

Lifelike Decals

48-052

Limited Edition!

North American P-51 Mustang Pt.6

A/C #1



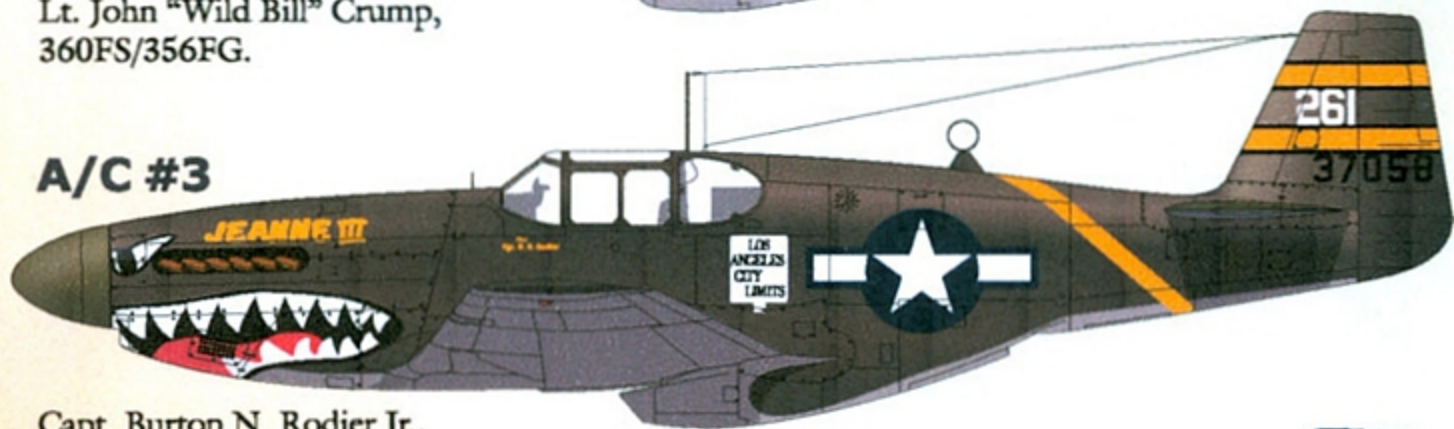
Lt. Col. Roy Caviness,
C.O. 78FG.

A/C #2



Lt. John "Wild Bill" Crump,
360FS/356FG.

A/C #3



Capt. Burton N. Rodier Jr.,
26FS/51FG.

A/C #4



Lt. Urban L. Drew,
375FS/361FG.

Recommended kits: Tamiya P-51B & D

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48-052 North American P-51 Mustang Pt.6

A/C #1

P-51D-10-NA, 44-14251, flown by Lt. Col. Roy Blair Caviness, Commander of 78FG, Duxford/England, August 1, 1945.

Lt. Col. Caviness was assigned to C.O. of 78FG, when the C.O. of 78FG (Col. John Landers) and 361FG was inter-changed on June 29, 1945.

Only one photo of this A/C is known (ref. 1~5), which was taken in Duxford AB on Air Force Day (August 1, 1945). Ref. 6 shows Lt. Col. Caviness' mount in 361FG is the same 44-14251, E9-C, "Goonna II", indicating he took this A/C to 78FG. "Contrary Mary" might be a special name he applied on his A/C for this AF Day. It is not known whether "Contrary Mary" was also applied on the right side, but probably not.

He adopted a similar marking style as "Big Beautiful Doll" of Col. Landers, i.e., recoding to WZ-I, painting the rear half of



spinner, nose/wing checker trim, antenna and A/C name/fuselage code trim in red. In addition to these rudder was painted in b/w checker with red trim, and canopy frame was painted in yellow. Note that lower nose checker does not

follow the red trim line.

Lt. Col. Caviness first served with 357FS/355FG (flying P-47/OS-R), then transferred to 361FG. He was the commander of 361FG three times (August 31, 1944~September 19, 1944, November 3, 1944~December 1, 1944 and April 15, 1945~June 28, 1945), but no further details of his war time career is known. He is not listed as "ace".

A/C #2

P-51D-15-NA, 44-15056, flown by Lt. John "Wild Bill" Crump of 360FS/356FG, Martlesham Heath/England, April 1945.

This decal depicts the marking of "Jackie" in the famous two aerial color photos (ref. 7~9) taken by Herb Rutland in April 1945. These color photos features (1) nose and spinner is painted in orange-red on which blue diamond and stripes are applied, (2) canopy frame and rudder is red, and (3) no invasion stripes are remaining. But photographic evidence in ref. 10, 11 and 12 (now deleted) show that this is the third marking of "Jackie".

As compared with this third marking, the first marking shows red spinner with no blue bands, no blue diamond on nose, NMF canopy frame and invasion stripes on lower fuselage (same style as "Detroit Miss", but black/white is reversed). The second marking shows addition of blue diamonds on nose to the first marking, but the spinner is still red with no blue bands. The last marking (A/C #2B) features (1) spinner is changed to red one without blue band, (2) black band on wings does not extend to flaps, (3) addition of "The Lone Wolf" on the nose art (whose details were shown in ref. 12), (4) white band with pilot name on canopy frame, and (5) whole rudder was painted in red with re-application of last three digits of s/h in yellow (rather broad).



"Lorraine" on lower right nose (ref. 10) is the name of C/C's sweetheart, while "Jackie" is the name of Lt. Crump's girl friend in Edmonds High School. Lt. Crump was raising a baby Coyote, "Jeep NMI Coyote" during pilot training days, and he secretly took him in an empty gas mask case on board Queen Elizabeth, and arrived at Martlesham Heath AB in August 1944. "Jeep" became a family member of 360FS, and Lt. Crump took "Jeep" in his P-47, "Jackie", on 5 missions (ref. 11), but "Jeep" was run over by a military vehicle near his residence, Playford Hall, on October 28, 1944 and died. "Jeep" received a full

Military funeral with a gun salute of Colt 45s, and rested on a root of a big tree near Playford Hall with a plaque which still exists.

Crump finished his duty in May 1945 as captain, and returned to States to become a flight instructor and airline pilot. He enlisted again to USAF in 1948, and flew DC-4 in the Berlin Airlift missions. He was promoted to Major, and flew C-124 Globemaster on many missions. After fully retiring USAF, he became a racer pilot, flying famous P-51 "Miss America" and others. He passed away on February 8, 2003.

A/C #3

P-51B-5-NA, 43-7058, flown by Capt. Burton N. Rodier Jr. of 26FS/51FG, Kunming/China, September 5, 1944.

This is a rather well-known A/C of 51FG with full left side view in reference 13 to 15, and now is identified as the personal A/C of Capt. Rodier. Another photo in ref. 16 clearly shows the yellow diagonal bands on horizontal tail planes, typical of 51FG in China. "Los Angeles City Limit" in the white placard should have been hand written, but its alphabets are in good register. No photo is known to show its right side, but in all probability there would be no personal mark on this side.

Capt. Rodier was born on Sept. 8, 1920, and was KIA on Sept. 5, 1944 near Muong Khuong/Viet Nam with one aerial victory, but regrettably no further war time career of Capt Rodier is known.



A/C #4

P-51D-10-NA, 44-14164, flown by Lt. Urban Leonard Drew of 375FS/361FG, Little Walden/England, October 7, 1944.

This is a very well known A/C that Lt. Drew drove to shoot down two Me 262 jet fighters on October 7, 1944 near Achmer AD. A total of 4 photos of this A/C are shown in reference 17 to 19, and is illustrated in various references (like 17, 18, 21 and 22). Many illustrations shows canopy frame, wing and tail tip in red, but the squadron color of 375FS is blue, not red. So the canopy frame and wing tip should be blue (like illustration in ref. 17). Subtle difference of hue between canopy frame and German Navy flag (red) can be observed in the photo of ref. 17 and 20. In contrast to this the big tonal difference between "Detroit Miss" banner and nose air-scoop cover might indicate the latter is painted in black rather than red. Red mark 118/119 is provided herewith, but if you judge it should be black, please use this mark as template. Existence of black band on wings and invasion stripes on lower fuselage is confirmed from these photos, but all "Detroit Miss" photos do not show tail and rudder section, and the marking in this area remained unclear.

When Lt. Drew returned to States on November 1, 1944, this A/C was handed over to Lt. Chuck Keppler, and was named "Phyll" (E2-D upper bar). Very fortunately a photo of "Phyll" is shown in

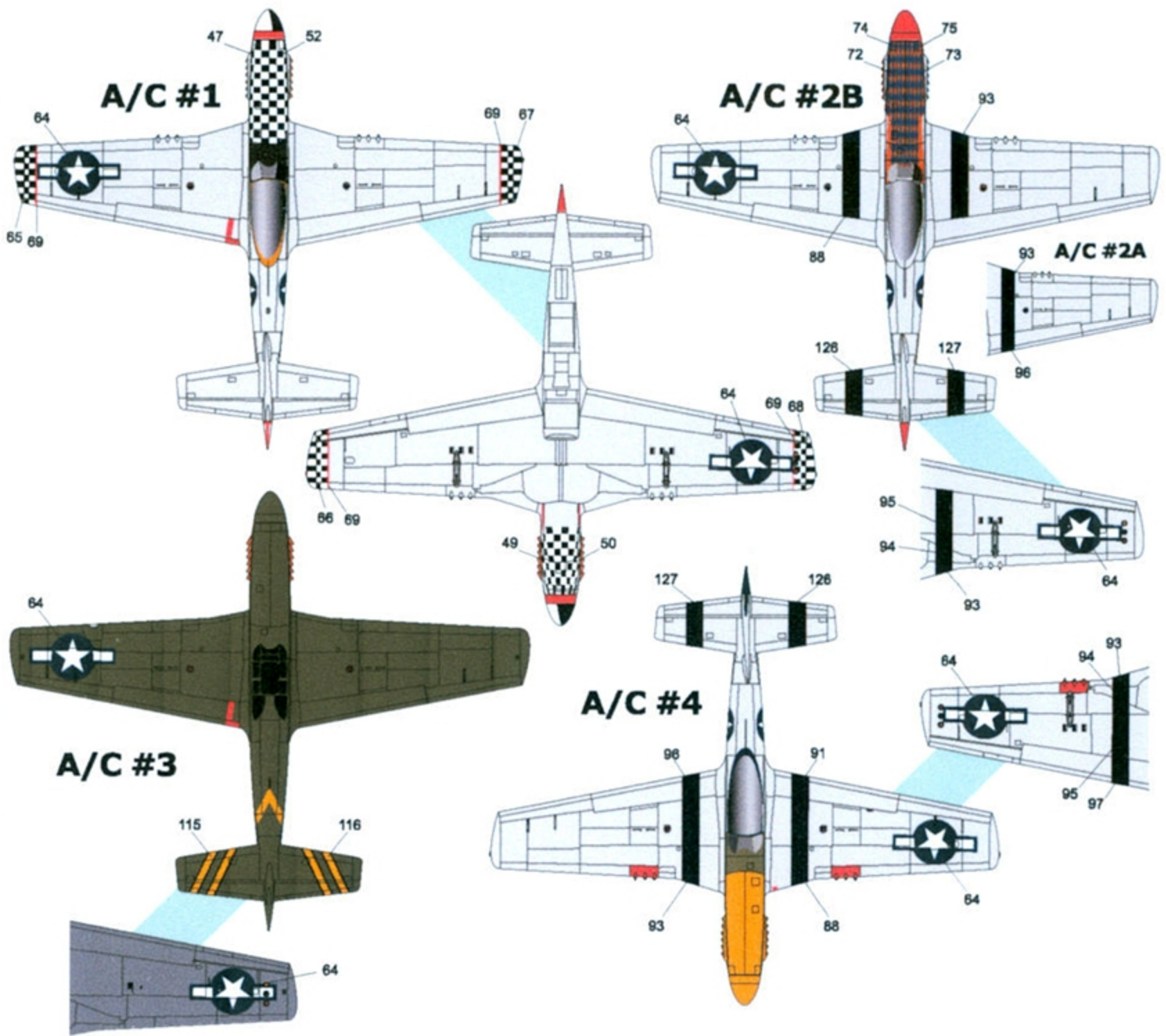


ref. 8. In the background are ruined houses, indicating that this photo was taken in late December to early January in St. Dizier. "Phyll" has canopy frame, wing and tail tip, and whole rudder painted in blue. As blue rudder of 375FS was introduced earlier than October 7, we are confident the marking of "Detroit Miss" is the same as "Phyll". Interestingly this photo of "Phyll" shows the remnant of black band on tail and invasion stripes on lower fuselage. Existence of black tail band on "Detroit Miss" is not firmly established. Please paint wing gun cover in red.

Lt. Drew was born on March 21, 1924 in Detroit/Michigan, and was assigned to 375FS in May 1944. He achieved "ace" status on October 7 by shooting down 2 Me 262s, but these victories were not credited to him for long, as the gun camera was

jamming, and his wingman was downed and taken POW. In 1983 (39 years later) an AF clerk noticed Drew's claim of two jet fighters, and asked German custodian to check the German records. He contacted German ace Georg-Peter Eder, and got his testimony that on that day a yellow nosed P-51 shot down two Me 262s of JG7 near Achmer AD. Though he could not read "Detroit Miss" on nose, this testimony was sufficient to credit Lt. Drew's fifth and sixth victories, and he was awarded Air Force Cross on May 12, 1983 (ref. 23).

He finally commanded 375FS, and achieved a total of 6 aerial kills, 1 ground kill, 1 damaged, and 1 water kill (BV238-VI). After returning to States, he was assigned to 413FS/414FG, and flew P-47N, "Detroit Miss II" in Bonin Islands (ref. 18). After the war he helped organize 127FG of Michigan Air National Guard. He passed away on April 3, 2013 at Vista/California.



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