

442 Sqn. Mustangs

SWEATING BEAVER DECALS
by IPMS Canada



Mustang Mk IVA, KH729, flown by Squadron leader Mitchell Johnston. This aircraft is a US P-51K, s/n 44-11497, fitted with an Aero Products prop, Dallas canopy, and shrouded exhaust. The aircraft is natural metal. The spinner is yellow with a black tip, and the anti-glare panel and canopy frame are yellow with a thin dark blue outline



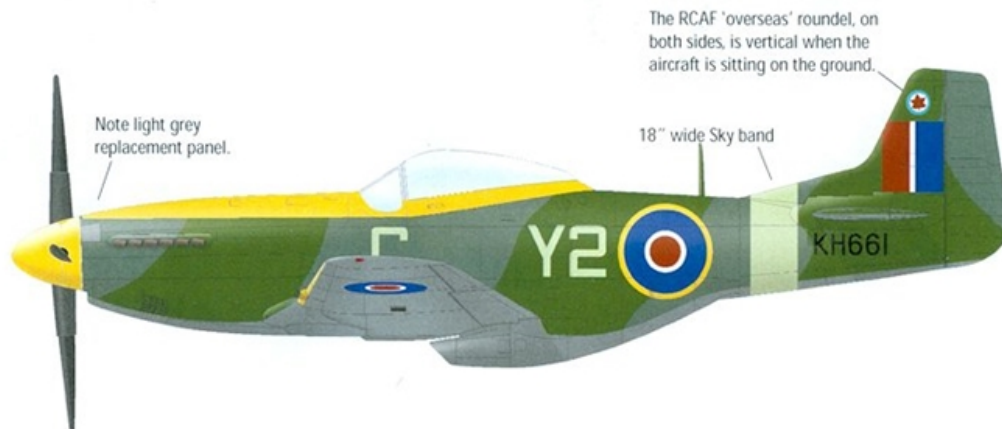
Mustang Mk IVA, KH680, "Edmonton Special" flown by Pilot Officer A.J. Mallandaine. This aircraft is a US P-51K, s/n 44-11383, fitted with an Aero Products prop, Dallas canopy, and shrouded exhaust. The aircraft is finished in the correct MAP colours of Dark Green and Ocean Grey with Medium Sea Grey undersurfaces. The spinner, anti-glare panel and lower canopy frame are yellow, while the rest of the canopy frame is natural metal. The entire aircraft has a rather worn and weathered appearance.



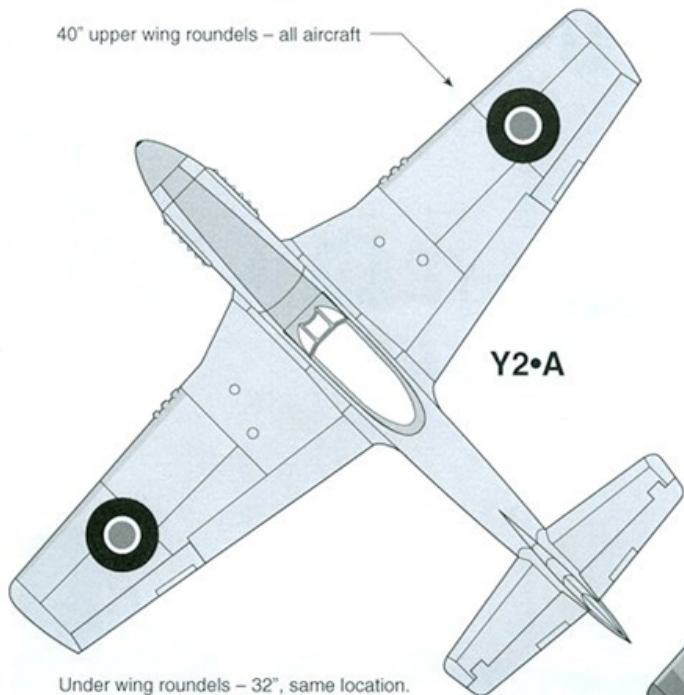
Mustang Mk IVA, KM232, flown by Wing Commander James Storrar. This aircraft is a US P-51K, s/n 44-12395, fitted with an Aero Products prop, Dallas canopy, and shrouded exhaust. The aircraft is natural metal. The anti-glare panel and lower canopy frame are light (RAF?) blue with a dark blue edge. Note that the canopy frame and hydraulic fluid reservoir cover are a lighter shade. The windscreen framing appears to be dark blue. The front of the carburetor intake and a thin stripe around the nose are also dark blue. This aircraft was kept highly polished.



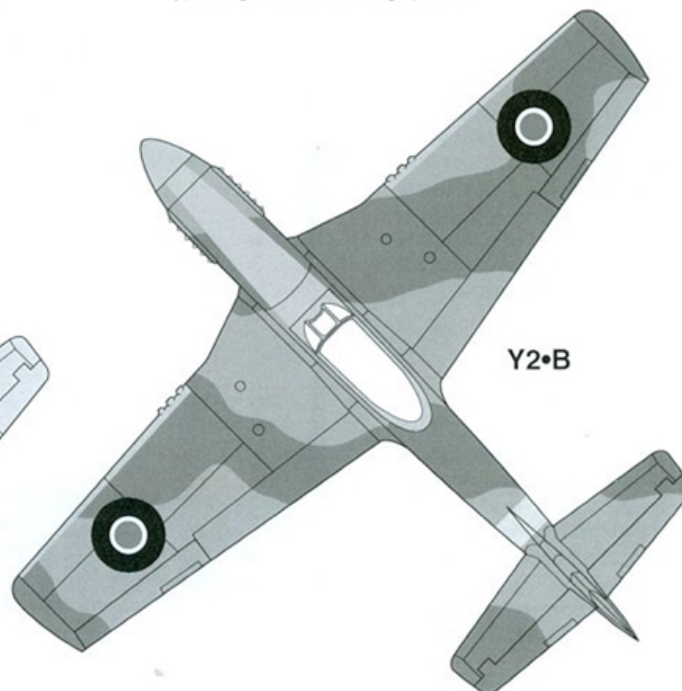
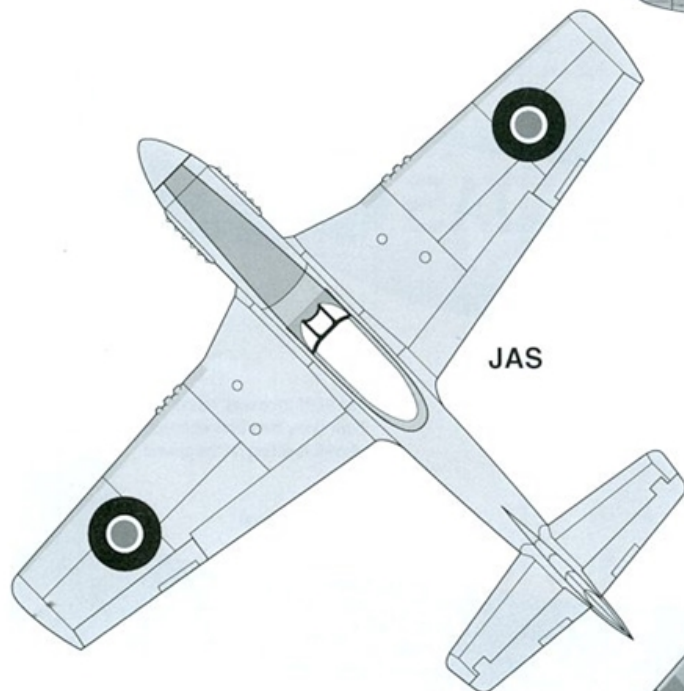
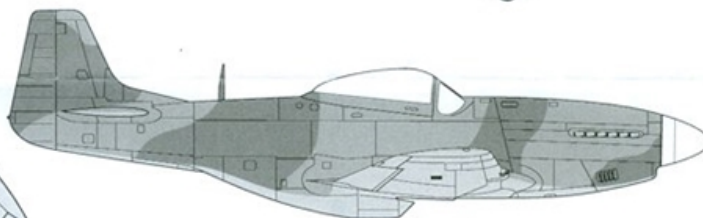
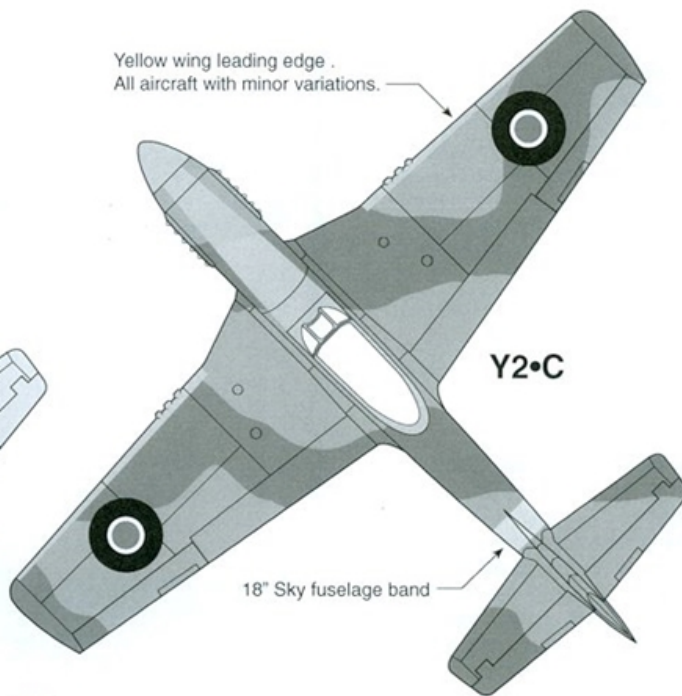
Mustang Mk IV, KH661, flown by Flying Officer P. Bremner. This is a US P-51D, s/n 44-11188, fitted with a cuffed Hamilton Standard prop, Inglewood style canopy, and shrouded exhaust. The aircraft is finished in the correct MAP colours of Dark Green and Ocean Grey with Medium Sea Grey undersurfaces. The spinner, anti-glare panel and canopy frame are yellow. The aircraft is well kept and shows few signs of wear.



40" upper wing roundels - all aircraft



Yellow wing leading edge .
All aircraft with minor variations.



442 Squadron – The May Mission Markings

It is not a commonly known fact that No. 442 'Caribou' Squadron RCAF flew one of the last operational missions in the European Theatre of the Second World War. It was on May 9, 1945, the day after VE day. What made this a very unique mission was that it was to provide top cover during the liberation of the Channel Islands which were the only British territories to be occupied by the Germans in World War II.

The Channel Islands fell under German occupation in 1940 and were overlooked by the Allies during the Normandy Invasion. 442 Squadron had been notified on May 7, 1945 of the German surrender, and had celebrated almost to excess. May 8th, was spent relaxing in preparation for the mission scheduled for the following day. On the 9th, 442 Squadron provided an escort for the naval force which had been enroute to liberate the Islands since the previous day. Rumours had been circulating that the German Commandant was going to blow the destroyers out of the water and it was the Caribou's job to ensure the landings were unopposed.

Fourteen Mustang Mk IV's set out from RAF Station Hunsdon, Hertfordshire, with three aircraft returning early due to mechanical difficulties. While flying top cover, the Squadron, led by Wing Commander James (JAS) Storrar flying KM232, coded JAS, encountered no opposition and the entire mission could be described as uneventful.

Information Common To All Aircraft

Featured on this decal sheet are four of the 14 Mustangs from No. 442 'Caribou' Squadron RCAF, which took part in one of the last operational missions of the European Theatre during the Second World War. The Mustangs on this sheet are depicted as they were on May 9th, 1945, while based at Hunsdon, England. They all carried Medium Sea Grey, 108 gallon compressed paper drop tanks. None of the Mustangs had an antenna wire running from the canopy to the vertical fin. All four aircraft had the louvered cowl breather vent panels, prevalent on Commonwealth Mustangs and all 442 Squadron Mustangs appear to have a small, tear-drop shaped clear light, immediately behind the fuselage antenna mast. This light is not shown on Storrar's aircraft. The national insignia consisted of a 40" Type 'C' upper wing roundel, a 32" Type 'C' lower wing roundel and 36" Type 'C1' fuselage roundels and 24"x 27" fin flashes.

Also included with the decal sheet are a set of resin, louvred vent panels, which are designed to be placed on top of the kit perforated panels, as per the real aircraft. To make the Aero Products prop blades necessary for Y2-A, Y2-B and JAS, we have provided four 1/48 scale outline drawings of the Aero Products prop. The recommended Mustang kit is the Tamiya F-51D, Korean War, as it contains the necessary uncuffed blades (Tamiya part E19) for the conversion and the louvres are designed for the Tamiya Mustang. While you may elect to use the Hasegawa release as it contains Aero Products prop blades, the louvres may not be a perfect fit.

Mustang Mk IVA, KH729, Y2-A

This Mustang IVA flown by Squadron Leader Mitchell Johnston was a P-51K-1-NT, serial 44-11496. This aircraft was fitted with an Aero Products prop and a Dallas canopy. It also featured shrouded exhaust manifolds. The aircraft was natural metal with a yellow propeller spinner, with a black tip. The anti-glare panel was yellow, edged with a thin dark blue line and the main part of the canopy frame was yellow.

The wings had yellow leading edge stripes, inboard to a point which coincided with the main gear door when in the down position and the squadron codes were black with yellow outlines. An RCAF roundel is located on both sides of the vertical fin, above the fin flash. As befitting a Squadron Leader, a very small Squadron Leader pennant is displayed behind the exhaust manifolds on both sides of the fuselage.

Mustang Mk IVA, KH680, Y2-B

This machine was the personal mount of Pilot Officer A.J. (John) Mallandaine and is based on a P-51K-1-NT, serial 44-11383. It is fitted with an Aero Products prop, Dallas hood and exhaust shrouds. This Mustang was finished in the correct Ministry of Aircraft Production (MAP) colours of Dark Green and Ocean Grey over Medium Sea Grey. The three camouflage colours display very tight, soft-edged demarcation lines. It also sported a yellow prop spinner, anti-glare panel and lower canopy frame, with the remainder of the framing left in natural metal. The wing leading edges were yellow, terminating to a point just outboard of the dog-leg in the leading edge of the wing and showed considerable chipping. The squadron codes were Sky with yellow outlines. An 18" Sky band was painted around the rear fuselage and the lettering "Edmonton Special" was applied to the port side of the nose. The overall appearance of this aircraft shows a rather worn appearance.

Mustang Mk IV, KH661, Y2-C

The usual mount of Flying Officer P. Bremner, this Mk IV is in U.S. nomenclature, a P-51D-5-NT, serial 44-11253 and as such is fitted with a cuffed Hamilton Standard prop, but features a Dallas style sliding hood and shrouded exhausts. Like Y2-B, this Mustang is also finished in the proper MAP colours of Dark Green and Ocean Grey over Medium Sea Grey. The upper surface colours have an almost hard-edged separation while the demarcation between the upper and lower colours have very tight, soft-edges. It had a yellow prop spinner, anti-glare panel and canopy framing. The wing leading edges were yellow, inboard to a point in line with main undercarriage doors when in the lowered position. An RCAF roundel was applied to both sides of the vertical fin and in both cases the maple leaf appears to be canted slightly forward. This aircraft also has Sky codes but without the yellow outlines. An 18" Sky band was painted around the rear fuselage and aside from the light grey replacement panel on the port side of the nose, the aircraft shows very little signs of wear. Note the misalignment of the Dark Green on the right wing where the flap meets the wing, which indicates that this could be a field applied camouflage, or the result of a paint touch-up.

Mustang Mk IVA, KM232, JAS

This natural metal Mustang Mk IVA (P-51K-10-NT, U.S. serial 44-12355) was the personal aircraft of Wing Commander (Flying) James Storrar and was fitted with an Aero Products prop, Dallas hood and exhaust shrouds. There exists much controversy when it comes to the colours applied to Storrar's aircraft and what we present is our best assessment based on the available references. The anti-glare panel and lower canopy frame are light blue, with both edged in dark blue. Of particular interest is the fact that while the canopy frame and the hydraulic fluid reservoir cover are light blue, they are a shade lighter than the panel at the base of the windscreen and the cowl anti-glare and in addition, the dark blue trim does not quite line up between the windscreen and the sliding hood, both of which suggests evidence of repainting. The carb intake cowl lip as well as thin stripe

around the nose, immediately behind the spinner could be either dark blue or black. We are leaning towards dark blue. The wing leading edges were yellow, inboard to the dog leg in the leading edge. As was customary in the RAF for Wing Commanders, it displays the pilot's initials, JAS, in dark blue with light blue edging in place of the squadron codes and has the Wing Commander's pennant on both sides. The pilot's seat armour plate was absent from JAS, however, the radio gear and fuselage fuel tank were still present, as Storrar was in the process of converting KM232 into a two-seat Mustang, at the time of the May 9, 1945 mission. KM232 was also fitted with the AN/APS-13 tail warning radar on the vertical fin. Entries in Storrar's log book confirm that his ground crew kept this aircraft highly polished. An interesting note, according to the RCAF Details of Operations Form 541, was that Storrar only flew this particular aircraft on one mission with 442 Squadron, which was May 9th, to provide top cover during the liberation of the Channel Islands.

Internal Colour Information

Similar to USAAF aircraft, British Mustangs had wheel wells which were either left in natural metal or painted Aluminium. The main wing spar, which formed the rear face of the wheel well was finished in Zinc Chromate Yellow protective finish which was a bright yellow in colour, similar to FS 33481. The landing gear and the inner surfaces of the undercarriage doors on the Mustang Mk IV were left in natural metal. In the case of Mk IVs, the basic airframe was left unpainted, except for the area of the main wing, covered in smoother, which was painted Aluminium. Any non-metallic areas had a silver surface colour, which was a result of the Aluminium finish, which consisted of Aluminium Paste AN-TT-A-461 mixed with one

unthinned gallon of Clear Lacquer AN-TT-L-51. Areas with a dull metal finish were components manufactured from corrosion resistant metal and were unpainted. Dark Olive Drab 41, ANA 613 was specified for the anti-glare panel on the top of the engine cowling forward of the windscreen. In practice, this same colour was carried over to the instrument panel coaming, even though the specification called for ANA 612 Medium Green 42. The pilot's seat/seat covers were finished in ANA 612, which is almost identical to Medium Green 42, FS 34092. The floor of the cockpit could either be dull metal, or if it was covered with wooden slats, then it was finished in either ANA 612 or NA 2-1301 black non-skid surfacer. Up to and including the Mustang III, the cockpit sidewalls and bulkheads were Yellow-Green, which was achieved by mixing 1 gallon Zinc Chromate (Yellow) Primer, 1 gallon toluene Substitute and 1/10 gallon of Black Enamel or paste. This 'mixed colour' strongly resembled ANA 611, FS 34151. In the case of Mustang IVs this mixed colour was replaced by Interior Green which was a match to FS 34151/ANA 611.

Additional information on Mustang camouflage can be found in RT Vol. 26, No. 5.

IPMS Canada wishes to thank the following individuals for their assistance on this project.

Stephen Fochuk
John Mallandaine
John Melson
James Andrew Storrar

PROPS & LOUVRES

Included here are templates which can be used to duplicate the Aero Products prop blades, as found on Y2 A, Y2 B and JAS.

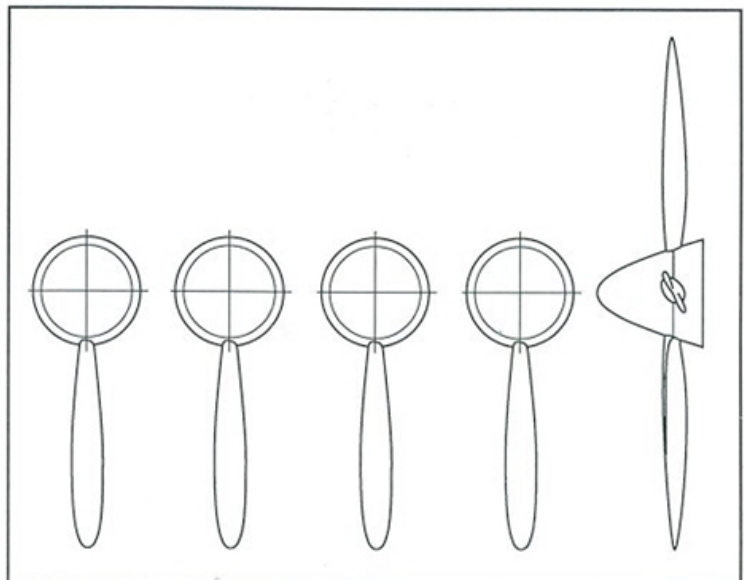
These are reproduced in 1/48 scale and greatly simplify the task of producing the desired prop blades. Cut out each template and, using rubber cement, or a glue stick, attach one template to each of the un-cuffed Hamilton Standard prop blades (part E19) in the Tamiya Korean War F-51D Mustang kit.

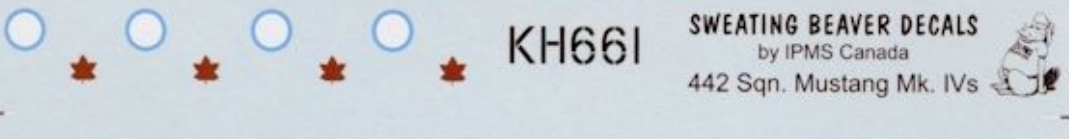
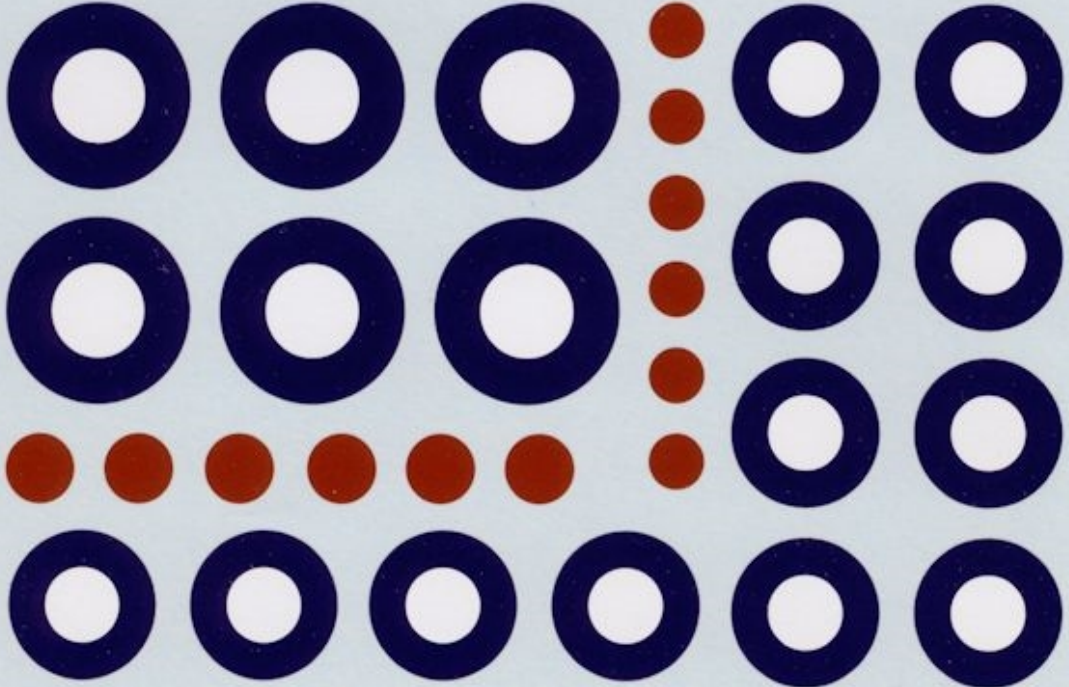
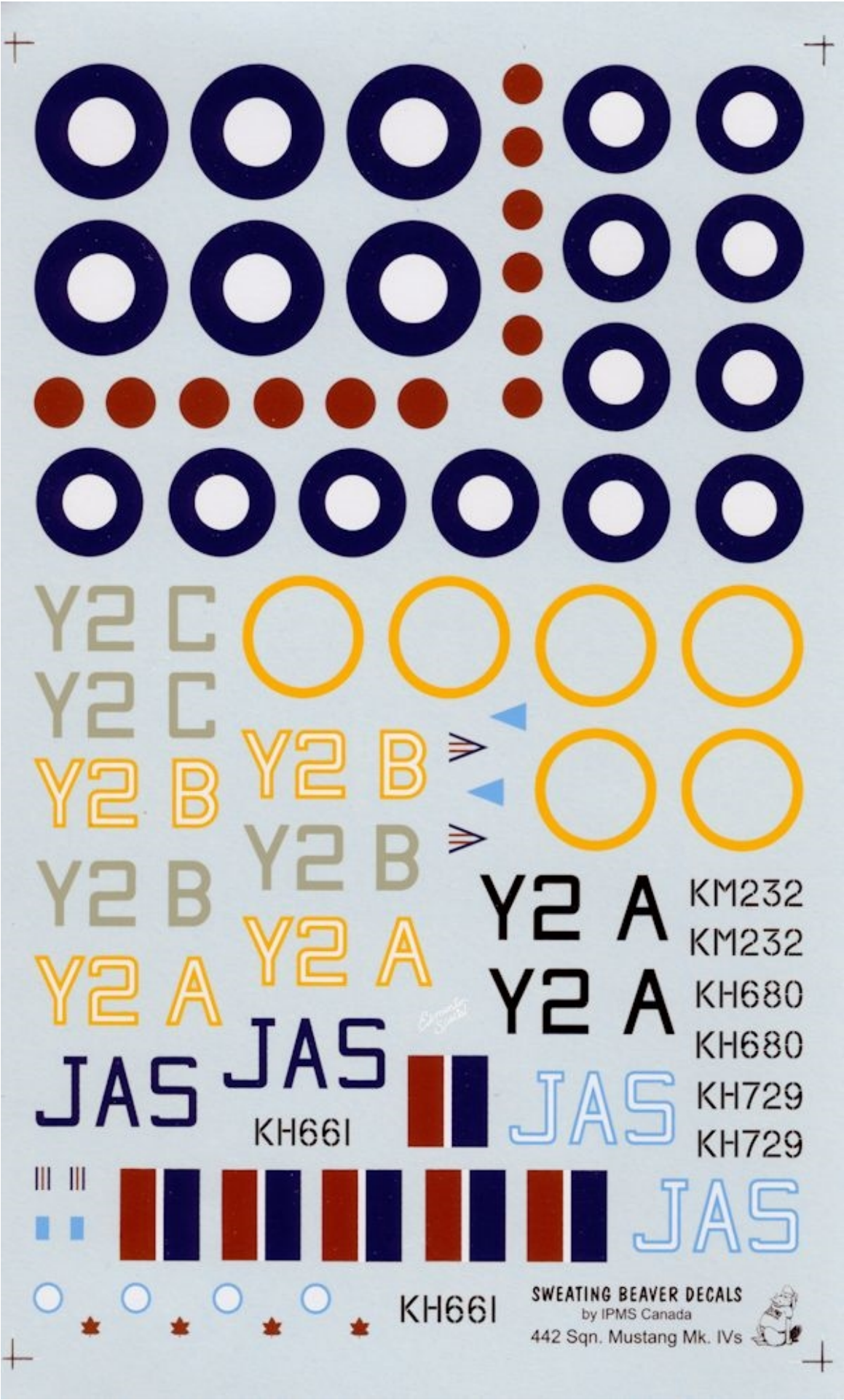
With the template in place, reshape the blade until it matches the outline of the Aero Products paper templates. Once the prop shape has been obtained, remove the templates and do your final sanding to the leading and trailing edges of the blades. After that, the blades can be painted and installed as per the kit instructions.

IPMS Canada has included sets of resin louvres with this decal package. These are designed to go over the perforated cowl breather panels on each side of the nose. These louvres were unique to Commonwealth Mustangs and to the best of our knowledge, have not previously been made available in 1/48 scale.

They have been cast as thinly as is reasonably possible and only require modest cleanup to be used. Clean up is as simple as taking each louvre and placing it on a sheet of sandpaper and by using only the tip of your finger, sand in a figure 8, or circular motion to evenly thin the resin part and remove the small amount of carrier film present.

Once the desired thickness has been achieved, the louvres can be installed using any type of super glue. Glue the top edge of the louvre in place and allow the glue to set up. Then, using a hair blow dryer set on medium heat, warm the louvre, while at the same time applying pressure with your finger to encourage the louvre to take on the curved shape of the lower cowl. Once the louvre has been curved, glue the lower edge in place.





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442 Sqn. Mustang Mk. IVs

