

DECALS
AMDG

1/48

YANKEE MERLIN ROARS !!!

North American
P-51 of 1939-45
U.S.A.A.F. units



354th FG,
Capt. Robert W. Stephens

PART I



357th FG,
Capt. Richard Peterson



359th FG,
Lt. Wilson K. Baker



339th FG,
Col. William C. Clark

A48-001

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P-51B-1-NA s/n: 43-12152

unit : 355 FS / 354 FG
pilot : Capt. Robert W. Stephens
location : Lashenden, UK
date : May, 1944

Kit recommended: 1/48 Tamiya P-51B/C Family

Scheme 1 photo-reference:
"354th Fighter Group"
William N. Hess, Osprey
Aviation Elite 7

1

This early production P-51B was painted in standard factory-applied finish of OD/NG. White 15" ID bands were painted on wings and stabilizers as quick recognition markings for USAF units on E.T.O. White nose and spinner pattern was overpainted with fresh OD shade (slightly darker) when entire 354th FG was transferred into 355th FG, and white 15" ID band on vertical stabilizer was overpainted the same way to follow the order dated 23rd March 1944. Plane nickname seems to be applied on NMF area scrapped from original paint before - it's up

to modeler's choice: to paint it NMF before applying 1b decal, or use NMF 1a decal instead. Continue then with pilot & crew ranks and names block (1d), bombing missions markings (1c) and kill markings. If kill markings decal (1f) register seems "off-grid", use 1f + 1f provided separately. When 1f white outline of crosses seems too transparent on dark background, use extra 1f to decal 1f over it. Follow then with unit &

individual code letters, fuselage and wings US national insignia up to finishing touch with 1h - all in P-51's standard factory and E.T.O. locations. Quadriga 1a decal to be used on all four propeller blades. If any additional, different colour desired, fix "shiny" NMF 75 US gallons fuel droptanks as "finishing touch" - no other type observed on archival 354th FG photos.

US Olive Drab 41 factory painted FS 34087

15" white ID band overpainted with US Olive Drab 41 FS 34087



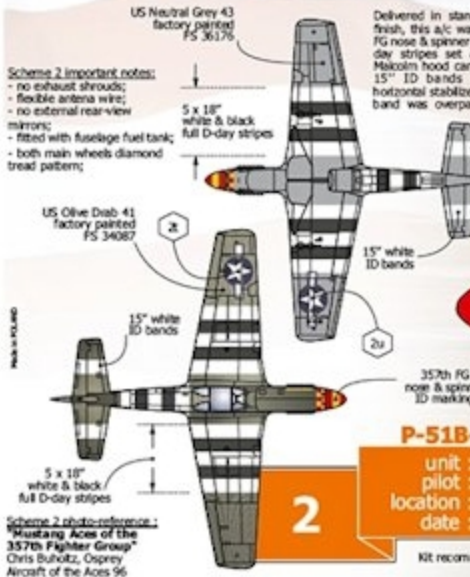
then US contingent in Italy and Italy. Promoted to Colonel in 1955, he commanded the 128th Flying Training Wing at Bergstrom AFB, Texas (1956), the 413th Tactical Fighter Wing at George AFB in California (1958) and the 31st Fighter Wing, also at George AFB (1959).
...however, the seemingly unstoppable Missouri's life was tragically cut short in April 1960 - holding an Operational Readiness Inspection on the 474th Tactical Fighter Wing at Cannon AFB in

Owens, New Mexico, he was killed in flying accident when P-100 afterburner failed at low altitude. Brave attempt to avoid hitting AFB facilities, cost him dearly - commander and his co-pilot selflessly gone.

Bob Stephens' promising pre-war baseball career was interrupted by military service after just one season, but he wasn't about to let that stop him from reaching for the sky. As a P-51 pilot, Stephens shot down 13 enemy planes on E.T.O., which made him the 354th FG second-ranking ace. Climbing

through the ranks at an astonishing rate, Stephens also attained the rank of lieutenant-colonel before his 24th birthday, then continue military career after WW II. He had served with the Air Force for 18 years: joined the occupation forces in Germany,

Scheme 1 important notes:
- no exhaust shrouds;
- flexible antenna wires;
- no external rear-view mirrors;
- see the photo-reference for tread pattern choice.



P-51B-5-NA s/n: 43-6935

unit : 364 FS / 357 FG
pilot : Capt. Richard Peterson
location : Leiston, UK
date : June, 1944

Kit recommended: 1/48 Tamiya P-51B/C Family

Scheme 2 photo-reference:
"Mustang Aces of the 357th Fighter Group"
Chris Buholtz, Osprey
Aircraft of the Aces 96

2

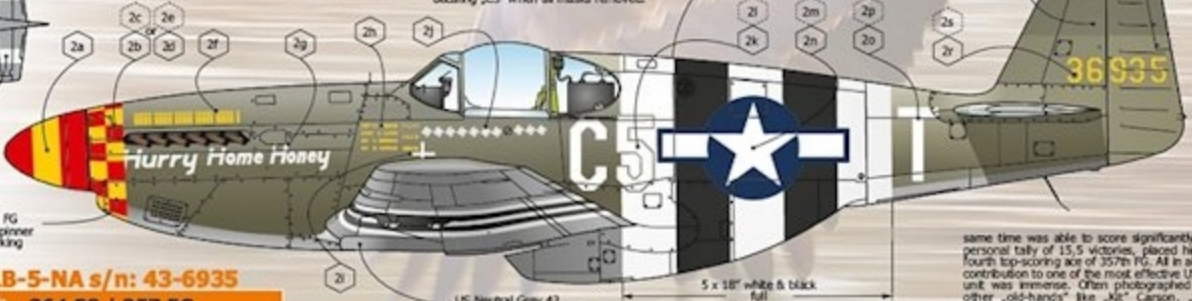
Delivered in standard factory OD/NG finish, this a/c was painted with 357th FG nose & spinner ID pattern and full D-day stripes set and field-fitted with Malcolm hood canopies. Previous white 15" ID bands remained only on horizontal stabilizers - vertical stabilizer band was overpainted with fresh OD shade ("bit-of-the-tin" darker) to follow 23 March 1944 order. Paint spinner red (to match FS 31136) before applying 2a yellow band decal. Use 2b + 2c decals to represent 357th FG nose-checker, or paint this area yellow (to match FS 33538), then proceed with 2e + 2d decals over. Finish with separate "cheerstrap" to apply below the spinner, in front of chin air intake. If any "wedding" troubles observed, use separately

provided yellow and red triangles or rectangles to "seal" edges - cut to appropriate shape and dimension when necessary. If any transparency troubles occurred with 2h, 2i, 2j decals use "double-ones" provided separately. Narrow OD outline surrounding unit code letters (2k & 2l decals), should be masked before D-day stripes painted - when done, move on with all the B&W paint job, and then proceed with decaling "CS" when all masks removed.

Don't go "fanatically" accurate with D-day stripes geometry and dimensions - available 357th FG photos show paint job crudely applied in "hurried-up" manner during rush hours before SHARP crusade was launched. Quadriga 2w decal is to be used on all four propeller blades. If any of different, additional colours desired, just fix "shiny" NMF 75 or 108 US gallons fuel droptanks.

US Olive Drab 41 factory painted FS 34087

15" white ID band overpainted with US Olive Drab 41 FS 34087



same time was able to score significantly: his personal tally of 15.5 victories placed him as fourth top-scoring ace of 357th FG. All in all, his contribution to one of the most effective USAF units was immense. Often photographed with other "old hands" like Alton Gibson, "Bud" Anderson or John England, Peterson chose non-military career when war ended. He returned to Minnesota, USA and became a noted architect. His 43-6935 was lost fourth of Paris, France - hit by flak on 20 July 1944 with another pilot Lt. Hayward C. Sparks at the controls, who managed to evade capture successfully.

The first of three identically nicknamed P-51s, "Peter" Peterson's mount was inspired by the sign-off he wife used on all her letters. E.T.O. pilot who hailed from Alexandria, Minnesota,

flew 150 "shows" and served with the 357th FG from its initial time at Tonopah until the end of the WWII. He developed reputation for looking after newly-arrived rookie-pilots, and at the

A48-001
YANKEE MERLIN
ROARS! - PART I

US Neutral Grey 43
factory painted
FS 36176

US Olive Drab 41
factory painted
FS 34087

15" white ID bands

18" white ID bands

359th FG
nose & spinner
ID marking

4 x 18" D-day stripes
overpainted with US Olive
Drab FS 34087

3

This mid-production P-51B was delivered to 359th FG in standard factory OD/NG finish, prior to Normandy landings. Adorned

5 x 18" white & black full D-day stripes

15" white ID bands

18" white ID bands

359th FG nose & spinner ID marking

4 x 18" D-day stripes overpainted with US Olive Drab FS 34087

3

359th FG nose & spinner ID marking

4 x 18" D-day stripes overpainted with US Olive Drab FS 34087

3

P-51B-5-NA s/n: 43-6461
unit : 370 FS / 359 FG
pilot : Lt. Wilson K. Baker
location : East Wretham, UK
date : August, 1944

Kit recommended: 1/48 Tamiya P-51B/C Family

then painted with green spinner & nose 359th FG ID marking, was also painted with a full set of D-day stripes. When crucial days of beachhead battles were over, D-day markings were stripped-over or just overpainted with fuselage original OD colour on upper sides of wings and fuselage - "lowered" form of stripes remained on undersides. Internal white bands on upper wings were left unpainted to represent previous E.T.O. quick recognition markings, together with the white 15" ID bands on horizontal stabilizers. If decal register seems mislocated, the separately provided 3a + 3a' plane nickname decals may be applied.

Same story with the kill markings - use 3b' + 3b" if any register or transparency inaccuracies observed. Narrow OD outline surrounding unit code letters (3c, 3d, 3g & 3h decals), should be masked before D-day stripes painted - when done, move on with all the B&W and over-spray OD paint job, and then proceed with decaling 'CS'+, Q"

When all masks removed, do not use "fanatically" accurate with D-day stripes geometry & dimensions and over-sprayed or stripped down areas as well - see note on scheme 2. Although some say that D-day pattern was stripped-off from wing undersides, we believe that it was done already on Swedish soil.

Quadruple 3m decal is to be used on all four propeller blades, as HS logotype and stencils. If any additional colour desired, "shiny" NMF fuel droptanks will be a nice "finishing-touch".

Scheme 3 photo-reference: "P-51 Mustang" Larry Davis, Squadron Signal Publications
"Aces and Wingmen" Danny Morris, Aviation UK



US Neutral Grey 43
factory painted
FS 36176

As Allied war machine progressed into mainland France, 8th AF fighter groups returned to escort routes over Germany and occupied countries of Europe. As countless streamlines "linked-up" South

England air bases with targets deep into Nazi-controlled territory, struggle to keep strategic bombers un-fouled - continued with everyday "dog-of-war" luck. On August 4th, 1944 three of 359th FG planes landed in neutral

Sweden - heavily damaged or fuel-starved after fierce dog-fights against Luftwaffe fighters over "Waterland" - Lt. Wilson K. Baker was pilot at the "Hot Pants" controls, one of those Mustangs. Against popular myth kill markings

was fully applied on this plane - not just white backgrounds, as shown in some books. It is fully confirmed by photos made when the plane landed in Sweden.

Scheme 3 important notes:
- no exhaust shrouds;
- "Spitfire-style" external rear-view mirror;
- main wheels possibly painted red;
- see the photo-reference for tread pattern choice;
- (11) non-perforated panel below exhaust stubs.

P-51B-5-NA s/n: 43-6461

unit : 370 FS / 359 FG
pilot : Lt. Wilson K. Baker
location : East Wretham, UK
date : August, 1944

Kit recommended: 1/48 Tamiya P-51B/C Family

PHOTO: ILLUSTRATION

Scheme 4 important notes:
- exhaust pipes shrouded;
- late canopy emergency release handle;
- no external rear-view mirrors;
- AN/AP5-13 IFF aerial on the fin;
- both wheels diamond tread pattern.

NMF

NMF

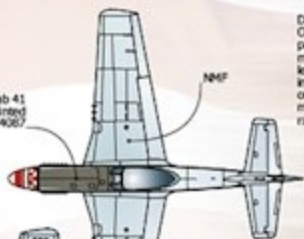
339 FG nose & spinner ID marking

4

339 FG nose & spinner ID marking

4

Scheme 4 photo-reference: "Aces and Wingmen II" Vol. 1 - Danny Morris Aviation UK



US Olive Drab 41
factory painted
FS 34087

339 FG nose & spinner ID marking

4

339 FG nose & spinner ID marking

4

339 FG nose & spinner ID marking

4

339 FG nose & spinner ID marking

4

P-51D-20-NA s/n: 44-64148

unit : 504 FS / 339 FG
pilot : Col. William C. Clark
location : Fowlmere, UK
date : April, 1945

Kit recommended: 1/48 Tamiya P-51D Family

Delivered as standard factory NMF with OD anti-glare panel, this plane was painted with group ID nose & spinner markings, unit code and a/c individual letters, rudder 504th FS colour and inspired with some personal markings of 339th FG C.O.: nose nickname, kill markings, pilot's wife name on canopy rail and narrow black band triming

nose checker pattern. Paint the spinner and nose area with white first, prior to applying all red markings over (4a, 4b, 4c and 4d - "che-stripe") to apply below the spinner, in front of chin air intake). When transparency or decal register inaccuracies observed, use elements provided separately: 4g' + 4g" for nose a/c name, 4h + 4h" for kill markings,

and 4f + 4f" on canopy rail. Make your choice between data blocks (decals 4f & 4c'), to achieve appropriate effect of disappearing or faded verses - see available photo-reference for details. Knowing that several opinions about 504th FS rudder colours arose during the years, we follow existing other planes colour photos (B-model

"Swede" or early D-model "Punkie II") and believe that Medium Gray of "Jukish" shade (close to RAF Ocean Grey or US Intermediate Blue) will be accurate - but any of the "greenish-tan" from colour profiles could be up to modeler's choice. Quadruple 4f decal is to be used on all four propeller blades, as HS logotype and stencils. If any additional colour desired, an "old-fashioned" Neutral Grey fuel droptanks will be a nice "finishing-touch".



US Olive Drab 41
factory painted
FS 34087

Col. Clark's a/c is classic example of C.O. plane with all its typical features: always fresh & clean, well maintained and catching an eye with "personalized" red shadow on 339th FG code letters. It also lacks previously used quick recognition 15" or

18" ID bands - practice dropped by E.T.O. units when air supremacy over Germany was finally gained. Even if some Banana- or Catch-based Me-262 were to be straled on airfields or caught during landing manoeuvres, it was only few days

to win the global conflict in Europe. This late production D-model shows clearly the real WWII winner: well organized and powerful US industry potential working at its full for Allied air power. Designed successfully, mass-produced and

maintained with "full-prof" devotion D-models paid well in return: Lt/Col. Clark became strafing "ace-in-a-day" on April 16th, 1945 with six enemy a/c destroyed.