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48-047

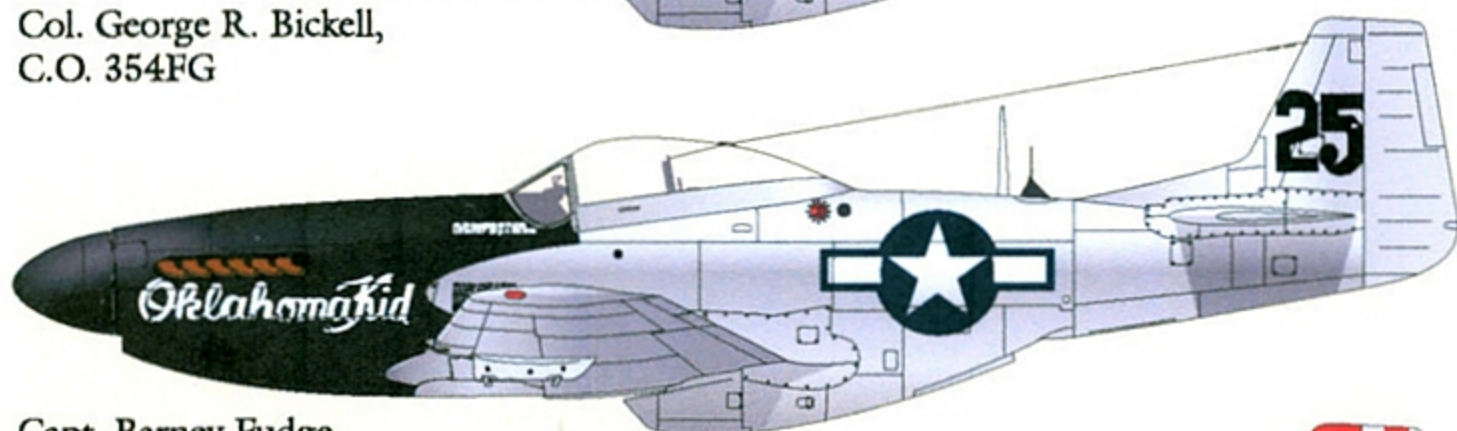
North American P-51 Mustang Pt.3



Capt. Duane W. Beeson,
C.O. 334FS/4FG



Col. George R. Bickell,
C.O. 354FG



Capt. Barney Fudge,
74FS/23FG



3rd Scout Force, 8AF,
(Lt. William T. Scarby)

Recommended kits: Tamiya P-51B & D

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North American P-51 Mustang Pt.3

A/C #1

P-51B-5-NA, 43-6819, flown by Capt. Duane W. Beeson, Commander 334FS/4FG, Debden/England, April 1944.

This A/C is very famous with its bee mark, and its marking details are well shown by the color photo of ref. 1 and 2. Two more photos (b/w) are shown in ref. 3~6, but no starboard side photo is known. This is a well-worn A/C, and the upper surface is retouched with fresh OD. Single rear-view mirror is painted in black. Please paint the nose and spinner in red.

Its illustrations are shown in various references (like 7~12), but none of them are precise as compared to the digital magnification of the color photo in ref. 1 on the following points:

*white area is only the clouds and the lightning bolts from the bee tail.

*shield is medium blue, while its outline, "Bee" and the wings forward and aft of it are light blue.



*bee's wings are also light blue in graduation to white on the root.

Capt. Beeson hailed from Boise/Idaho, and first joined RCAF to be commissioned to No. 71 (Eagle) Squadron. He then transferred to 4th FG in October 1942. He achieved his first kill on May 18th 1943 with

his P-47, and became ace on October 10th. He scored further 11 1/2 victories in the following 6 months, but was taken POW on April 5th 1944 until VE day. He remained in USAAF and died on February 13th 1947 from a brain tumor.

A/C #2

P-51K-10-NT, 44-12147, flown by Col. George R. Bickell, Commander 354FG, Ansbach/Germany, May 14, 1945.

Col. Bickell's "TOO BAD" is better known, but "FLAGSHIP NANCY ANN" is the A/C he used up to VE day, whose full marking came to light recently by several photos and color 8mm film.

The two unpublished photos supplied to us by Mr. Doug Gifford and Mr. Walter Fink clearly show the elaborate emblem on the starboard vertical fin and "FLAGSHIP NANCY ANN" on lower starboard nose. No kill marks are visible on this side, while the photo in ref. 13 clearly shows 3 kill marks and "FLAGSHIP NANCY ANN" (slightly different style) on the port side. Probably the tail emblem is also applied on the port side. Its spinner seems to be colored in 2 or 3 bands, and the 8mm film in ref. 14 shows the spinner is colored in yellow/black/red, and nose is blue. It also shows the color of "FLAGSHIP NANCY ANN" as



shown here. At this time (May 14th, 1945) this A/C probably wore 5.5 kill marks. Antenna mast is dark (probably wood brown) with a white band, and its propeller is Aeroproducts-made.

Col. Bickell joined 355FS/345FG as squadron commander in June 1943, and moved to England in November 1943 where he got his first P-51B. His first victory came on February 11th 1944, and reached the ace status on September 10th. He assumed Commander of 354FG from April 12th 1944 to May 1945 when Lt. Col.

Jack Bradley took his position. He returned to States, and was separated from active service in September 1945. His tally is 5.5 aerial victories, 2 probables and one damaged.

A/C #3

P-51K-1-NT, 44-11459, flown by Capt. Barney Fudge, 74FS/23FG, Liuchow/China, July to August 1945.

Full markings of 74FS P-51 is rarely known, but this A/C is one of the exceptions. The photo supplied to us by Mr. Zoran Mudric clearly shows the entire port side of this A/C, and its pilot/crew information. This A/C is fitted with Aeroproducts propeller and directional loop antenna, but no rear-view mirror.

Spinner and nose are painted in solid black, the squadron color of 74FS, and its serial (44-11459) was obliterated completely when "25" was applied. No kill marks are visible in the photo.



74FS was stationed in Liuchow and its detachment in Tushan. As Oklahoma Kid is photographed in the right end of a line-up of about 10 A/C, it should be stationed in

Liuchow. Regrettably no information is available for Capt. Fudge, and his name is not found in the 74FS commander list

A/C #4

P-51D-10-NA, 44-14676, of 3rd Scout Force, 8AF, later assigned to Lt. William T. Searby Jr, Wormingford/England, 1945.

This attractive marking was first shown with a photo and color illustration in ref. 15, and its right side photo is shown in ref. 16. It was fitted with a unique two leg rear-view mirror (black). This A/C was claimed to be assigned to Lt. Searby, but another photo with the same rear-view mirror in ref. 2 shows that Lt. Searby applied the name "Louise" (after his mother) on the port nose, which the photo of ref. 15 is lacking. Black band is still existent on wings, and probably on stabilizers too (as with CL-A in ref. 2). Regrettably canopy frame is covered by the pilot in this photo. This A/C might have been lost in the landing accident on April 8th.

We found two more photos of Lt. Searby in the cockpit of probably different aircrafts (with different rear view mirrors) with pilot's name on the canopy frame instead of kill marks. So we judge the photo in ref. 15 shows the state that CL-I (388FS/55FG) was reassigned to 3rd Scout Force, and 3rd Scout

Option A



Force marking (red/white checker on the rudder and red trim to the fin) was just applied over 338FS marking with kill marks intact. Later on Lt. Searby applied "Louise" and probably pilot name by erasing kill marks.

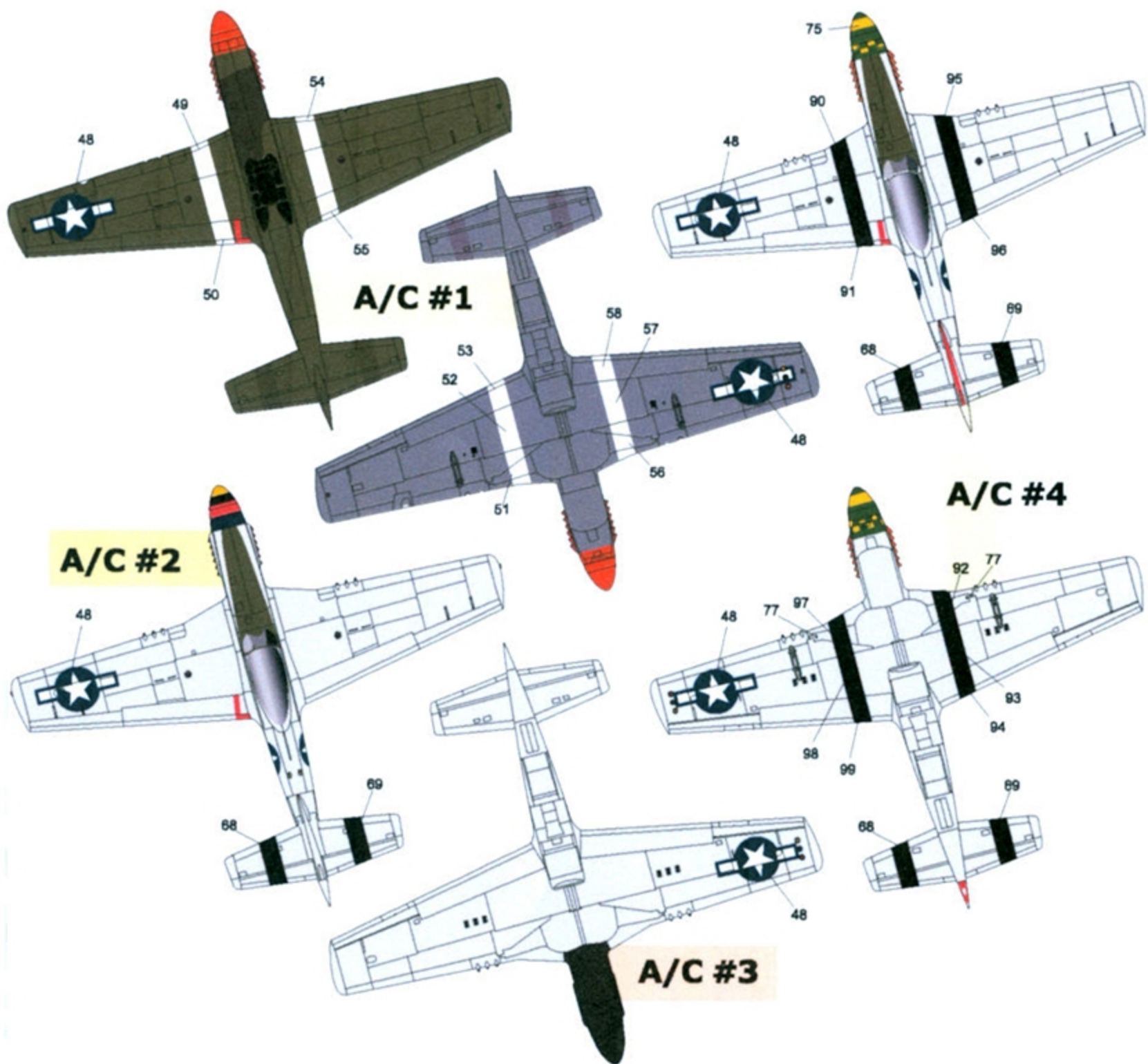
Antenna is apparently lighter than red. Please paint the spinner and nose green before applying mark 75 and 76.

Lt. Searby was born in California in May 1921, and joined USAAF in July 1942. He transferred to 3rd Scout Force from 487BG in early 1945, but did not score any air or ground victories. He later joined 55th FG post war, and flew P-80 from

Option B



Giebelstadt Aldrome. He then transferred to 51st FG, and was stationed in Japan for a while. He joined the Korean War with F-80, and recorded 54 missions and 1 probable. He died from heart attack on January 19, 1977.



Special thanks to Mr. Doug Gifford, Mr. Walter Fink in U.S.A. and Mr. Zoran Mudric in Serbia for the photo of "Flagship Nancy Ann" and "Oklahoma Kid".

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