

**Lifelike Decals**

**48-048**

# North American P-51 Mustang Pt.4

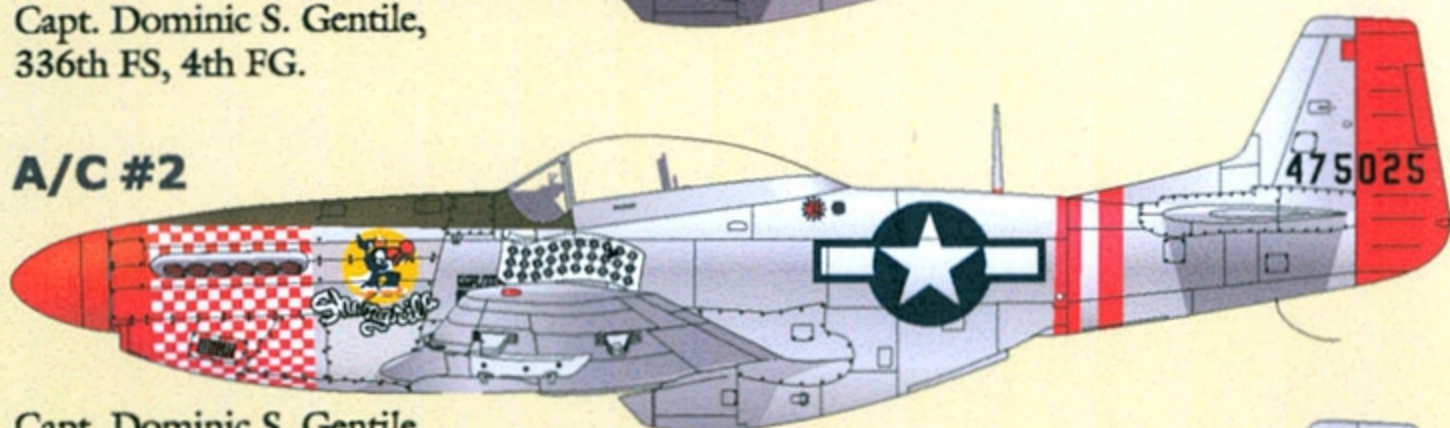
*Limited Edition!*

**A/C #1**



Capt. Dominic S. Gentile,  
336th FS, 4th FG.

**A/C #2**



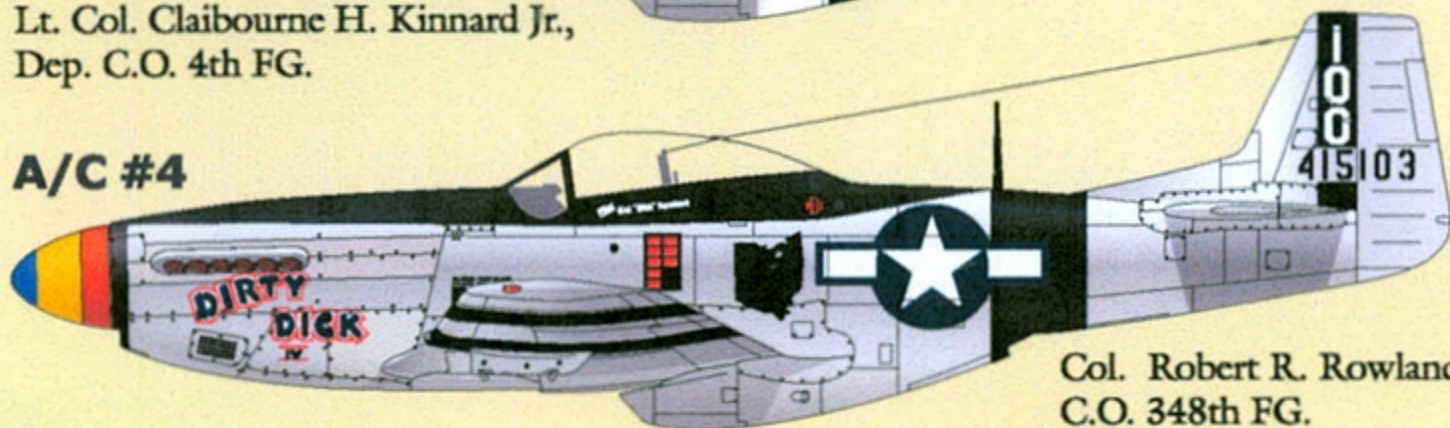
Capt. Dominic S. Gentile

**A/C #3**



Lt. Col. Claibourne H. Kinnard Jr.,  
Dep. C.O. 4th FG.

**A/C #4**



Col. Robert R. Rowland,  
C.O. 348th FG.

Recommended kits: Tamiya P-51B & D

Lifelike Decals wants to hear from you and your input.

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## 48-048

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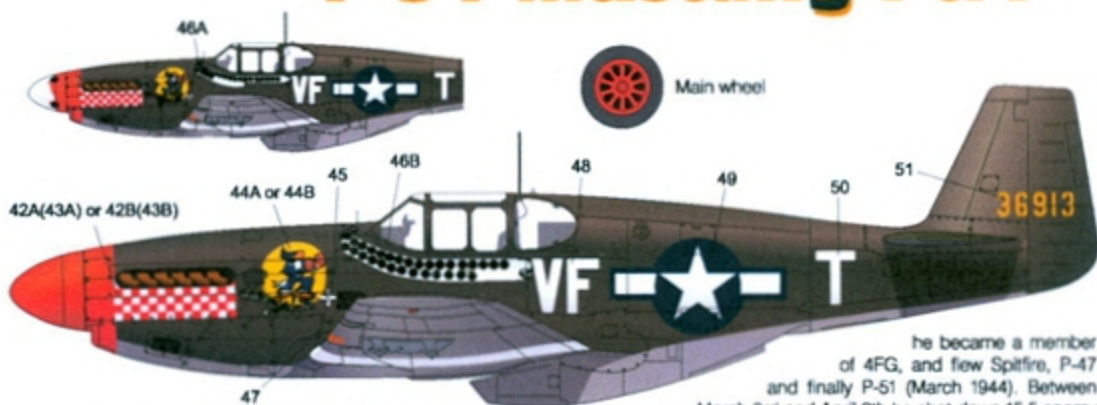
### A/C #1

P-51B-5-NA, 43-6913, flown by Capt. Dominic S. "Don" Gentile, 336FS/4FG, Debden/England, April 8th to 13th 1944.

This is one of the most famous A/C of all P-51s, and more than 30 photos (including 7 color photos) are shown in various references (for example, ref. 1-19). The right side photo (ref. 13) shows there is a checker below exhaust, but no "Shangri-La" or kill marks scroll. White bands are painted on both surfaces of wings, but not on stabilizer or fin. Rear-view mirror is not fitted.

When with 21 kill marks, the spinner is painted in white/red or red overall, but when the number of kill marks increased to 30, the scroll was widened, and spinner was red overall. It should be noted that black kill mark has serrated edge, and wheel spoke is painted in red. Main wheels are block tread tires, and exhaust cover is always lacking. Depending on the time of photograph, wing guns are covered with yellow tapes (ref. 16) or white tapes with broad black outlines (ref. 12).

Yellow background of "Shangri-La" is not a circle, but right side is rather perpendicular, and the eagle's glove is out of yellow background. Eagle and yellow background



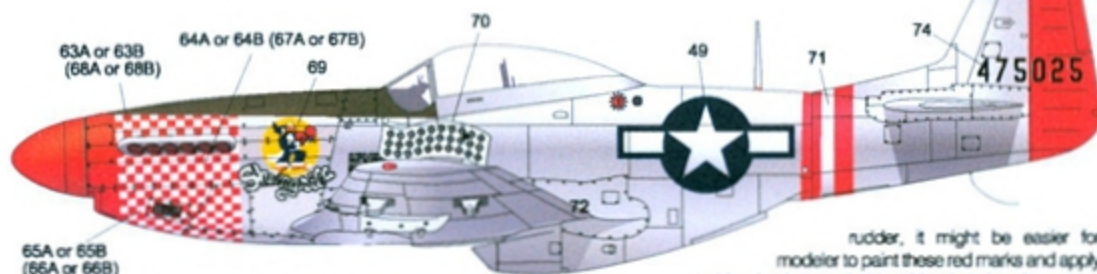
(with gradation) is included, but if you are not satisfied with it, please paint the yellow background with the template included (inner trim should be a bit up, so that spraying yields gradated outline), and add mark 44B. Capt. Gentile hailed from Ohio, and joined first with RCAF as an instructor in September 1940, but managed to become a fighter pilot of No. 133 (Eagle) Squadron in August 1942. He scored his first kill (Fw190) on August 19th. After slow scoring,

he became a member of 4FG, and flew Spitfire, P-47 and finally P-51 (March 1944). Between March 3rd and April 8th he shot down 15.5 enemy A/C by teaming up with Lt. John Godfrey. When he finished tour of duty, he accepted a press show to take photos of his flying. During the demonstration flight, he buzzed the A/C a bit too low to hit the turf, and crash-landed in a nearby field. He returned to the States for war-bond tour (flying A/C #2), while this crashed plane is rumored to have been bulldozed into a farmer's pond near the Essex AB.

### A/C #2

P-51D-30-NA, 44-75025, flown by Capt. Dominic S. "Don" Gentile in the war bond tour in the States, "Army Air Forces Fair" show at Wright Patterson Field, October 13th to 21st 1945.

Only one photo of Gentile's war-bond tour P-51D (with Gentile standing near the left landing gear) has been known for long (ref. 6, 7 & 19). Based on this photo air-worthy N51VF, 45-11553 was painted in this marking with code letter (VF-T) and s/n (44-720934). But another color photo (of nose section with people behind) and b/w photo (with Gentile and Pisanos aft of left wing) was shown on the internet around the year 2010. These photos clearly show the broad kill marks scroll, and LACK of code letters. We found a website (ref. 20) where these photos as well as wider view photo of the well-known photo (to show rear fuselage band) and another color photo (showing red/white/red band aft of national insignia) and s/n information by Mr. Martin Kyburz are shown. It is said that Capt. Gentile flew several P-51Ds in the States, so 44-720934 might have been one of them. But these 4 photos of 44-75025 show almost full marking of this A/C. Tail section is not



photographed, but mostly probably rudder is also red. 44-75025 is the 2nd last P-51D manufactured at Inglewood plant, and carries late-type Hamilton Standard propeller, rocket launchers under the wings and cross-treaded tires, but no rear-view mirror. Wheel spokes are not painted. "Shangri-La" mark was relatively small with circular yellow background. What's unique with this A/C is that the front end of nose checker is sweeping back a little, thus NOT perpendicular to the A/C centerline, but perpendicular to the ground. Red/white checker marks (#63A-68A) are provided in this decal, but as the same red paint should be applied on spinner, nose, fuselage band and

rudder, it might be easier for modeler to paint these red marks and apply white checkers and white of fuselage band. After serving 4FG, Capt. Gentile went home to sell war-bond, became a test pilot at Wright-Patterson Field/Ohio, and finally retired as major on April 16th 1946. He joined USAF in October 1947, but was killed in the crash of a T-33 on January 28th 1951. His score was 21 and 5/8 confirmed victories and 3 damages in the air. 44-75025 was attached to the Flight Test Division at Patterson Field from 1945 through 1950 (thus selected for the show), and went on to Korean War with 67TRG/45TRS, and eventually transferred to ROKAF. It was lost in a flying accident on September 18th 1953.

### A/C #3

P-51D-10-NA, 44-14292, flown by Lt. Col. Claiborne H. Kinnard, Dep. CO 4FG, Debden/England, September 1944.

This P-51 with unique tiger stripe mark is well-known, and its photos are shown in ref. 1, 13, 21, 22 and 23. Red color is applied on spinner and nose, but red is not painted. It has a broad red band on nose, 18 kill marks on the canopy frame and two rear-view mirrors. Judging from the color photo in ref. 13 (prior to the application of tiger stripes), the first white invasion stripe extends up to top of "P", and code letters are outlined in red. This also implies that rear white band extends to top of "A", because these white area were not removed due to red outline of codes. Tread pattern of the main wheel is not known. The three photos in ref. 23 clearly show the shape and position of the tiger stripe on



both sides. Tiger stripe is said to be RAF dark green, and probably antenna is also painted in this color. Though this tiger stripe marking is very unique and eye-catching, it did not last long, as this A/C was jumped by enemy as well as friendly A/C very often. Lt. Col. Kinnard hailed from Tennessee, and got his wings at Randolph Field/Texas on August 25th 1939 as flight instructor. He

first joined 356FG in May 1943, then to 355FG, and joined 4FG on September 8th 1944 as Dept. CO, and finally commanded the Group from November 3rd. He shot down one Me109, and then moved back to 355FG on November 29th. He finished the war with 8 confirmed victories and one damaged in the air. He died on September 18th 1966 from a brain tumor.

### A/C #4

P-51 D-15-NA, 44-15103, flown by Col. Dick Rowland, CO 348FG, Luzon/Philippines, early 1945.

This is the last P-51 that Col. Dick Rowland (last wartime CO of 348FG) flew in combat. Three photos of this A/C are shown in ref. 7, 24 and 25, and it's A/C number (100) and s/n is shown in ref. 25. Rear-view mirror is not fitted. As these photos do not show the front nose and rear fuselage section, we followed the illustration in ref. 24.

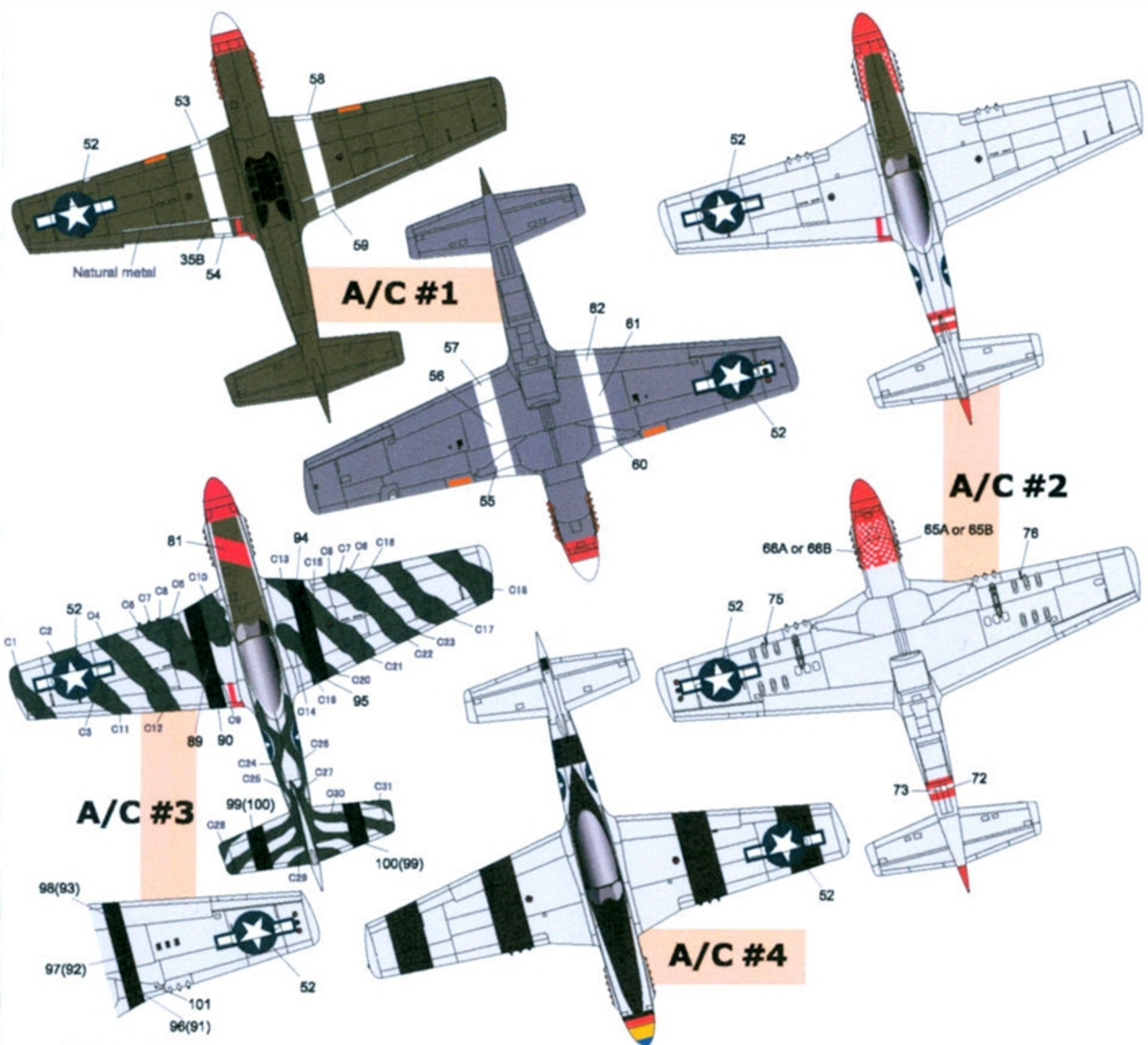
Please paint the black bands on nose, wings and fuselage. Decal for yellow and red portion of spinner is provided herewith, but it would be easier to paint the back plate in red before applying propeller blades. V Fighter Command P-51 had two or three black bands on wings, and for this specific P-51 probably two black bands are applied, judging from the position and width of the inner wing band. "Dirty Dick" is probably insignia blue with red outline as it is slightly lighter



than the map of Ohio, but "TV" is definitely black with red bar. The photos strongly indicate that anti-glare paint, wind shield, canopy frame and aft of canopy are painted black. Main wheels are oval treaded tires. Col. Rowland hailed from Lodi/Ohio, and graduated science course of Ohio State and University of Maryland before joining USAAF. He was the director of advanced training at Tuskegee Flying School in Alabama to train Afro-American flyers. He joined 348FG in February 1943 as executive officer, and moved to New Guinea in May under the

command of Col. Neal Kearby. Following Kearby's promotion to V Fighter Command, Lt. Col. Rowland took command of 348FG. He achieved his first victory on October 12th 1943, and 8th (final) victory on February 27th 1944. He was promoted to Colonel on May 15th, and remained with 348FG to transition to P-51 in early 1945. After the war he joined the SAC as director of operations, and 21FBW. He was also a member of advisory group in Vietnam War, and retired in June 1968 as major general.





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