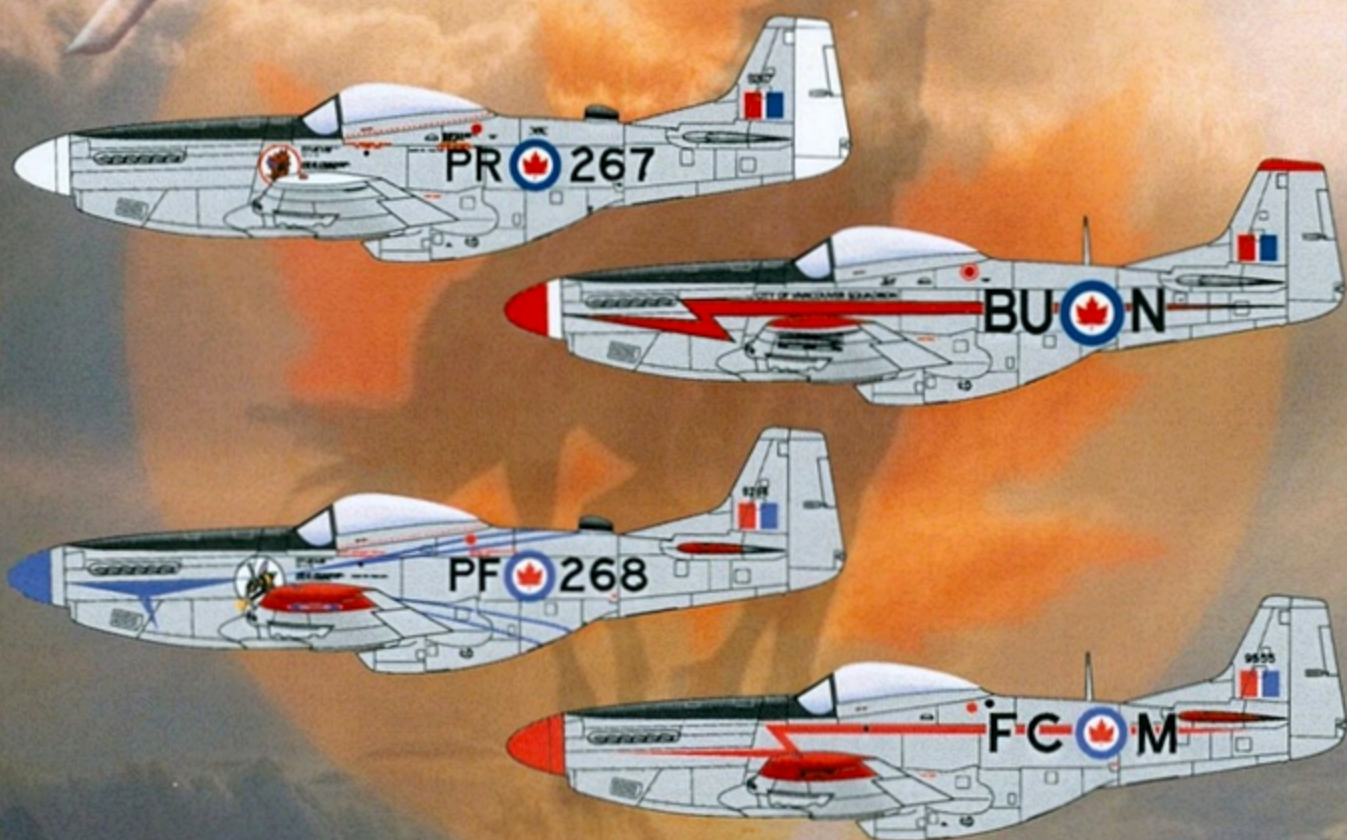


**Leading
Edge** MODELS

Mustang



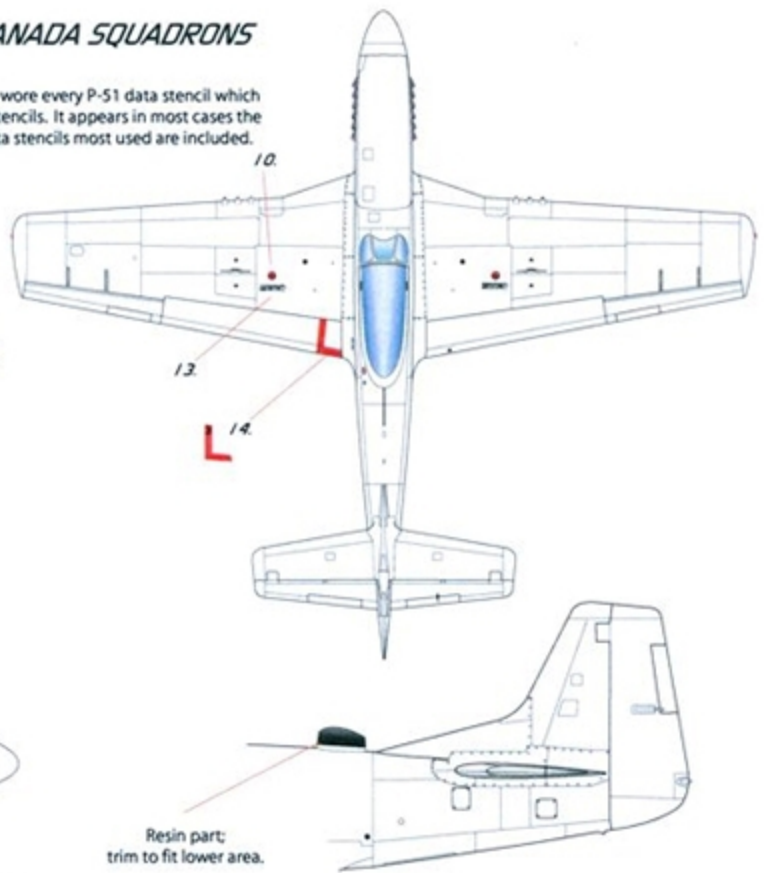
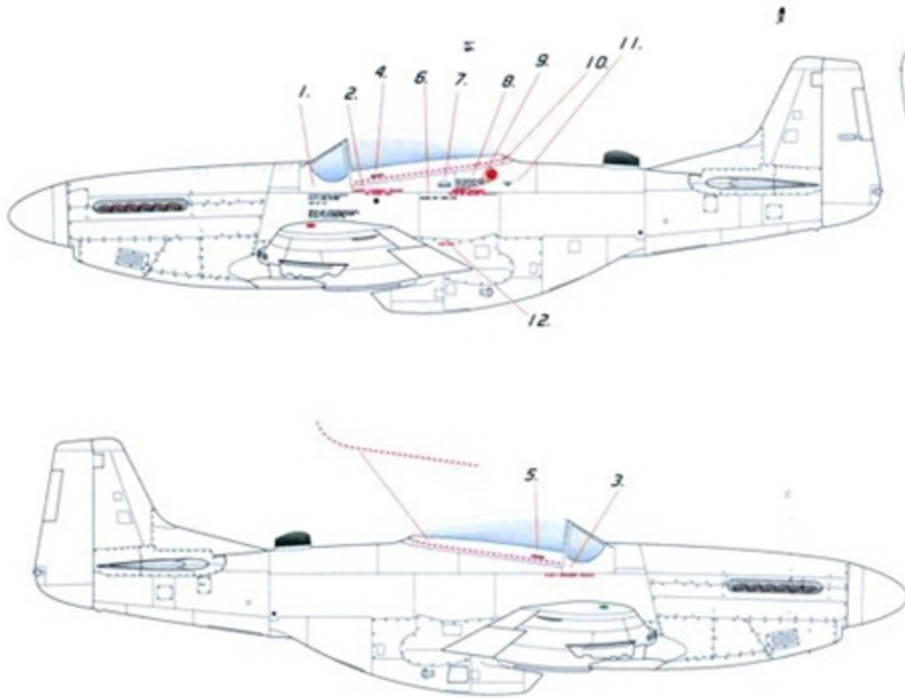
RCAF P-51D Part 1
WESTERN CANADA

403 CALGARY
442 VANCOUVER
443 NEW WESTMINSTER
WEE TESTING EDMONTON



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Stencil and data decals: Note that a wide variation of data stencil were used. Some aircraft wore every P-51 data stencil which may have been more for training purposes while some carried only the minimal refuelling stencils. It appears in most cases the aircraft used near the end of the P-51 career in the RCAF had very little for data stencils. Data stencils most used are included.



403 sqdn CITY OF CALGARY

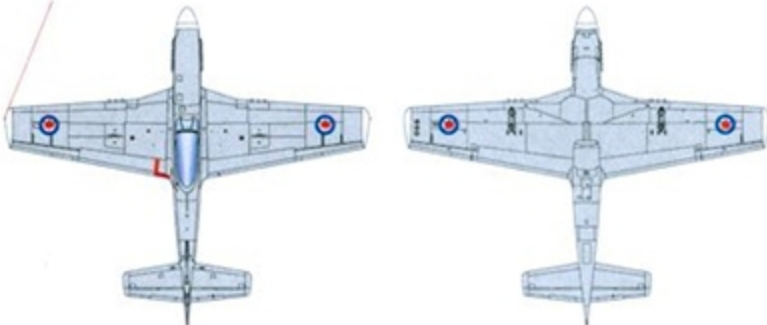
P-51D #9267



P-51D #9590



White



9590

P-51D-30-NA USAF 44-74451

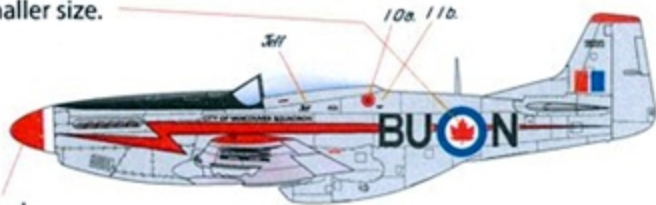
November 1950 received from Pacific Aeromotive Corp, Burbank, CA; Nov. 1951 to 424 Squadron, Hamilton; July 1952 to 10TSU into storage; May 1953 to Dec. 1955 served with 403 Squadron, Calgary; Dec. 1955 put into storage at Lincoln Park, APDAL.

Sold to Defuria in Nov. 1960, no further information, likely scrapped.

Notes: Aluminum lacquered finish, cuffless Hamilton Standard props in non-standard finish: rear of blade black with approx 12" of root in aluminum, front of blades possibly aluminum with yellow tips; cockpit interior likely matte black

442 sqdn CITY OF VANCOUVER SQUADRON P-51D #9595

Use the larger sized roundels for 9595. Other 442 aircraft used the smaller size.



Red

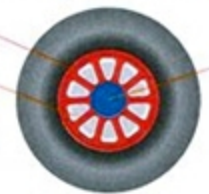


Painted wheels for 442 Squadron #9595.

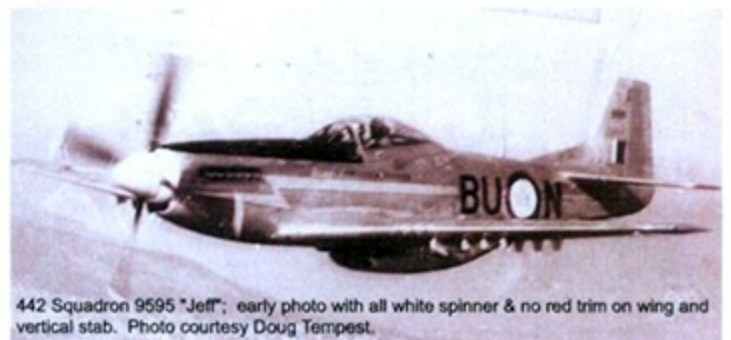
Red

White on inside of spokes.

Blue



No red canopy line decal.

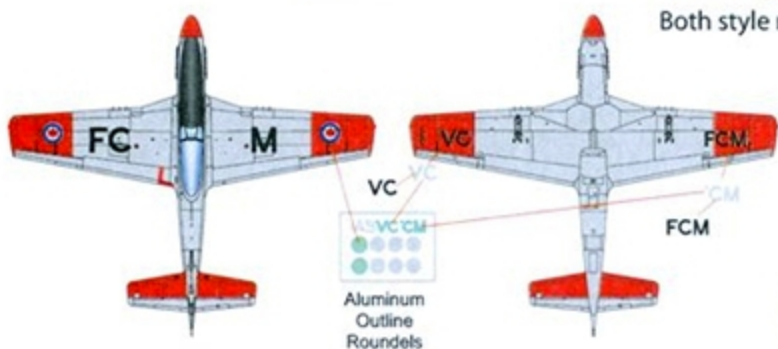


442 Squadron 9595 "Jeff"; early photo with all white spinner & no red trim on wing and vertical stab. Photo courtesy Doug Tempest.



9555
9555
Both style numbers used.

(9555 Made a wheels up landing at Edmonton Municipal Airport on 14 October 1949 when the landing gear would not lower while on a test flight. The aircraft was repaired.)
Notes: Polished natural metal fuselage.



VC
FCM
Aluminum Outline Roundels

443 SQUADRON "CITY OF NEW WESTMINSTER" BRITISH COLUMBIA

9268
P-51D-30-NA USAF 44-74831
January 1951 received from Texas Engineering Co., Dallas, Texas; directly to 443 Squadron; July 1952 to January 1953 stored reserve; April 1953 returned to 442 Squadron until December 1955, put into ready reserve and then APDAL storage at Sea Island. Struck off charge and sold to Trans Florida Aviation of Sarasota, FL in October 1959; to US register as N9152R; later sold to Guatemalan Air Force in July 1962, served as FAG372; subsequent fate unknown
Notes: Aluminum lacquered finish, cuffless Hamilton Standard prop, cockpit likely matte black

P-51D #9268



Blue stripes under this logo.

Aluminum Dark Blue

Solid Speed Bird

P-51D #9592

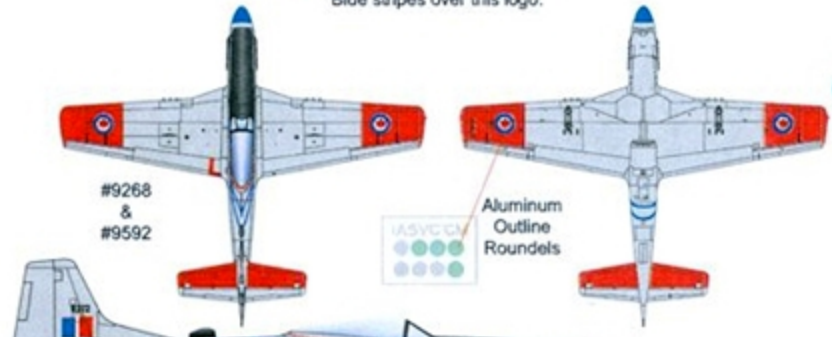
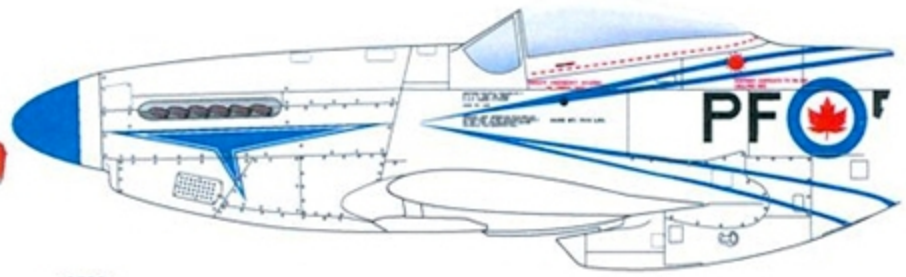


Photos show various squadron logos used on aircraft. Modeller's discretion on which logo to use.

Blue stripes over this logo.

Both speed birds were use on all aircraft.

Outline Speed Bird



#9268 & #9592

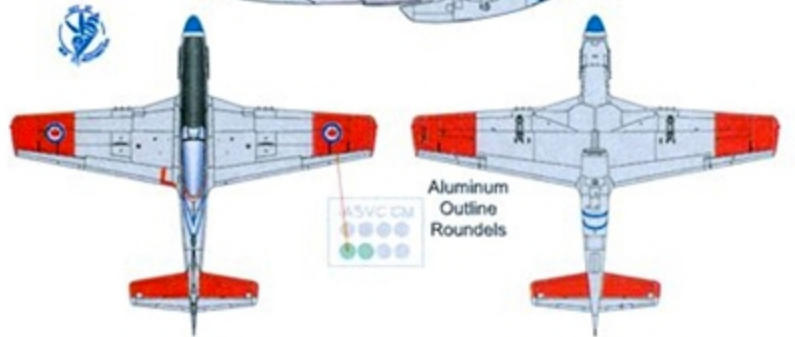
Aluminum Outline Roundels

P-51D #9272



9592
P-51D-30-NA USAF 44-74427
November 1950 received from Pacific Aeromotive Corp, Burbank, CA; Nov 1950 to 403 Squadron; November 1951 to 10TTSU and stored reserve, May 1952 to 443 Squadron, served with 443 until October 1956; put into APDAL storage at Sea Island. SOC and sold to Trans Florida Aviation, Sarasota, FL in October 1959; to US as N9148R; Various owners included Bob Hoover/North American Aviation as N2251D, the famous yellow Mustang; August 1970 damaged on ground when oxygen bottles exploded at Oshkosh, sold and rebuilt as "Doc's Doll" and "Miss Coronado"; 1994 repainted as G4-C/411622 357FG as mount of Major Leonard "Kit" Carson; still flying in those markings in France, registered as F-AZSB
Notes: Aluminum lacquered finish, cuffless Hamilton Standard prop, cockpit likely matte black

9272
P-51D-30-NA USAF 44-74854
January 1951 received from Los Angeles; into stored reserve at 6RD Trenton, Ontario; March 1952 to Training Command, AAS (Air Armament School) Trenton; June 1953 to 10TTSU; June 1954 to 443 Squadron, Sea Island until put into storage at Sea Island, APDAL in October 1956. Struck off charge and sold to Trans Florida Aviation, Sarasota, FL in October 1959; to US register as N9147R; July 1962 to Guatemalan Air Force as FAG375; written off with FAG
Notes: Aluminum lacquered finish, cuffless Hamilton Standard prop, cockpit likely Interior Green



Aluminum Outline Roundels

Credits:
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