kits: Tamiya P-51B & D
(For other kits, some trimming and adjustment might be needed.)

Lifelike Decals wants to hear from you and your input.

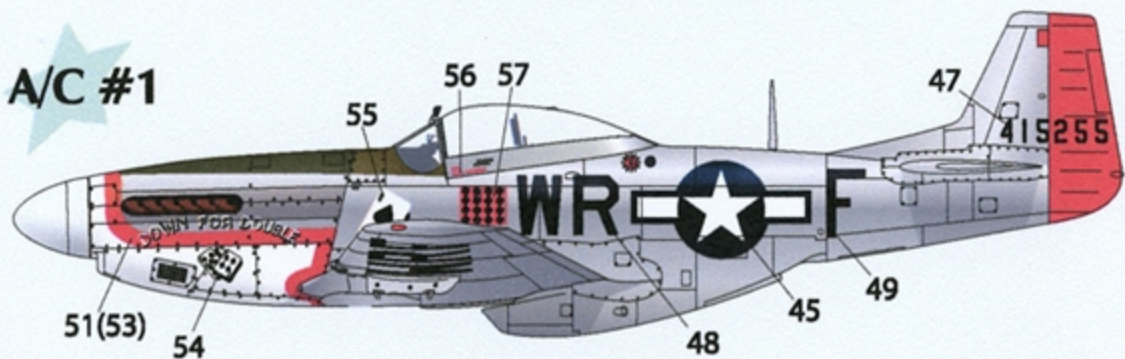
e-mail: lifelike_d@kcn.jp

<http://lifelikedecals.sakura.ne.jp>

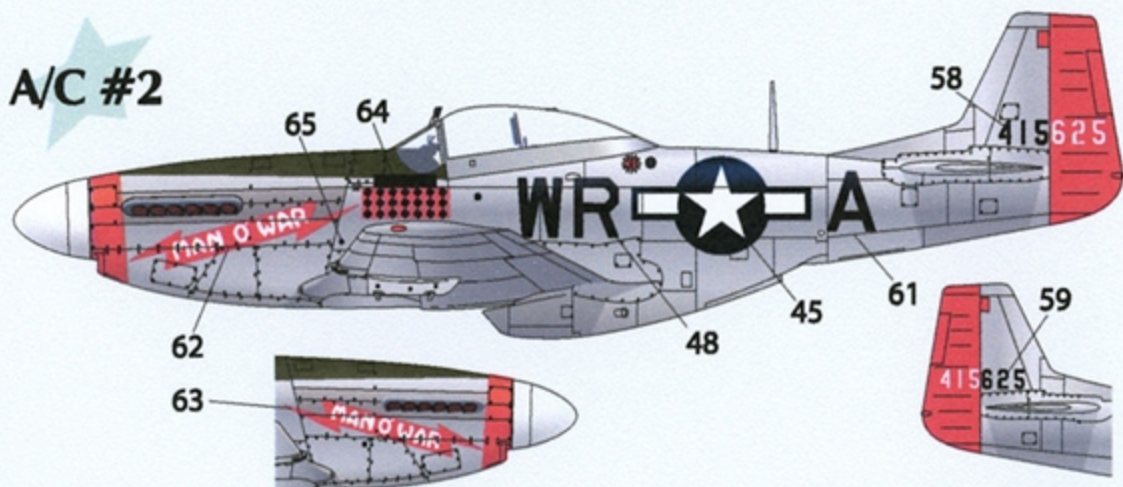
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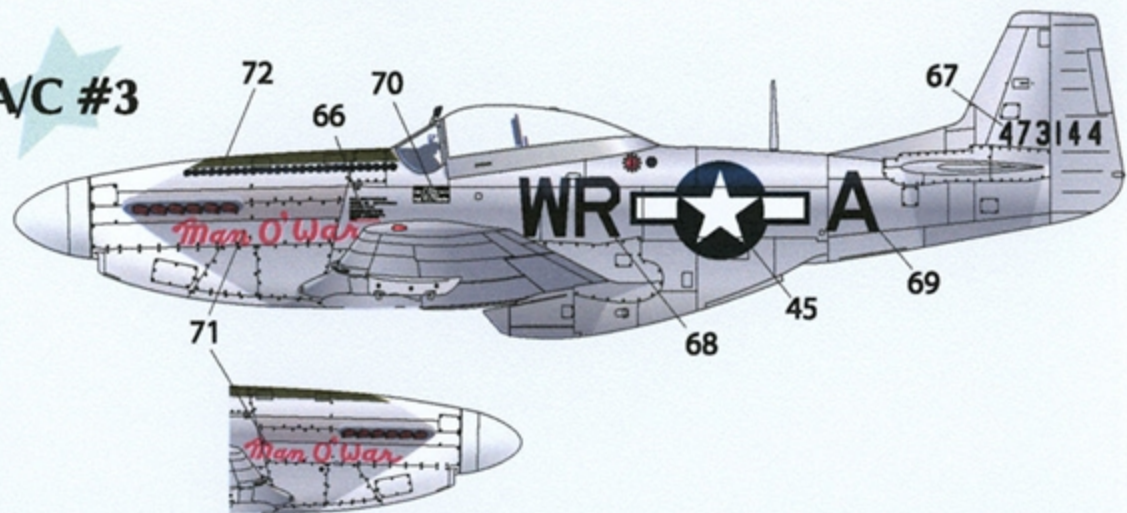
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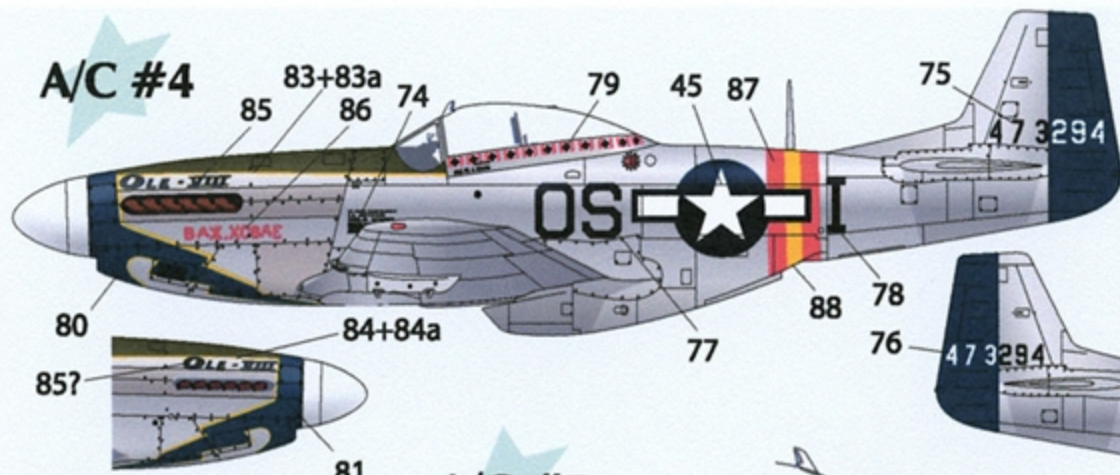
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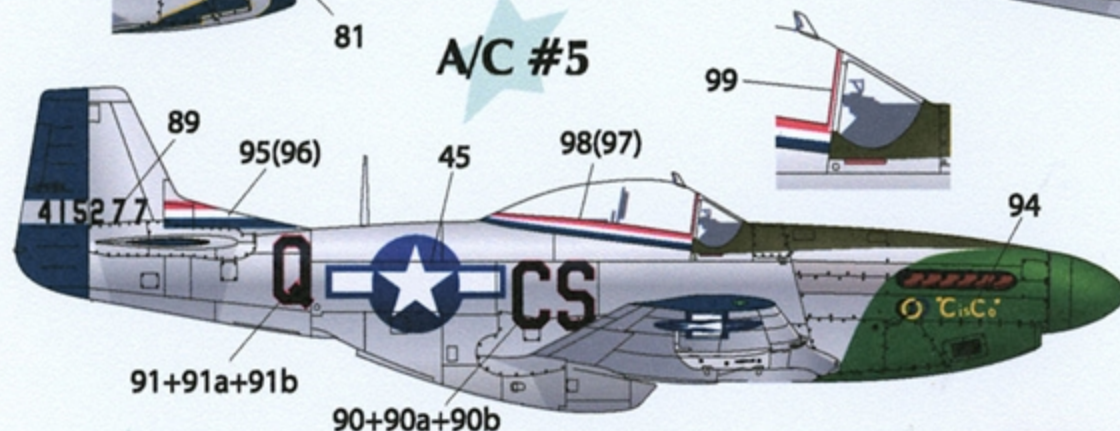
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A/C #4



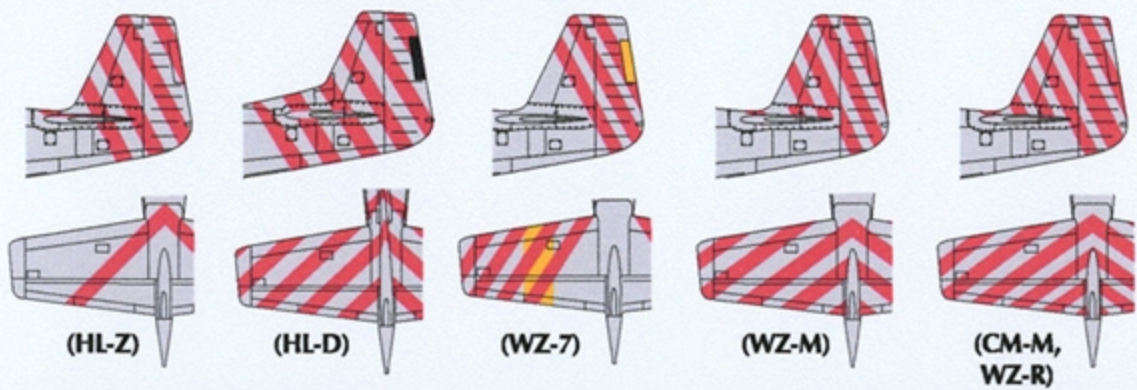
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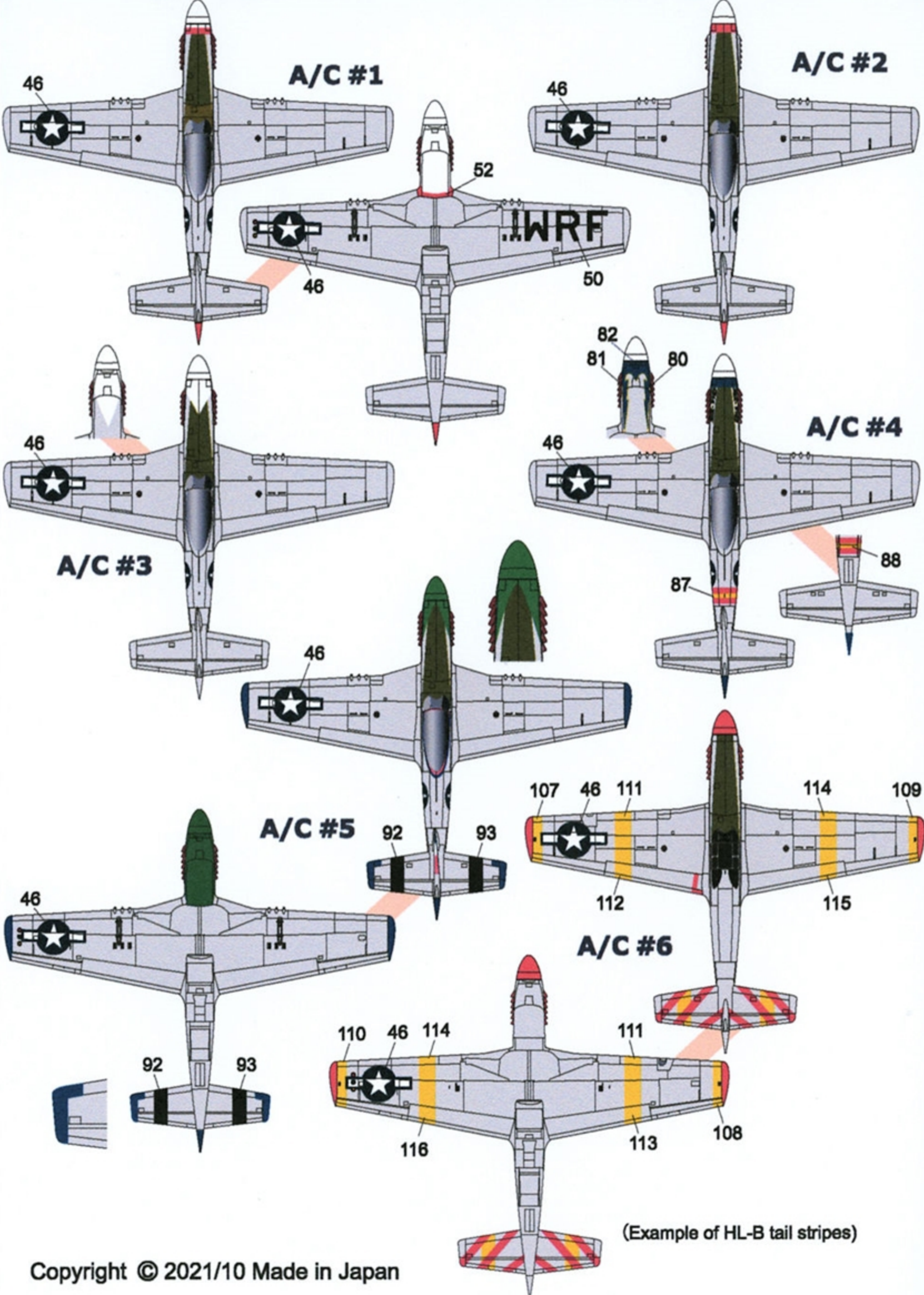


A/C #6



Other tail marking options





A/C #1

A/C #2

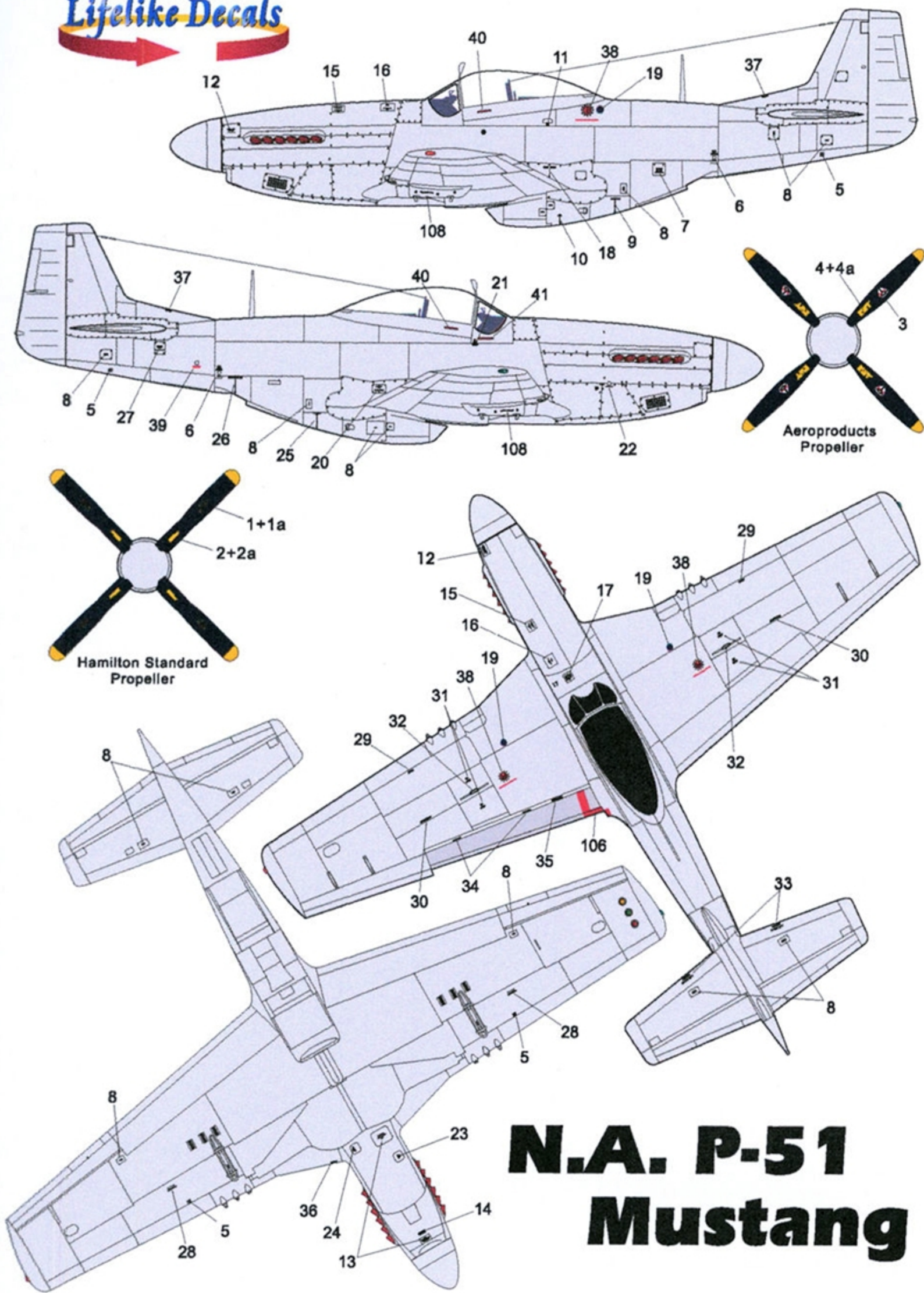
A/C #3

A/C #4

A/C #5

A/C #6

(Example of HL-B tail stripes)



N.A. P-51 Mustang

Caption for 48-060 P-51 part 8

General Notes

Many P-51D kits are available in the market, but the shapes of their details are not always the same, especially the shapes of the canopy and fuselage sides. In our judgment the Tamiya kit is most accurate in these aspects with its more square-shaped fuselage and a narrower frame on the rear edge of the sliding canopy. (If the canopy framing is as tall at its rear section as at the sides, its rear edge will sit proud of the fuselage in the open position, with space showing between the two.)

With these things in mind, red trim (51~53), lightning bolt (80/81), fuselage band (87/88) and canopy stripes (97~99) are calibrated for the Tamiya kit. These marks may be used with other kits, but some trimming and adjustment will be needed.

(A/C #1) P-51D-15-NA, 44-15255, Down For Double, flown by Lt. Col. Gordon Graham, CO 354FS/355FG, Steeple Morden, April 1945

This decal reproduces the marking shown in the color movie film preserved in National Archives, which is now publicized by YouTube (ref. 1), and some scenes are also shown in ref. 2 and 3.

This is Graham's fifth and last "Down For Double", and he inherited this a/c from Col. Everett Stewart (WR-S_ and "Sunny VII" at that time), when Stewart moved to 4FG. When handed over to Graham, this a/c already had a white spinner, stylized nose white/red mark, dark colored antenna, and small white C on top rudder. Then tramp marks and "Down For Double" name were added on left side, and small C was removed from rudder top (ref. 3). At that time lower nose air scoop was covered and painted in white (ref. 3~7), but when filmed, this cover was removed to show air scoop in a NMF panel. In old days (when documentation was not so abundant) there are many illustrations showing small red band behind spinner, yellow name and C on top rudder, but apparently this is a conflation of several earlier marking version of WR-F and his 4th "Down For Double".

The right side photo in ref. 3~10 shows there is no C on rudder and no personal marking on right nose. This color film clearly shows large code letter on lower left wing, NMF antenna, and shape of red trim on lower fuselage. Two rear-view mirrors (black) are connected to forward brace of windscreen.

Gordon Graham was born in 1918 in Colorado, received his private pilot's license while attending University of California, Berkeley, graduating in 1940. He entered the USAAF in December 1940, and was an instructor (2,700hr flying in total) in Training Command in 1942 to 1943 in the States. He was assigned to 354FS/355FG at Steeple Morden/UK in late July 1944 as Major, and became CO 354FS on October 23rd, 1944. He quickly reached "Ace" status in just 20 days, promoted to Lt. Col. by VE day. He stayed in the USAF in charge of several fighter commands, including vice-Commander of 7th AF, flying 146 sorties in F-4 Phantom in the Vietnam War, and Commander of 5th AF in Far East as Lt. General staying at Yokota AB from February 1970 to November 1972. He retired from USAF service as commander of 6th Allied Tactical Air Force in Turkey on July 1st, 1973. His air-to-air victories included 7 confirmed, one probable and one damaged.

(A/C #2) P-51D-15-NA, 44-15625, Man O' War, flown by Lt. Col. Claiborne Kinnard Jr., CO 355FG, Steeple Morden/England, March 1945.

We featured Kinnard's zebra-marked "Man O' War" of 4FG in 48-048, and this is the a/c he took after returning to 355FG in November 1944. He flew this a/c in the Operation Varsity (crossing of Rhine River) on March 24th, 1945. Two color photos and 5 b/w photos of this marking are shown in ref. 5, and 9~15. Spinner is white, and nose band

in red (Group marking). "Man O' War" mark in red banner is shown on both sides of nose, while kill marks are applied on left side only. It has two rear-view mirrors (black) connected to forward brace of windscreen.

(A/C #3) P-51D-25-NA, 44-73144, Man O' War, flown by Col. Claiborne Kinnard Jr., CO 355FG Steeple Morden/England, final days of WWII to soon after VE day.

This is the last mount of Kinnard in WWII after 44-72427 (photo ref. 3~6, 8~10, 14, 16~20 and another photo shown only once on an auction site). This a/c is adorned with a gaudy white painting on the nose, and a photo in ref. 3 and 20 shows that "Man O' War" name of the same style was applied on right side of the nose too. But a close check of available photos indicates some minor changes in marking style. Before the white shadow of "Man O' War" was fully applied, kill marks were iron crosses on a grey background. But photos showing the shadow fully applied also reveal that the kill marks had been changed to iron crosses on a white square. Photos show that "Man O' War" letters are slightly lighter than the code or crew name panel, so it should be red with a white shadow. It has two rear-view mirrors (black) connected to forward brace of windscreen. At some later date this a/c was fitted with rocket-launchers (3 on each wing) and drop tanks.

Colonel Kinnard was born in Tennessee in 1912, and got his wings in 1939 to become a flight instructor. He was assigned to 356FG in England, and flew P-47 aircraft from Martlesham Heath. He then moved to 355FG as CO of 354FS, scoring three victories there. He was then promoted to executive officer of 355FG, but continued flying combat missions, notching three victories. On September 8th, 1944, he moved to 4FG, flying his zebra-marked "Man O' War", and took its command on November 3rd. He returned to 355FG in November, and finally took command of the Group in February 1945. After the war Kinnard returned to States, and became commander of Tennessee Air National Guard, but died on September 18th, 1966 from brain cancer. His final air-to-air victories was 8 confirmed and one damaged.

(A/C #4) P-51D-25-NA, 44-73294, Ole VIII, flown by Maj. William Hovde, CO. 357FS/355FG, Gablingen/Germany, July 1945.

The only color photo of this a/c (left side overall view) was originally published in ref. 21, and later in reference 3, but regrettably no right side photo is known. The nose lightning bolt was considered as the personal mark of Hovde, but the same lightning bolt was applied on Col. McColpine's OS-J (355FG) (ref. 22) and CG-I (55FG, in a photo shown only once on an auction site), so its meaning is not known. Though no right side photo is known for this a/c, photo of "Ole VI" (ref. 3 and 5) shows same name on right side nose, so another "Ole VIII" marking is included on this sheet. The red/yellow/red fuselage band is the symbol of German Occupation Force. During WWII Hovde was the commander of 358FS (code YF), but this squadron was disbanded on ceasefire, and he moved to 357FS as commander. He had Russian origins, and his "Ole" a/c had his name in Russian.

William Hovde was born in 1917 in Minnesota, and graduated from West Point in 1943. He was assigned to 358FS/355FG, and went to Leiston/UK. He scored one victory in P-47 and four more victories in P-51 to become an ace by July 19th, 1944. After a rest in the States, he returned to 355FG as major, and shot down 5 a/c on December 5th, 1944 to become "Ace in a Day". After VE day, he remained in Germany as part of Occupation Force till 1946, and then joined 1FG (equipped with P-80) in the States. He returned to combat duty in the Korean War, and shot down one Mig-15. He then went to Mexico on attaché duty, was a staff member at Pentagon, then returned to Mexico as Air Attache. After retiring USAF in 1967, he operated a business in Mexico till 1975, but returned to the States to enjoy retirement life in Texas. His total air-to-air victories are 10.5 in WWII, one in Korea and one damaged.

(A/C #5) P-51D-15-NA, 44-15277, Cisco, pilot unknown, 379FS/359FG, East Wretham/England, May 1945.

Up to now only one color photo (right side) of this a/c is known, which is shown in ref. 5, 10, and 23. It was assigned to 379FS quite late in WWII, and its assigned pilot is not known. This is a very colorful a/c with not only three colored stripes on tail fillet and canopy, but also blue squadron color on rudder, wingtips and stabilizer tips. Its code CS is outlined in red, but its plane-in group letter Q has a red shadow. The illustration in ref. 24 shows a black band on wing, but as there is no black band on the lowered aileron and landing gear cover, there should be **NO** black band on wings. The horizontal stabilizer has black stripes. Its name "CisCo" looks like orange, but as the color photo in ref. 23 shows, it is yellow with red shadow. Please paint the front frame of sliding canopy in white before applying mark 99. The vertical frame of windscreen also seems to be painted in white.

(A/C #6) P-51B-10-NA, 42-106559, flown by Capt. Murray McLaughlin, 309FS/31FG, San Severo/Italy, October 1944.

We decided to include this a/c due to the unique kill mark style (iron cross on a scull) shown in the only known photo of this a/c in ref. 25. This photo clearly shows its s/n. Its a/c code was not shown in ref. 25 or 26, but we found that ref. 27 shows its code as "WZ-T". This a/c was lost on October 28th, 1944, when Lt Dorsch was KIA.

We featured Capt. John Voll's "American Beauty" (HL-B) in 48-015, whose tail stripes are known from two in-flight photos. But no photo evidence is available for the tail stripes of WZ-T, and photos show there are several variations in tail stripes of 31FG P-51B. Initial marking was only one stripe on vertical and horizontal tail plane each, and gradually the number of bands increased, but not in a systematic way. It seems 4 bands on vertical tail (like American Beauty) became most common, and those bands on horizontal tail plane are the continuation of vertical tail bands, but there are still several variations as shown in the attached illustration. Also note that the yellow band on the center of wings or tail is not always applied (even on P-51D). So we decided to leave it to each modeler's choice, and only red and yellow stripes are provided in this decal.

Murray McLaughlin was born in 1918 in Wyoming, and was commissioned as Second Lt. in 1943. He was assigned to 31FG to cover the Allied landing at Salerno and Anzio. Changing his mount from Spitfire Mk. IX to Mustang, he became an ace on May 29th, 1944. He scored his last victory on June 27th, 1944. He retired from the USAF following WWII, and died in October 1972. His total air-to-air victories are 7 confirmed, one probable and 6 damaged.

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- (27) http://raf-112-squadron.org/31stfghonor_roll43_44.html

Special thanks to Mr. Mark Smith of Texas/USA for the check of English captions.