



# J 26 & S 26 Mustang



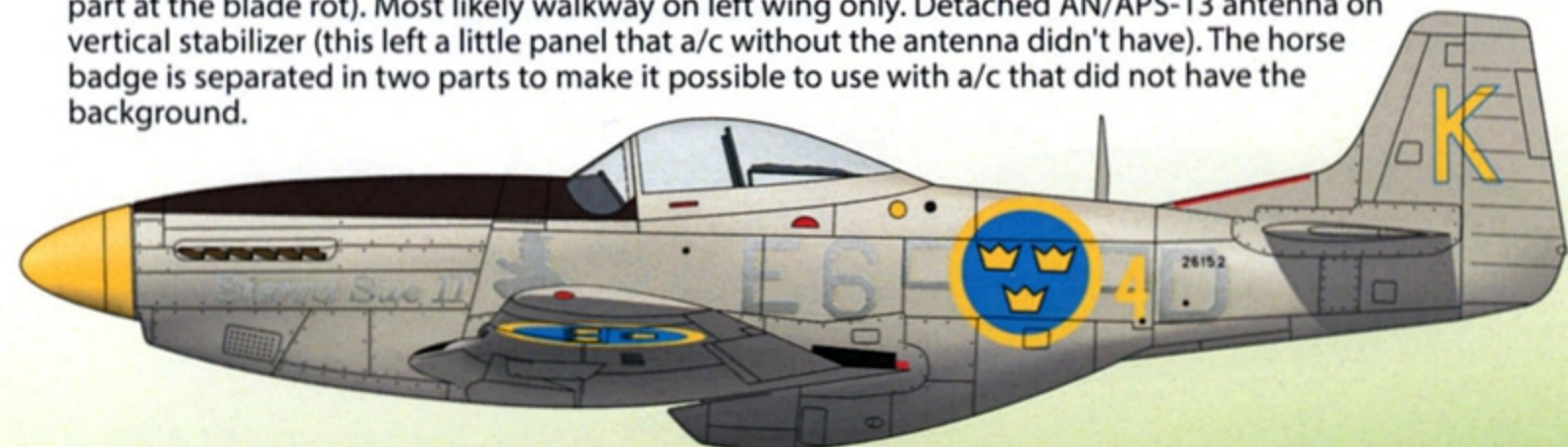
J26, 26046, white Alpha (Adam in SwAF) (later red A with the same badge) F16 Uppsala. Note that the antiglare area continued up and around the windshield frame. Walkway on left wing only. Also note the low placement of the serial number and red fuel caps just like the rest of the first fifty delivered



J 26, 26014, red Lima (Ludvig in SweAF) F16 Uppsala. This is one of the aircraft (a/c) that had both female figure and rider painted at the same time. The anti reflex panel may have been green but it is unsure. Notice low placement of serial number and walkway on left wing only.



J 26, 26075, blue Mike (Martin in SweAF), second squadron F16 Uppsala. Propeller without cuffs (the thick part at the blade rot). Most likely walkway on left wing only. Detached AN/APS-13 antenna on vertical stabilizer (this left a little panel that a/c without the antenna didn't have). The horse badge is separated in two parts to make it possible to use with a/c that did not have the background.



J 26, 26152, yellow Kilo (Kalle in SwAF) F4 Frösön. This was former "Sierra Sue II" serving with the 402 FS 370th FG and this was one of the a/c where the earlier markings could be read very easily. It was common to paint (or use tape to mark?) the call sign on the landing light at F4. Not known if 26152 had it but a suitable 'K' is supplied on the decal sheet.



J 26, 26140, blue Mike (Martin in SwAF) F4 Frösön. Slumbering rabbit which most likely was painted on this aircraft. (It may be another blue M at F4 but at this time this is not certain.) Another detail with F4 Mustangs is that they sometimes had their call sign painted (or marked with tape?) on the landing light, a suitable 'M' decal is included on the decal sheet. 26140 had an AN/APS-13 antenna mounted at the factory but it's uncertain for how long it remained in place.



J 26, 26016, red November (Niklas in SwAF) or "The nightmare" in mid forties. First squadron F16 Uppsala. Aiming lines on the wings and straight walkway on left wing only. Analogous markings for 26021 red Sierra or "Star Dust", but no aiming lines on wings.



J 26, 26009, red Echo (Erik in SwAF) F16 Uppsala with Elvira female figure at wing root and cartoon figure painted by aircraft weapons mechanic Sture Mattson. It's very uncertain if the figure was ever finished with a gun in his left hand as no pictures show that. The revolver is included separately on decal sheet. The aircraft had green antiglare area at time of delivery but it looks darker when the cartoon has been added. Walkway on left wing only. Also note the low placement of the serial number and red fuel caps.



J 26, 26139 green Kilo or "Kleopatra", F8 Barkarby. From the concurrent cinema movie with the same name. The black walkways on the wings are of the last design, i.e. angled out towards the gun ports. The gun ports were also covered since these were liaison aircraft.



J 26, 26108, blue Foxrot (Filip in SwAF) F16 Uppsala with second squadron's early wolf badge. This aircraft later got the horse badge (without blue background) and the text 'Essie Mae' was kept. The horse decal can be found on J 26 Part II decal sheet.



J26, 26087, white Charlie (Cesar in SwAF) F16 Uppsala, staff squadron. Most likely (straight) walkway on left wing only.

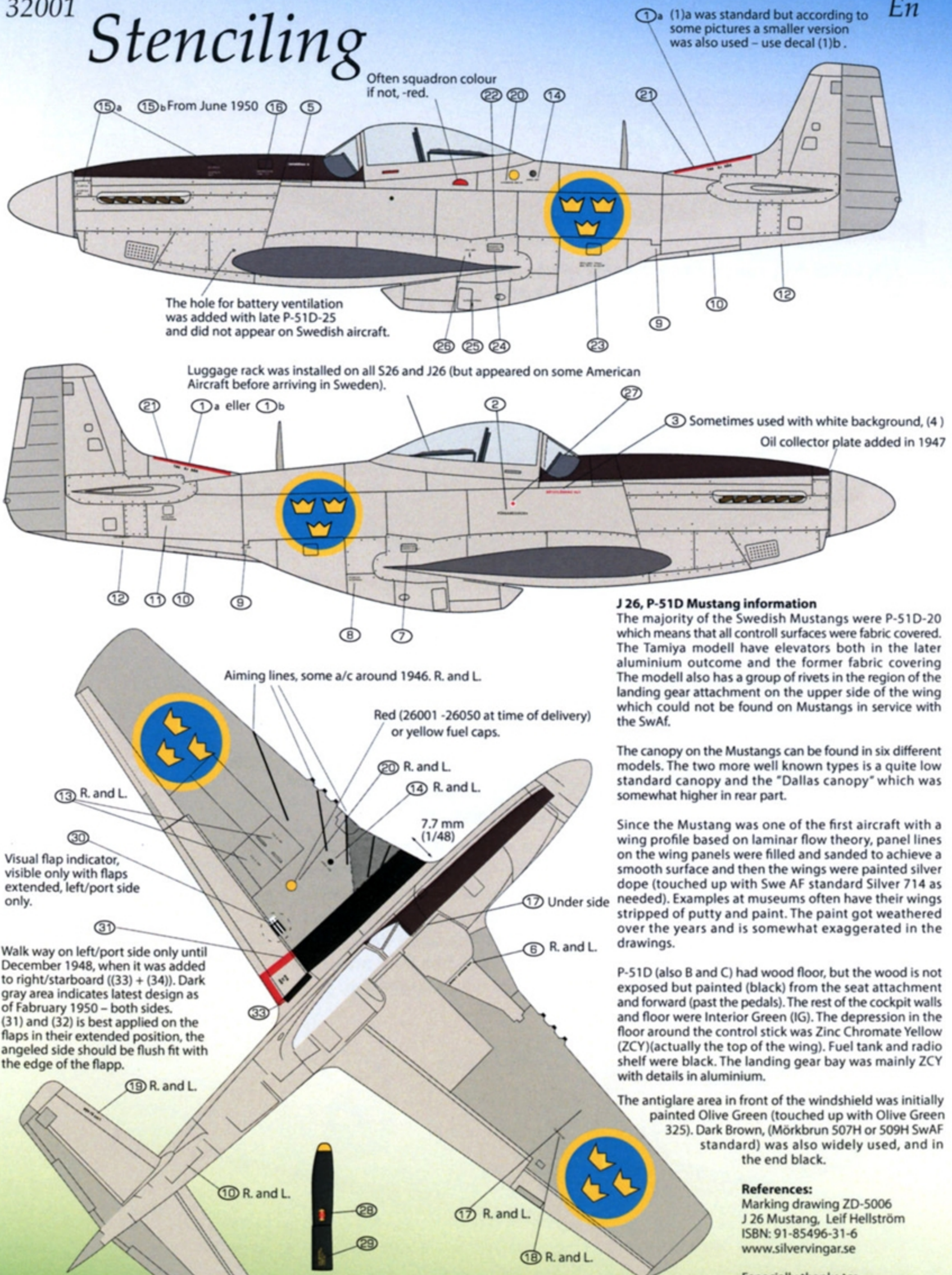


S 26, 26146, 6 - F21 Kallax. Reconnaissance version of the J 26 with sKa10/50 camera in the fuselage. Call signs on both sides of the nose instead of underneath the nose which was standard. Blue and yellow fields on wing tips, top and bottom. The spinner was painted silver dope, just like the wings. The walkways on the wings were of the latest design, i.e. angled towards the gunports. Also notice that all S 26 had their antenna mast moved forward and to right due to the camera installation. The antiglare panel on the nose was black on some S 26.



S 26146, blue 6 - F21. Most likely dark brown antiglare panel. Last design of walkways, i.e. angled toward the gun ports, see topside view, both port and starboard wing.

# Stenciling



1 a (1)a was standard but according to some pictures a smaller version was also used - use decal (1)b.

Often squadron colour if not, -red.

15 a 15 b From June 1950 16 5

The hole for battery ventilation was added with late P-51D-25 and did not appear on Swedish aircraft.

Luggage rack was installed on all S26 and J26 (but appeared on some American Aircraft before arriving in Sweden).

3 Sometimes used with white background, (4) Oil collector plate added in 1947

Aiming lines, some a/c around 1946. R. and L.

Red (26001 -26050 at time of delivery) or yellow fuel caps.

### J 26, P-51D Mustang information

The majority of the Swedish Mustangs were P-51D-20 which means that all control surfaces were fabric covered. The Tamiya modell have elevators both in the later aluminium outcome and the former fabric covering. The modell also has a group of rivets in the region of the landing gear attachment on the upper side of the wing which could not be found on Mustangs in service with the SwAF.

The canopy on the Mustangs can be found in six different models. The two more well known types is a quite low standard canopy and the "Dallas canopy" which was somewhat higher in rear part.

Since the Mustang was one of the first aircraft with a wing profile based on laminar flow theory, panel lines on the wing panels were filled and sanded to achieve a smooth surface and then the wings were painted silver dope (touched up with Swe AF standard Silver 714 as needed). Examples at museums often have their wings stripped of putty and paint. The paint got weathered over the years and is somewhat exaggerated in the drawings.

P-51D (also B and C) had wood floor, but the wood is not exposed but painted (black) from the seat attachment and forward (past the pedals). The rest of the cockpit walls and floor were Interior Green (IG). The depression in the floor around the control stick was Zinc Chromate Yellow (ZCY)(actually the top of the wing). Fuel tank and radio shelf were black. The landing gear bay was mainly ZCY with details in aluminium.

The antiglare area in front of the windshield was initially painted Olive Green (touched up with Olive Green 325). Dark Brown, (Mörkbrun 507H or 509H SwAF standard) was also widely used, and in the end black.

**References:**  
 Marking drawing ZD-5006  
 J 26 Mustang, Leif Hellström  
 ISBN: 91-85496-31-6  
 www.silvervingar.se

Especially thanks to:  
 Thord Jonsson, Leif Hellström,  
 Sten Sundelin

Visual flap indicator, visible only with flaps extended, left/port side only.

Walk way on left/port side only until December 1948, when it was added to right/starboard ((33) + (34)). Dark gray area indicates latest design as of February 1950 - both sides. (31) and (32) is best applied on the flaps in their extended position, the angled side should be flush fit with the edge of the flapp.

The decals on propeller blades wore off over time but the Hamilton emblem, decal 35 seems to have survived the longest.