

**Lifelike Decals**

**48-059**

# North American P-51 Mustang Pt.7

**Limited Edition!**

**A/C #2**



Maj. Fred Glover,  
336FS/4FG

**A/C #3**



Col. Everett Stewart,  
CO 4FG

**A/C #4**



Lt. William Foster,  
368FS/359FG

**A/C #5**



Wing Commander,  
James Storrar  
Hunsdon Wing

**A/C #6**



Wing Commander,  
James Storrar  
Hunsdon Wing

**A/C #7**



Squadron Leader  
Mitchell Johnston,  
No. 442 (RCAF) Squadron

Recommended kits: P-51D - Tamiya  
Mustang IVa(P-51K) - Airfix or Eduard

Lifelike Decals wants to hear from you and your input.

e-mail: [lifelike\\_d@kcn.jp](mailto:lifelike_d@kcn.jp)

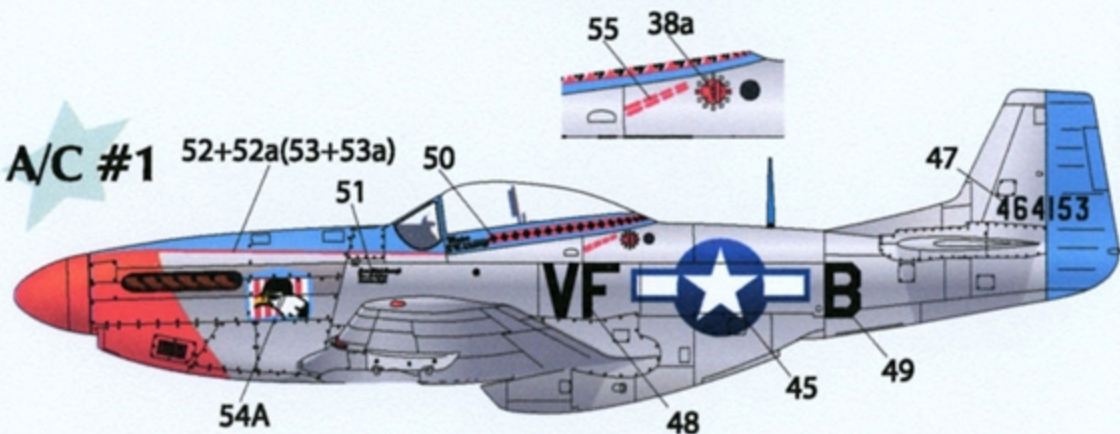
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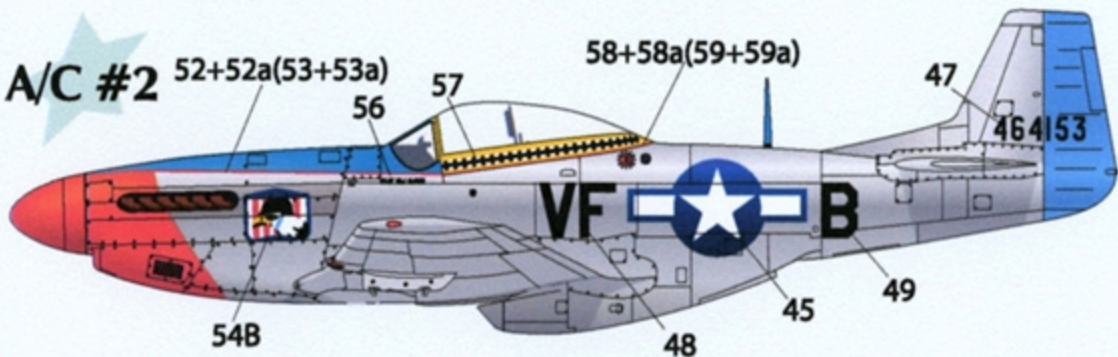
48-059

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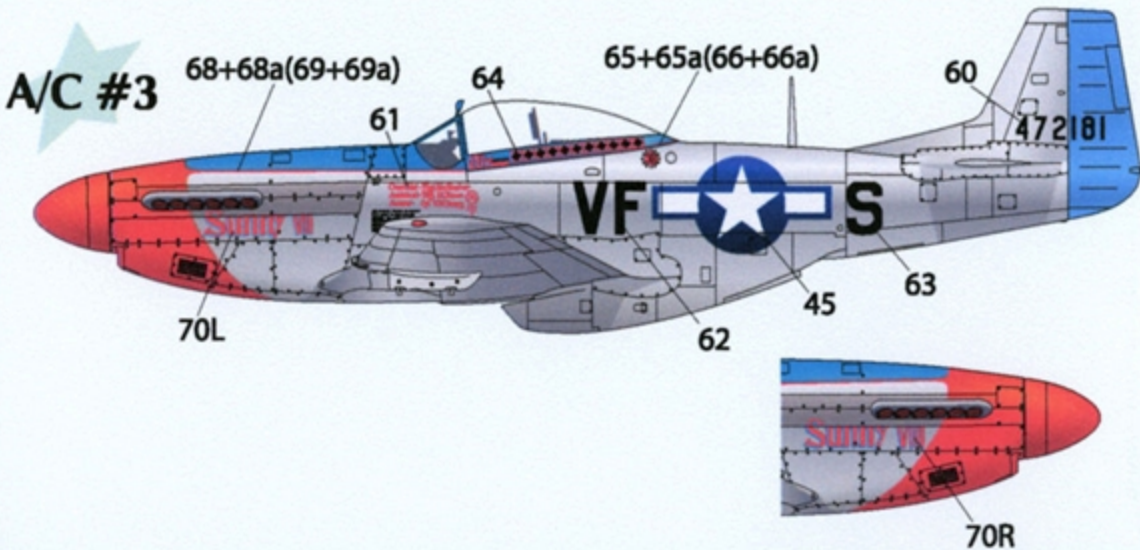
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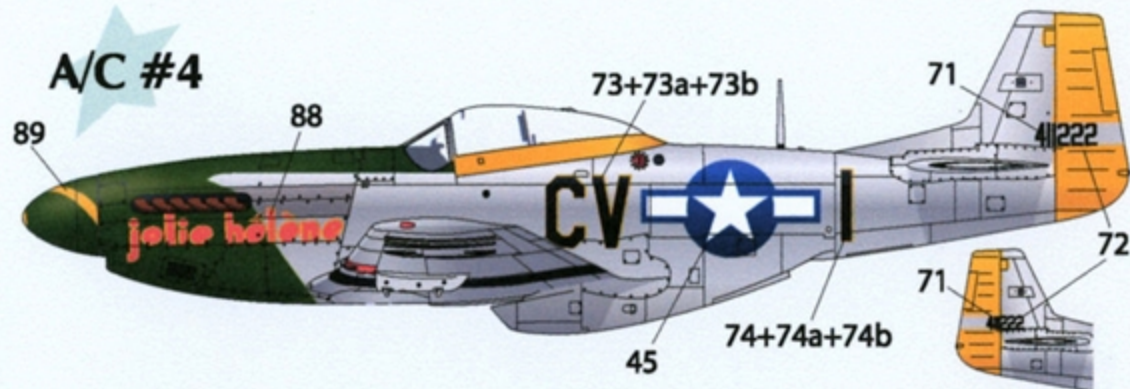
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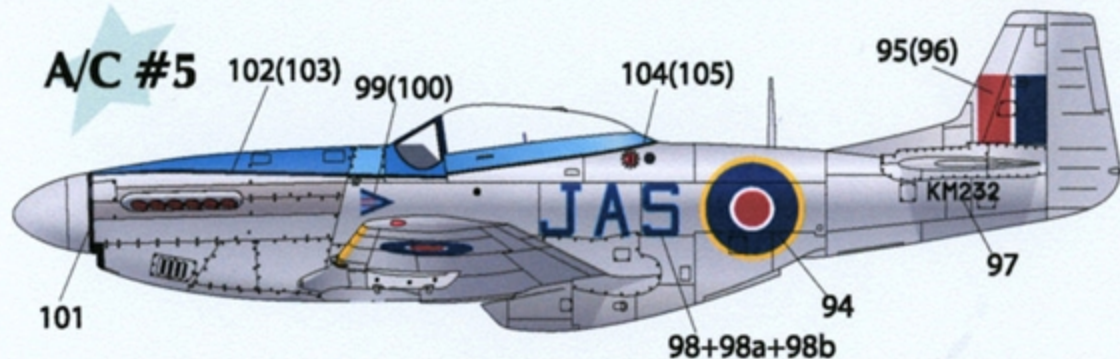
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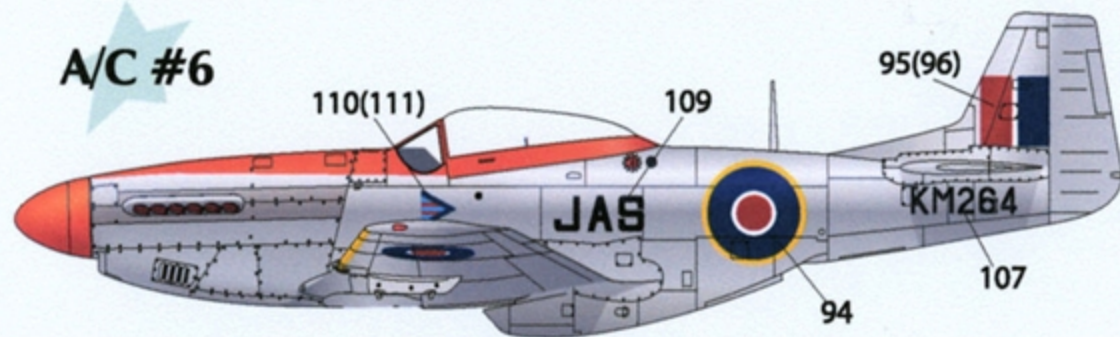
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A/C #5



A/C #6

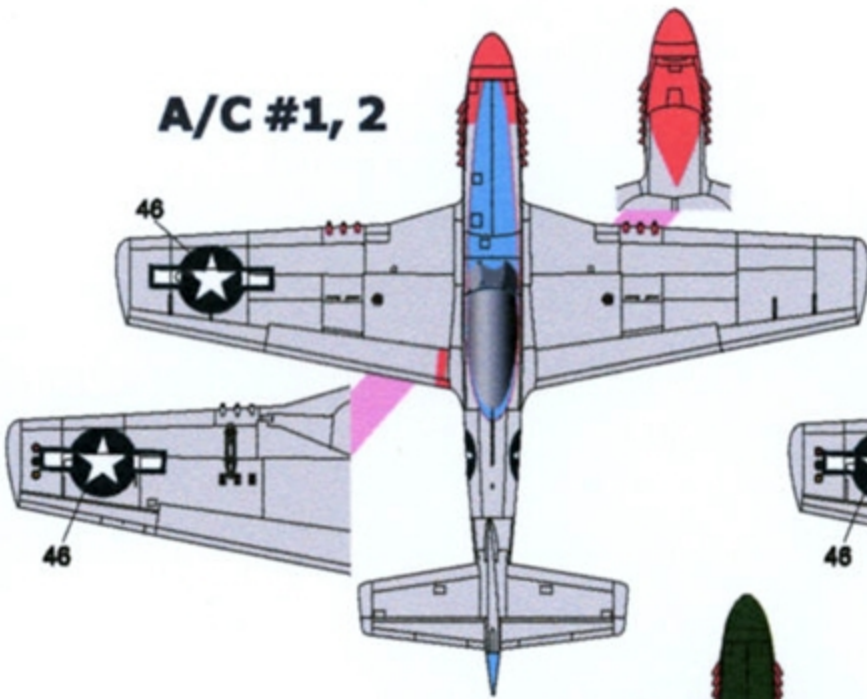


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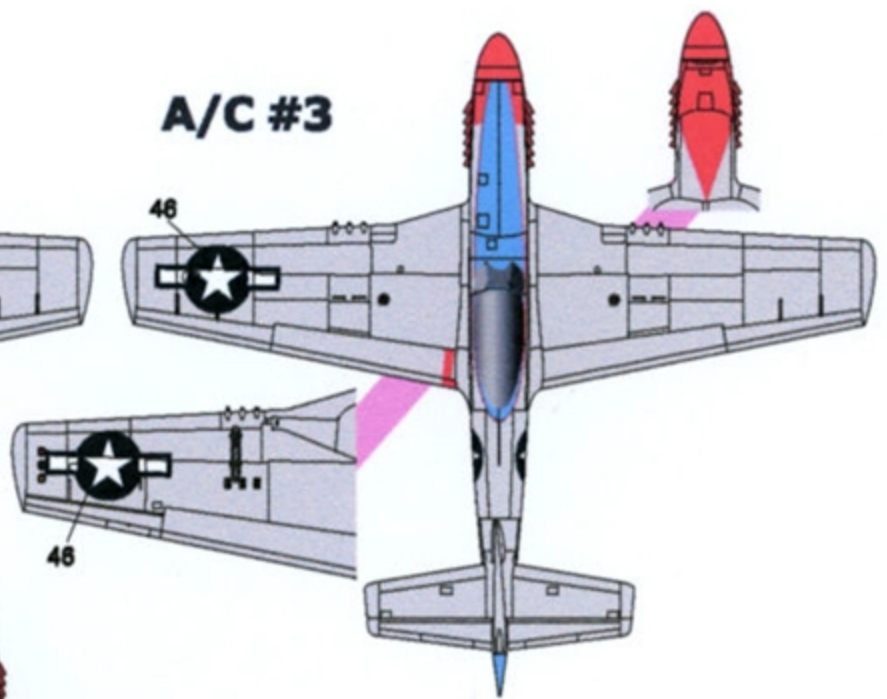




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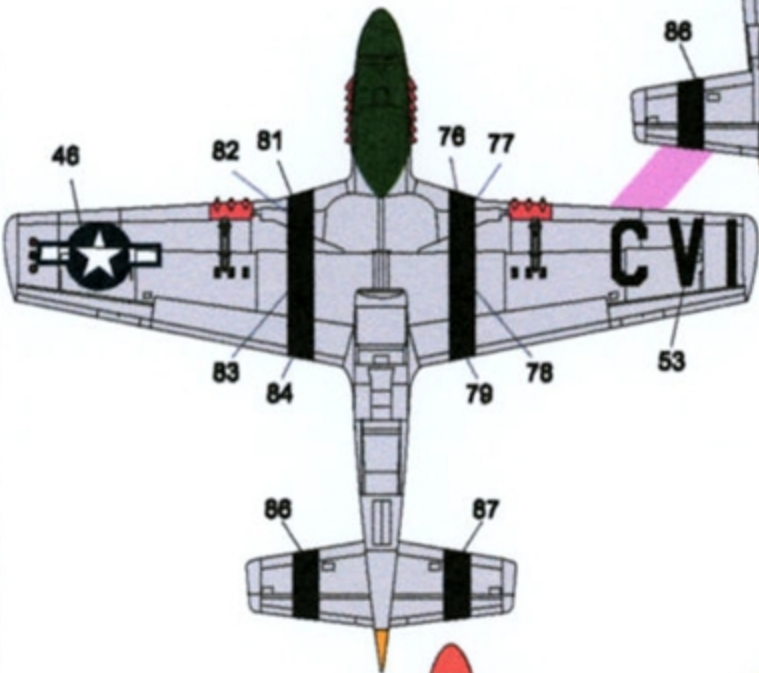
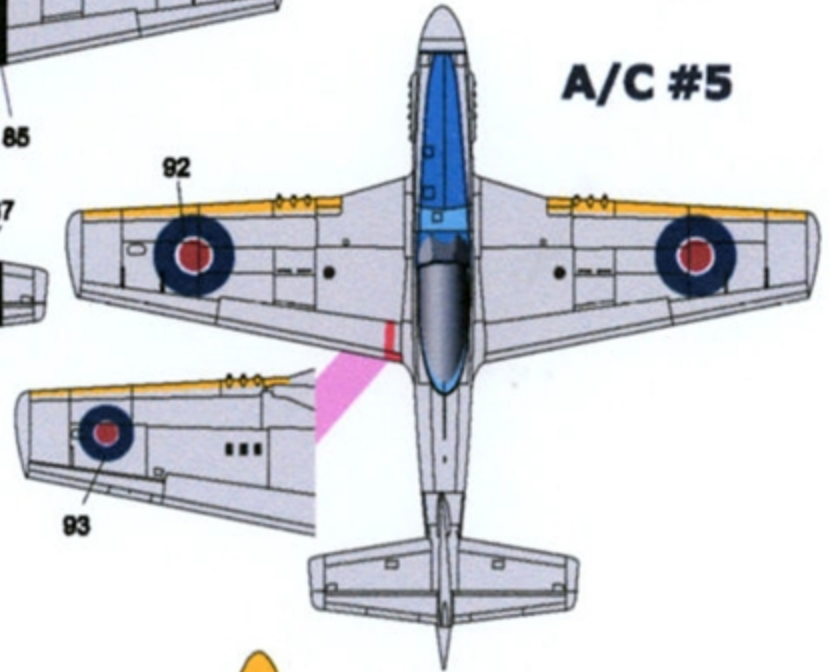
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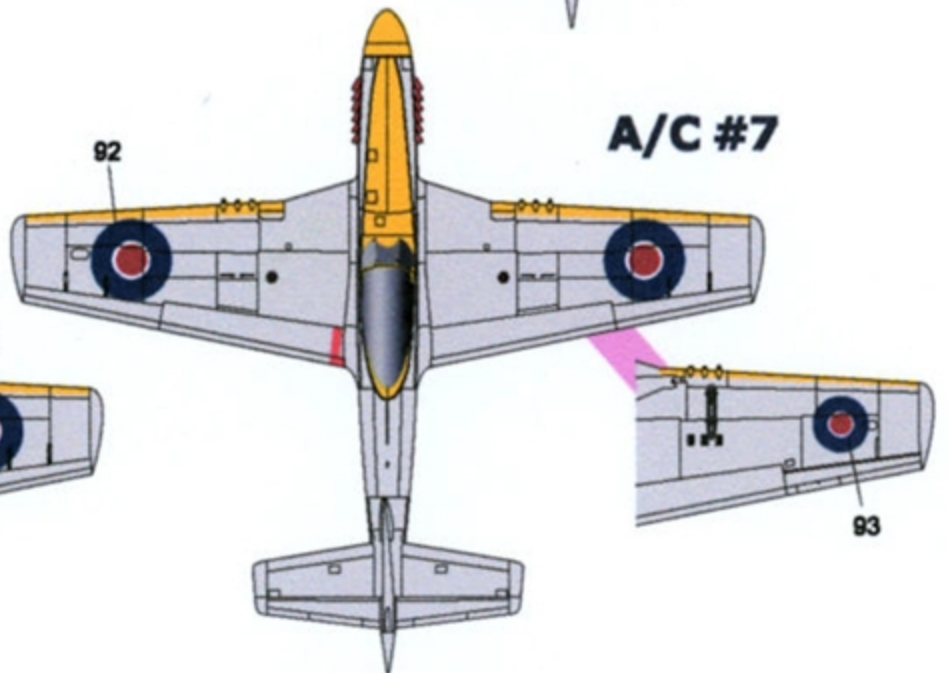
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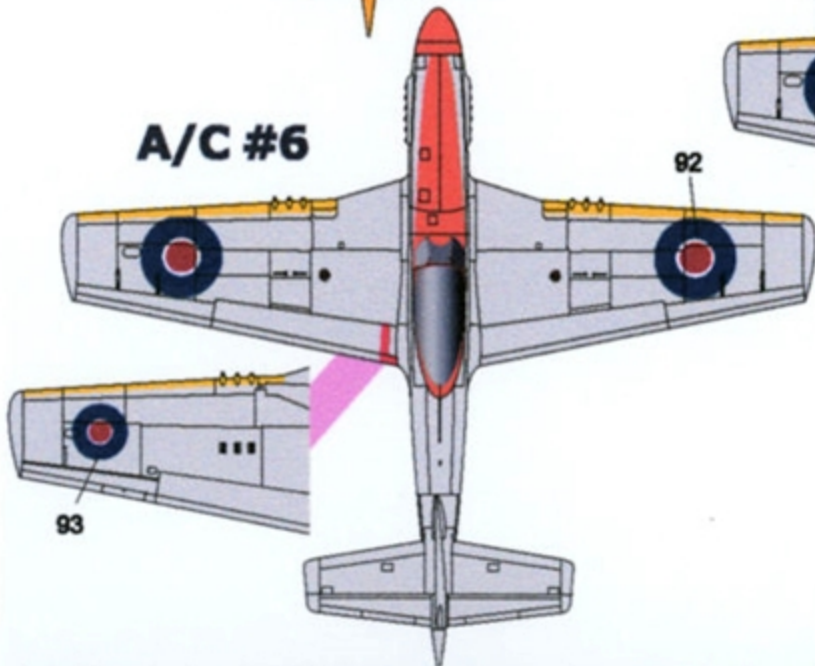
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**A/C #7**

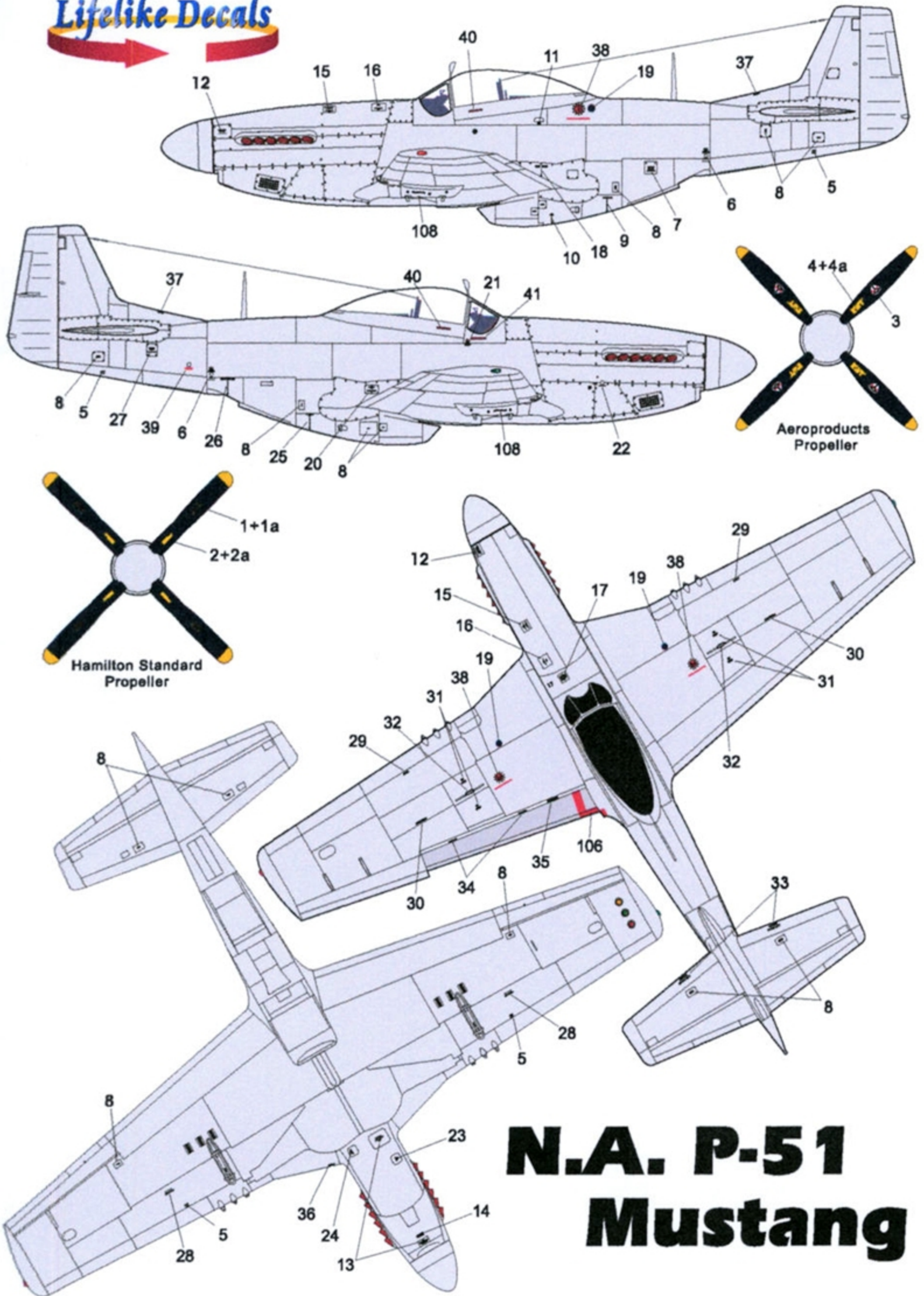


**A/C #6**





**Lifelike Decals**



# **N.A. P-51 Mustang**



## Caption for 48-059 P-51 part 7

### General Note

Many P-51D kits are available in the market, but the shapes of their details are not always the same, especially the shapes of the canopy and fuselage sides. In our judgment the Tamiya kit is most accurate in these aspects with a more square-shaped fuselage and a narrower frame on the rear edge of the sliding canopy. (If the canopy framing is as tall at its rear section as at the sides, its rear edge will sit proud of the fuselage in the open position, with space showing between the two.)

With these things in mind, kill marks (50, 57 and 64) and red trim of canopy (58/59 and 65/66) are calibrated for the Tamiya kit. These marks may be used with other kits, but some trimming and adjustment will be needed.

### **(A/C #1) P-51D-20-NA, 44-64153, flown by Maj. Fred Glover, 336FS/4FG, Debden England, April 1945.**

This is the first marking of Maj. Fred Glover's mount, VF-B, 44-64153, when he was CO of 336FS/4FG, and there are several photos (including one color photo) of this a/c in ref. 1~6, and illustrations in ref. 7~9. Its antiglare, canopy frame and rudder as well as outline of nose art are painted in PRU Blue, and helmet ribbon of eagle mark is just two black lines. A closer look at the available photos shows that in its earlier stage antenna is NMF, and red trim of antiglare has round type connection with the red nose Group marking (like a/c #3). But at a later stage (ref. 4~6) this antenna was painted in PRU Blue, and the red trim of the antiglare had changed to a hard-edged connection with the red Group marking. This decal reproduces the marking of this later stage. In contrast to many illustrations, photos show red trim of antiglare terminates at the windshield, with **no** red trim to the sliding canopy frame. Photo of ref. 5 clearly shows 17 kill marks (German Navy flag type) and three "=" marks below canopy but shows no red trim to PRU Blue canopy frame, as well as no rear-view mirror. The wing gun louvers are painted in red.

No information was found for the crews' name, and those shown in this decal are our best guess from the photo of ref. 5. No photo of its right side is found, so probably it carried no personal marks there.

### **(A/C #2) P-51D-25-NA, 44-64153, flown by Maj. Fred Glover, CO. 336FS/4FG, Debden England, May 1945.**

This is the later marking of Maj. Fred Glover's mount, and two photos are shown in ref. 3 and 10~14. By this time the number of kill marks had increased to 23 (10.3 in the air and 12.5 on the ground), the style of kill mark is changed to a simple iron cross in white square, and the outline of eagle was changed to a dark color (probably dark blue). In addition to these changes, (a) the three strange "=" marks below canopy were erased, (b) only the pilot's name is shown in small letters below the windscreen, (c) the helmet ribbon of the eagle is now in a light color with no black outline, and (d) the sliding canopy frame is now painted in a **lighter** color (probably yellow) with red trim. As no photo is available to show the rear fuselage or right nose, probably there is no change in this area. Again, no rear-view mirror is installed on or inside of windshield.

(There is another photo of 44-64153 in ref. 15 with Maltese Cross kill marks on the canopy frame, but nothing is known for other details of this marking.)

In pre-war days Glover was a professional baseball player. When WWII broke out, he went to Canada to undertake pilot training with the RCAF and became a ferry pilot. In May 1943 he transferred to USAAF as fighter pilot, and was assigned to 336FS/4FG, but his first victory was a long time in coming. On March 16, 1944, he shot down two Me-110s near Munich. On April 30<sup>th</sup>, 1944, he was shot down by Flak over France, but evaded capture



with the help of French underground, and returned to his unit the next month, whereupon he shot down a further 7 a/c (including He-111 and Me 163) and was promoted to Major on December 22<sup>nd</sup>, 1944. His final victory (Fw 190D) was achieved on Christmas Day, making him a double ace. After WWII Glover remained in the USAF till September 29<sup>th</sup>, 1949. He was killed in an aircraft accident on July 7<sup>th</sup>, 1956, at the age of 51.

**(A/C #3) P-51D-20-NA, 44-72181, "Sunny VIII", flown by Col. Everett Stewart, CO 4FG, Debden/England, April 1945.**

This is the last mount of Col. Everett Stewart as CO 4FG. When in 355FG, he named his a/c "Sunny V" to "Sunny VII" (which became Graham's "Down For Double", a/c #1 of 48-060). After assuming command of 4FG on February 21<sup>st</sup>, 1945, he was flying this "Sunny VIII", and damaged one Me 262.

There are 2 color photos and 3 b/w photos known for this a/c (ref. 1, 4, 10, 13, 15, 17~29), and illustrations in ref. 9, 15 and 23. The details of left side marking are fully verified. A rare photo found in ref. 16 shows that it carried the same name in the same style on its right nose. Red trim of antiglare (PRU blue) has a round connection to the Group marking. Below the windscreen is shown the crew's name and Stewart's personal marking (firework?), the details of which are shown in the photo of ref. 29. This a/c is fitted with two rear-view mirrors (PRU blue top with black brace) on the forward brace of windshield.

Col. Everett Stewart hailed from Kansas, and graduated Army Air Corps flight training course in 1938. He was a member of 20PG in Hawaii, when Pearl Harbor Attack occurred on December 7<sup>th</sup>, 1941. He was then assigned to 328FS/352FG as Captain, and he soon assumed command of 328FS. After shooting down one Me 110 and one He 177, he was posted to 355<sup>th</sup> FG as Deputy Commander. His score increased in that role, and Stewart was made CO of 355FG on November 4<sup>th</sup>, and promoted to Colonel. On February 21<sup>st</sup>, 1945, he became CO of 4FG. His last victory was an Me-262 (damaged) on March 3<sup>rd</sup>. After the war he remained in the USAF, retiring in January 1966 with 7 5/6 victories in the air. He died on February 10<sup>th</sup>, 1982, in San Antonio/Texas.

**(A/C #4) P-51D-5-NT, 44-11222, "Jolie Helene", flown by Lt. William Foster, 368FS/359FG, East Wretham/England, 1945.**

This is unique marking of 359FG with antiglare painted in Group green color. One color photo is shown in ref. 30, and three more different color photos were supplied to us by Mr. Mark Smith in Texas/USA. These color photos establish the left side marking, but regrettably we could find no photo of its right side. Some 359FG P-51 had different nose letter on its right side, but no information is available. Please note that (1) fuselage code lettering (CV-1) is thinly outlined in yellow, (2) connection of green antiglare to green Group marking is rather unique, (3) oversize 'anti-buzz' code letters on lower left wing, indicating the photos were taken near or after VE day, and (4) each "e" in "Helene" has a different angle, i.e., the left one is cocked upward, the middle one straight, and the right one is cocked downward. A rear-view mirror is fitted inside of the canopy.

Regrettably we could not find any details for the war-time career of Lt. William Foster.

**(A/C #5) P-51D Mustang IV, KM232, JAS, flown by Hunsdon Wing Commander James Storrar, Hunsdon/England, May 1945.**

This is Mustang IV (equivalent to US P-51K) that Storrar used as Hunsdon Wing Commander. All the available photos show NO pilot armor plate, and it is said that at one time this a/c was modified to two-seater to carry VIP in the rear seat position. Storrar used this a/c just once, for his last combat mission on May 9<sup>th</sup>, 1945, when he patrolled over the British landing area of Channel Islands with fellow pilots of 442 Sq. (ref. 31).



There are 5 photos for this a/c (ref. 31~34), and 3 colors used for antiglare to canopy frame is quite unique. Regarding the antiglare, though not conclusive, the b/w tone of its darkest and lightest color is very close to the two colors used for leader pennant. So, we judged darkest color of antiglare trim is that of pennant dark blue, and lightest color on hydraulic fluid tank cover, canopy frame and JAS code outline is that of pennant light blue. The rest of antiglare seems to be a mixture of these two colors. A photo found in ref. 32 clearly shows that the narrow band behind spinner and nose air intake is much darker than the pennant's dark blue or the trim color of the antiglare itself, so probably these items are black. Also, clearly visible in this photo are (a) yellow painting on leading edge of wings, (b) continuity of dark blue edge on antiglare and canopy, and (c) Aero Products propeller logo. But neither rear-view mirror nor pilot's armor plate are visible in any of the photos. The JAS code seems to be black with light blue outline.

**(A/C #6) P-51 Mustang IV, KM264, JAS, flown by Wing Commander James Storrar, No. 239 Fighter Wing, Italy, January 1946.**

A line-up photo of this a/c with No. 112 Sq. Mustang in Italy in ref. 35 and 36 shows its spinner/antiglare/canopy frame is quite dark (darker than RAF roundel blue, and might be black), but the in-flight photo (as a two-seater to take VIP) in ref. 31 clearly shows these areas are painted in much lighter color (slightly lighter than RAF roundel red). We followed the bright red color as shown in the illustration of ref. 31. The Commander's pennant is much larger than that of a/c #5, and was placed just below the windscreen. All these photos show "JAS" code in black, and no rear-view mirror is fitted on windscreen. The lower nose air scoop is RAF louvered one (so Aero Products propeller), and probably the wing leading edge is painted in yellow.

According to ref. 31, it was modified back to single seater at a later date, but probably no pilot's armor plate was fitted (due to Storrar's large frame). His career (see below) indicates he was No. 239 Wing Commander, and then Commander of Desert Air Force in Italy. The above line-up photo should indicate his a/c as Commander of Desert Air Force in Italy until April 1947.

James Eric Storrar was born in 1921 as a son of veterinary surgeon at Chester and commissioned in RAF at the age of 17. He joined No. 145 Sq., flying Blenheim then Hurricane, and scored several victories over Dunkirk. He was a member of No. 73 Sq. and fought in the Battle of Britain. He then moved to the Middle East, scoring more victories before returning to UK in November 1941. He made his last victory (15<sup>th</sup>) on August 31<sup>st</sup>, 1943. He was awarded DFC with Bar. He was then commander of several Squadrons, and participated in two epic flight, Operation Carthage (an attack on Gestapo HQ on March 21<sup>st</sup>, 1945) and Operation Nestegg (the liberation of Channel Islands on May 9th). After completing his Command duties for 239 Wing and Desert Air Force from January 1946 to April 1947, he left military service with the rank of Wing Commander to study veterinary science at Edinburgh University, continuing a successful family practice as a veterinary surgeon. He returned to the RAF in 1949, and commanded two squadrons, fully retiring in 1957 as an ace with 15 confirmed victories (in Hurricanes and Spitfires, but none in Mustang). He was a big man (over 6 ft. tall), and barely squeezed into the cockpit of his fighter a/c.

**(A/C #7) P-51 Mustang IV, KH729, Y2-A, flown by Squadron Leader Mitchell Johnston, No. 442 (RCAF) Sq., Digby/England, June 1945.**

The only photo of this a/c is shown in ref. 33 and 34, but as it was parked behind the line-up of 442 Sq. Mustang IV, details are barely visible. Mr. Phil Listeman (author of ref. 34) confirmed for us that lower nose air scoop is the USAF type (not the RAF louvered one), and dark colored (probably dark blue) trim to light colored antiglare and



canopy frame. As with the practice of No. 442 Squadron, spinner/antiglare/canopy is painted in yellow, and probably the code is outlined in yellow too. The RCAF maple leaf badge is on both sides of tail, and wing leading edge is probably painted in yellow. The illustration in ref. 34 does not show a black tip on spinner (as Phil could not be confident), but the enlarged version of this photo in ref. 37 seems to indicate it. The existence of a rank pennant (it was not mandatory for S/L to paint one on his a/c) is not confirmed. At least pennant is not visible below exhaust pipe or windscreen or on tail, and the only possible position (if applied) is behind exhaust panel which is obscured by the tail of another a/c. It seems that no rear-view mirror was fitted on windshield or canopy. This a/c is the usual mount of S/L Johnston, but according to ref. 31 James Storrar took this a/c as part of the fighter cover during the attack of Berchtesgaden on April 25<sup>th</sup>, 1945. Regrettably war-time career of Johnston is not known to us.

## References.

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- (6) Kagero Air Battle 05, P-51 over the Third Reich, (T. Szlagor, 2008).
- (7) North American P-51D/K Mustang (R. Peczkowski, MMP Books, 2016).
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- (26) War Paint (John M Campbell, Donna Bell, Motorbooks Int., 1990).
- (27) Air Force Colors vol.2 ETO & MTO 1942-45 (Dana Bell, Squadron Signal Publ., 1980).
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