

**Leading  
Edge** MODELS

#48.81  
1/48 SCALE

*Mustang*



**RCAF P-51D Part 2**  
**EASTERN & MB CANADA**

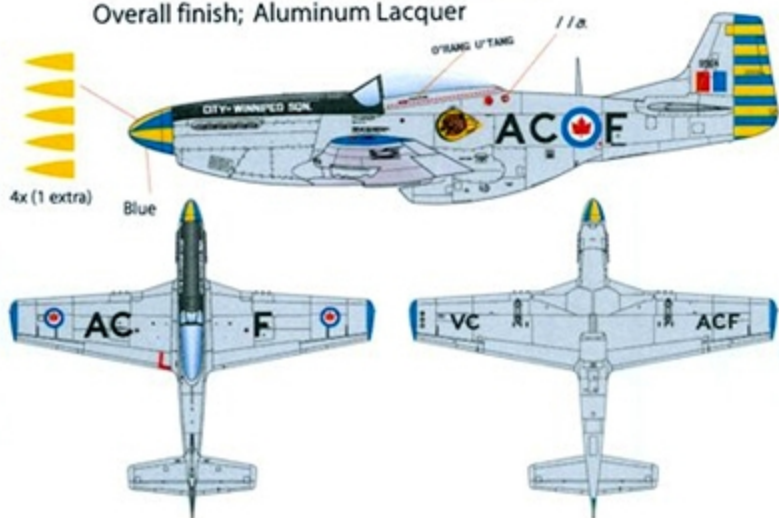
402 WINNIPEG  
420 LONDON  
424 HAMILTON  
CJATC RIVERS, MB



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402 sqdn WINNIPEG 9564 EARLY SCHEME  
Overall finish; Aluminum Lacquer



9564  
P-51D-25-NA USAF 44-72902  
Received June 1947 to MacDonald Bros. Aviation for storage; April 1951 to NWAC Station Winnipeg; August 1951 to 402 Squadron. Struck off charge and sold to James Defuria/Fred Ritts in February 1957. Stored at RCAF Carberry, Manitoba to 1961.  
Sold to Aero Enterprises May 1960. Eventually flown as "Race #14, Bardahl II". Loaned to EAA Museum 1973-80, stored 1980-1989. 2002 under restoration to "American Dreamer" as N335, registration expires 31//21/11.  
Notes: Aluminum lacquered finish, cuffed Hamilton Standard prop in unusual finish - front of blades have black cuffs with the rest of the blade in aluminum with yellow tips. The back of the blades are black. Cockpit likely Interior Green

402 sqdn WINNIPEG 9563 EARLY SCHEME



9563  
P-51D-25-NA USAF 44-72826  
Received June 1947; to MacDonald Bros. for overhaul and modification, stored; August 1951 to 402 Squadron until September 1953 when put into Stored Reserve. Struck off charge, sold to Defuria/Ritts in February 1957, stored at Carberry, Manitoba until 1962. Changed hands several times, at one point returned to Canada from 1985 to 1991 when owned by Dennis Bradley of the Canadian Warplane Heritage. Flown marked as "TJ-W", "Old Boy". Currently registered as NS1Y5 and painted as "Scat VI/44-11746", one of the wartime mounts of American ace Robin Olds.

Credits:  
Special thanks to Richard Palimika and John Bradley for their dedicated research. Aircraft history provided by Richard Palimika.

Also help provided by:  
Alfred Adams  
Tony Stachiw  
John Lumley  
Richard Thake  
Patrick Martin  
Gerry Vernon  
Tom Calbury

402 sqdn WINNIPEG 9265 transition scheme



9265  
P-51D-30-NA USAF 44-74829  
January 1951 received from Texas Engineering Co., Dallas, TX; Feb. 1951 to RCAF Station Uplands; January 1953 to MacDonald Bros. for overhaul; November 1953 to 402 Squadron.  
September 1956 to storage at Stevenson Field, Winnipeg; struck off charge and sold to Defuria/Ritts in May 1959. Several identities, currently flying in New Zealand registered as ZK-TAF, painted as NZ2415 of the RNZAF.

Notes: As for 9564, 9563. Cockpit likely matte black

9258  
P-51D-30-NA USAF 44-74865  
January 1951 received from Texas Engineering Co., Dallas, TX; Feb. 1951 to RCAF Station Uplands; Dec. 1951 to Training Command at RCAF Trenton; Nov. 1952 to MacDonald Bros. for modification and overhaul, Apr. 1953 to TAG; Nov. 1953 to 402 Squadron until Sept. 1956 when put into storage at Stevenson Field, Winnipeg. Sold to Defuria/Ritts in May 1959, currently flying as N8677E, painted as "Sweet Mary Lou" in stylized 357th Fighter Group markings.

Notes: Aluminum lacquer finish, cuffless Hamilton Standard prop, black with yellow tips. Cockpit likely matte black.

402 sqdn WINNIPEG 9258 Late Scheme  
Overall finish; Aluminum Lacquer



City of Winnipeg Sqdn





Experimental Test 9566 Overall natural metal finish.



9566  
P-51D-25-NA USAF 44-73097  
Received June 1947; to Experimental and Proving Establishment, Station Uplands; Dec. 1949 to MacDonald Bros. for modification; Jan 1950 to CJATC Rivers, Manitoba, March 1950 back to EPE, June 1950 to ADG; Sept. 1950 to CJATC; Oct. 1950 to ADG; Struck off Charge on site at 1(F)OTU Chatham, NB after "A" category crash.

Notes: Natural metal finish, rear fuselage and tailplane highly polished, cuffless Hamilton Standard prop, antenna for AN/APS-13 tail warning radar on tail above fin flash and serial number, cockpit likely Interior Green.



Tactical Fighter Flight Rivers Manitoba 9287



9287  
P-51D-25-NA USAF 44-73422  
January 1951 received from Glendale, CA; to MacDonald Bros for modification then stored; Nov. 1951 to CJATC Rivers, Manitoba; April 1956 to 420 Squadron, London, Ontario. Struck off Charge and sold to Stinson Field Aircraft of San Antonio, Texas. Changed hands several times on civil register, last identity as N103TL before being shipped to El Salvador in July 1969 during "Soccer War" against Honduras. Reported to have been lost in a mid-air collision but this is not confirmed.

Notes: Aluminum lacquer finish, cuffless Hamilton Standard prop, cockpit likely interior green.

ASVC CM  
Aluminum  
Outline  
Roundels

420 sqdn London 9224



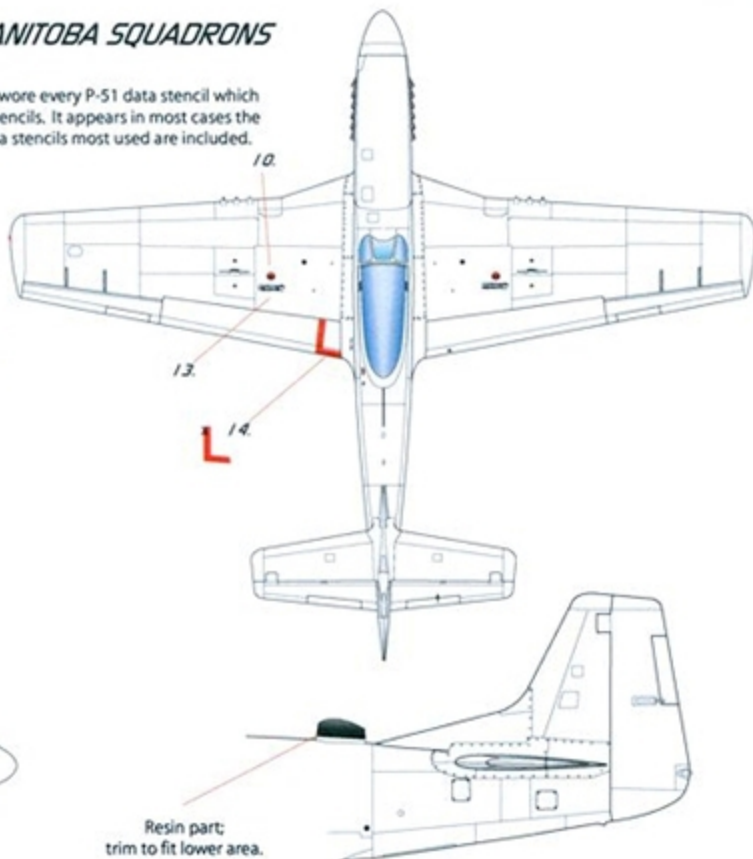
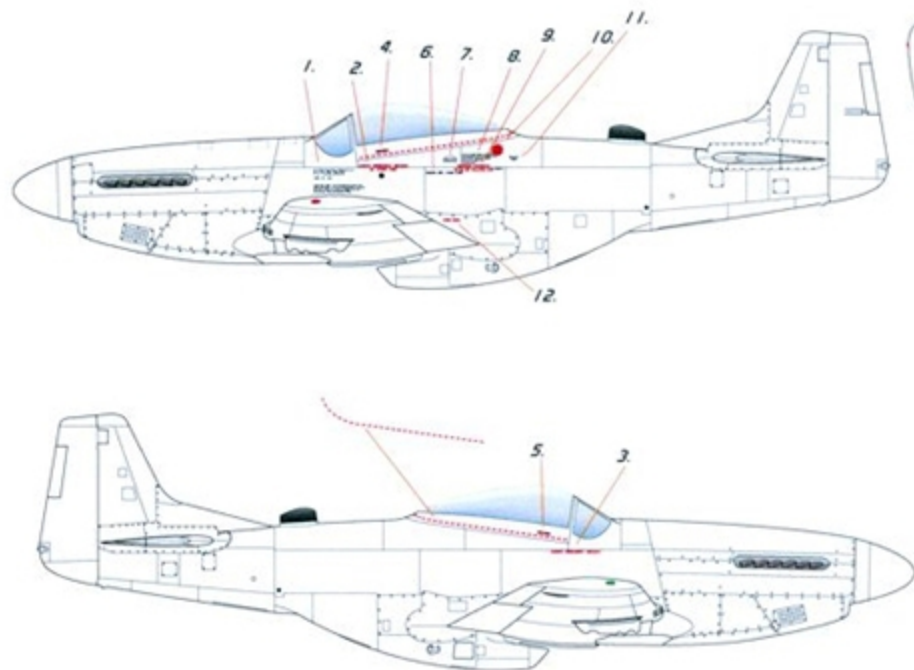
9224  
P-51D-30-NA USAF 44-74362  
November 1950 received from Pacific Aeromotive Corp., Burbank, CA; to 420 Squadron December 1950. Struck off Charge after "A" category crash on October 25, 1952, F/O Grant Stewart killed near Pinkerton, Ontario after aircraft broke up during recovery from dive. Possible loss of consciousness due to oxygen starvation.

Notes: Natural metal finish, cuffless Hamilton Standard prop, cockpit likely matte black.

ASVC CM  
Aluminum  
Outline  
Roundels

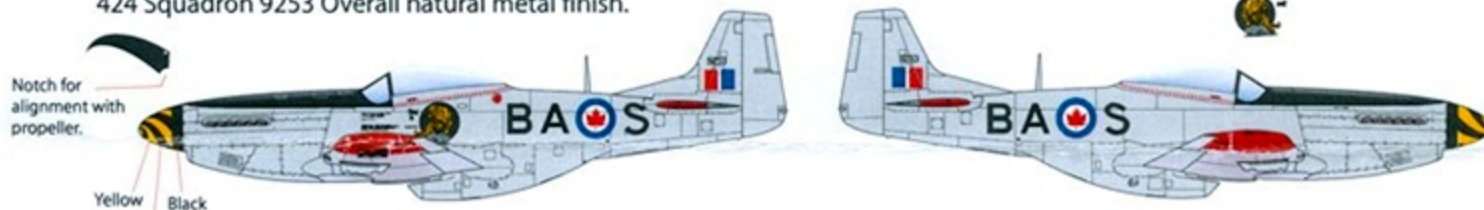


Stencil and data decals: Note that a wide variation of data stencil were used. Some aircraft wore every P-51 data stencil which may have been more for training purposes while some carried only the minimal refueling stencils. It appears in most cases the aircraft used near the end of the P-51 career in the RCAF had very little for data stencils. Data stencils most used are included.



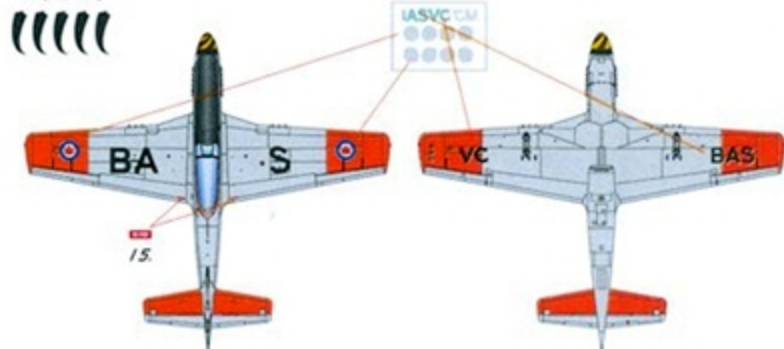
No photo evidence of this logo used on the starboard side of any in service 424 squadron aircraft however there have been privately owned war birds using this logo on the starboard side.

### 424 Squadron 9253 Overall natural metal finish.



Yellow Black

4x (1 extra)



9253  
P-51D-30-NA USAF 44-74582  
December 1950 received from Pacific Aeromotive Corp, Burbank, CA; August 1951 to Air Defence Command (Station Hamilton); January 1954 to 10TSU, July 1953 to Central Experimental and Proving Establishment (NRC Uplands); August 1955 into Stored Reserve at 6RD Trenton. Struck off Charge and sold to Defuria/Ritts, into civil register and through several owners and identities. Currently flying as N512JT "Crusader", painted as USAF FF-582.

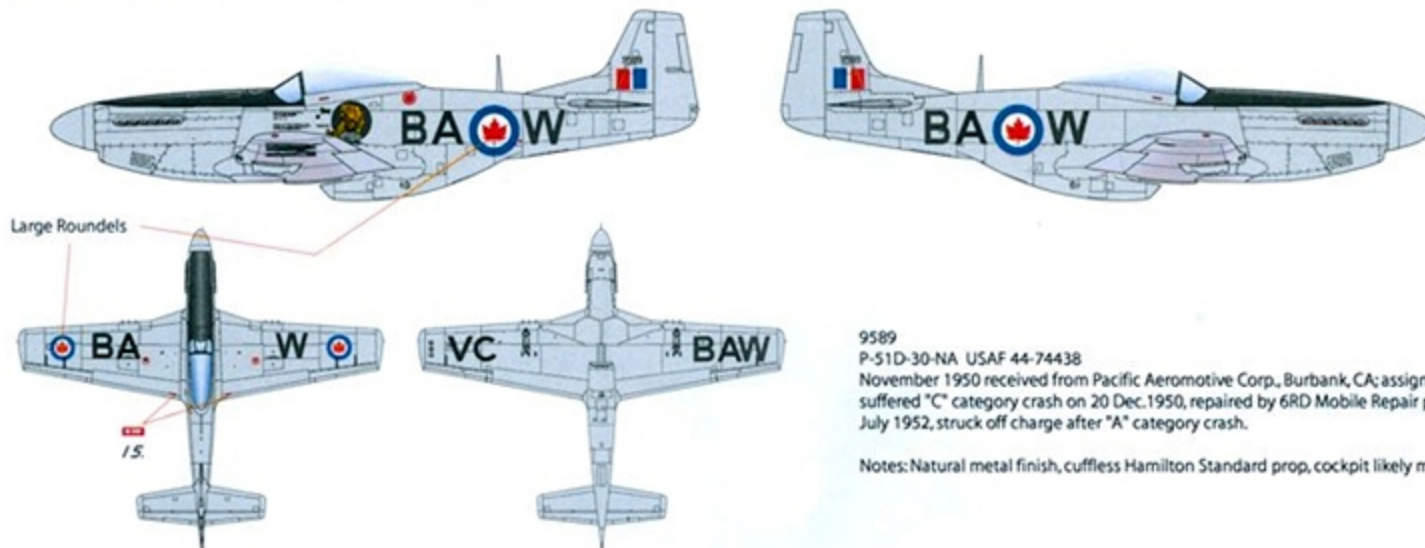
Notes: Natural metal finish, cuffless Hamilton Standard prop, cockpit likely matte black.

All graphics and decal printing by:

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CALGARY, AB  
CANADA

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### 424 Squadron 9589 Overall natural metal finish.



Large Roundels

9589  
P-51D-30-NA USAF 44-74438  
November 1950 received from Pacific Aeromotive Corp., Burbank, CA; assigned to 424 Squadron; suffered "C" category crash on 20 Dec. 1950, repaired by 6RD Mobile Repair party; July 1952, struck off charge after "A" category crash.

Notes: Natural metal finish, cuffless Hamilton Standard prop, cockpit likely matte black.