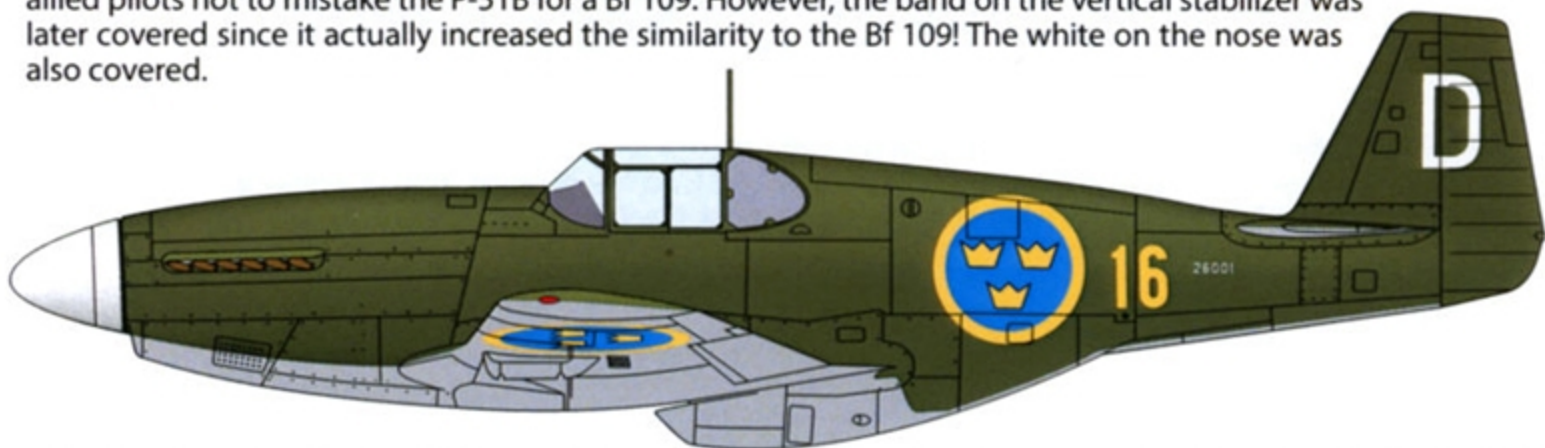


J 26 Mustang Part III



P-51B-7, 43-6365, 'Z HUB' from 354th FG, 355th FS. This a/c flown by 1 Lieutenant Eldon E. Posey made an emergency landing at Rinkeby on 13 May 1944 due to fuel shortage. It later became 26001 in Swedish Air Force. The white nose and the white bands (on the wing, horizontal and stabilizers) were designed to help allied pilots not to mistake the P-51B for a Bf 109. However, the band on the vertical stabilizer was later covered since it actually increased the similarity to the Bf 109! The white on the nose was also covered.



J 26 26001, white David, F16 Uppsala. Early paint scheme, Olive Green over Blue Gray (SwAF standard). It's uncertain to what extent the aircraft (a/c) was marked with stencils, and if so, if white or/and black texts were used. Walkway on left wing only.



J 26, 26003, white Bertil, F16 Uppsala. The only unmodified P-51 D-5 in SwAF, i.e. without a dorsal fin extension. The a/c seems to have white stenciling on the upper parts and black on the lower. Walkway on left wing only.



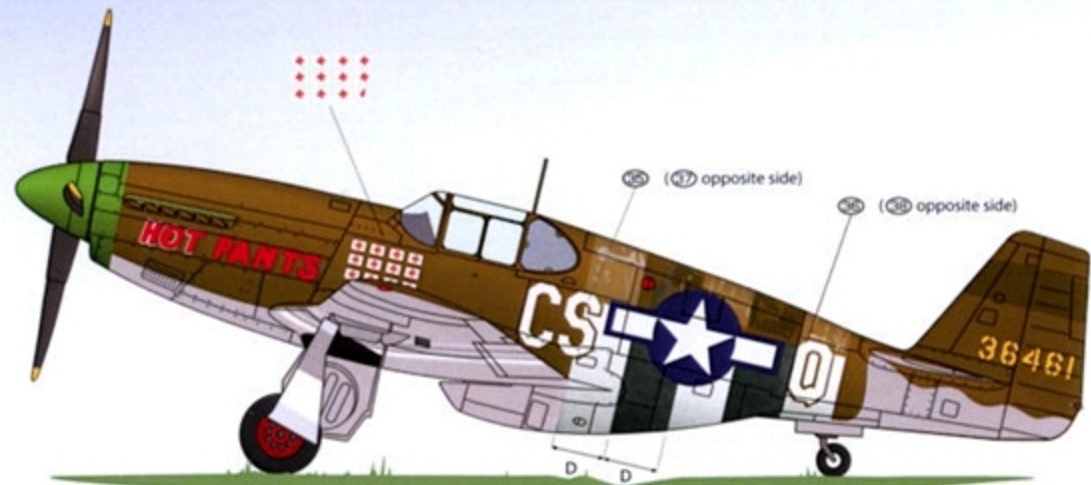
J 26, 26001, white David F16 Uppsala. In the later marking with natural metal fuselage and with wings, elevators and rudder painted in Silver dope. Black stencils and walkways on both wings, during the last period of the angled design.



J 26, 26031, blue Niklas F16 Uppsala. During 1945-46 this a/c was test painted Olive Green and Blue Gray. White stencils on the top and sides and most likely black on the bottom. Also, it seems as if decals 1 and 13 were excluded. Walkway on left wing only but this did not reach the leading edge (which was standard).



J 26, 26---, red Martin or "Dyna-Mike" after some time at F21 Kallax/Luleå (but still with F16 marking) during spring of 1949. It is somewhat uncertain which individual this was, "Dyna-Mike" 44-15482 was probably scrapped during the war and definitely never came to Sweden. One likely candidate for "Dyna-Mike" is 26137. 26137 was together with 26133 at F21 during the same time and was marked red M and red K order is unclear, anyhow, they came from F4 and still is a question why they weren't marked with a "4". 26133 had signs of other earlier markings and can therefore be excluded. Another likely candidate is 44-72483 (later 26087) which spent a lot of time on the ground due to damage and it's likely that the engine plate got swapped (just like "Petie 3rd"). It's clear that the empennage got changed since 44-72483 was equipped with AN/APS-13 antenna from factory - something that can't be seen on "Dyna-Mike". Walkway on left wing only. Use "M" from decal sheet 72005).



P-51B-7, 43-6461 "HOT PANTS" from 359th FG, 370th FS. This a/c force landed in August 1944 and was flown by 2nd Lieutenant Wilson K Baker. The painting was US standard paint scheme Olive Drab and Medium Gray, the color on the nose is described as Apple Green and was most likely an improvised color. The nose color for 359th FG later got a darker tone. The aircraft also had poorly covered invasion stripes on the upper side and the identification stripes repainted. The a/c got serial 26002 in SwAF but was never flown, instead it became spare parts for 26001 before it was given to 'Zimmermanska Skolan' (a/c maintenance school) in Västerås. The a/c may have had red rims.

Sw FV

- Olive green 325H
- Gray blue 058H

USAF

- Olive Drab
- Natural Gray

For more information about model paints and colors:
<http://ipmsstockholm.se/home/urbans-color-reference-charts-part-iv/>
 Also: Kronmärkt, L. Fredin & L. Hellström ISBN 91-7243-003-6

	1/72	1/48	1/1
A	~5.27 mm	~7.9 mm	15"
B	~14.1 mm	~21.2 mm	40"
C	~13 mm	~19.6 mm	37"
D	~6.3 mm	~9.5 mm	8"

The visual flap indicator on P-51B seems to have ZCY as underlying color, as opposed to P-51D where it was white. That is why the decal is without bottom color.

It is likely that the red restriction area was fully or partially covered on 'Hot Pants' 43-6461 since the invasion stripes and the identification bands were painted so many times. It's likely to still be in place on Z-HUB 43-6365, however.

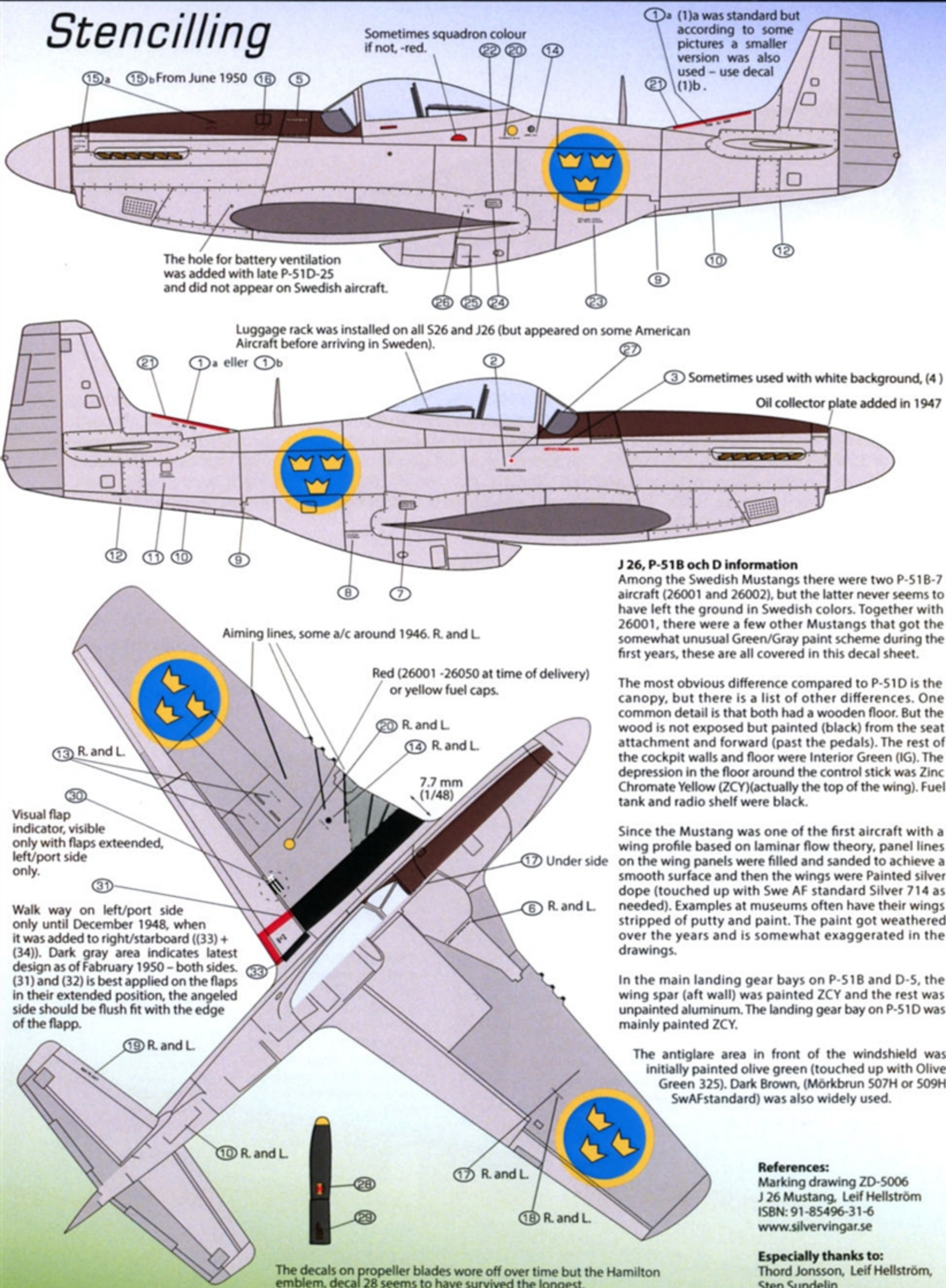
Z HUB had not yet received the invasion stripes but the white identification stripes are valid for both aircraft 43-6365 and 43-6461.

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

Especially thanks to:
 Thord Jonsson
 Leif Hellström
 Claes Sundin

Sketches are approximate and can differ from the original in question of size, positioning and rivets.

Stencilling



Sometimes squadron colour if not, -red.

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

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-51B och D information

Among the Swedish Mustangs there were two P-51B-7 aircraft (26001 and 26002), but the latter never seems to have left the ground in Swedish colors. Together with 26001, there were a few other Mustangs that got the somewhat unusual Green/Gray paint scheme during the first years, these are all covered in this decal sheet.

The most obvious difference compared to P-51D is the canopy, but there is a list of other differences. One common detail is that both had a wooden 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.

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.

In the main landing gear bays on P-51B and D-5, the wing spar (aft wall) was painted ZCY and the rest was unpainted aluminum. The landing gear bay on P-51D was mainly painted ZCY.

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 SwAFstandard) was also widely used.

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

The decals on propeller blades wore off over time but the Hamilton emblem, decal 28 seems to have survived the longest.