

DECALS
AMDG

1/48

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



PART III



A48-003

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P-51B-5-NA s/n: 43-7157

unit : HQ / 355 FG
pilot : Lt/Col. Everett W. Stewart
location : Steeple Morden, UK
date : April, 1944

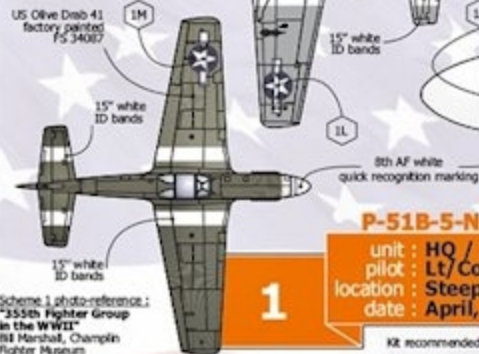
Kit recommended: 1/48 Tamiya P-51B/C Family

"doubled" 1A decal provided, if any transparency issues occurred. It is up to modeler's choice to apply pilot rank and name, white or yellow (or yellow over white - decal 1B). When kill markings IC decal register troubled, use 1C + 1C' decals provided separately - or just 1C' as background when transparency problems expected. When 1N data block placed,

should be followed with 1N white cross (indicating fuselage fuel tank field-fitted) - its exact location is obscured by wing tip on profile below, so see available photo-reference. Unit and a/c individual letters, fuselage national insignia, and s/n are to be decal in typical E.T.O. P-51 locations. Quadruple 1D decal, to be used on all four propeller blades, as HS logotype and

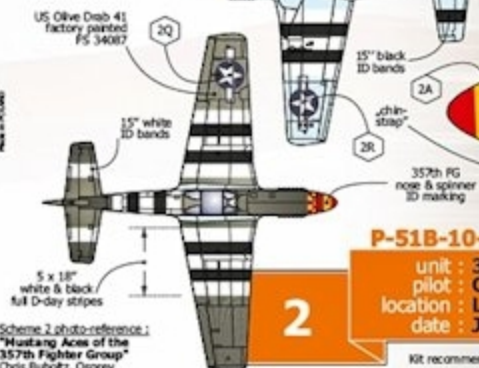
stencils. When all paint and decal job finished, kit will represent Lt/Col. Stewart's plane at the beginning of April 1944 - when a/c was photographed with new-born a/c's kill markings just painted.

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



Scheme 1 photo-reference:
"355th Fighter Group
in the WWII"
Bill Marshall, Osprey
Fighter Museum

Scheme 2 important notes:
- no exhaust shrouds;
- flexible antenna wire;
- "Spitfire-style" rear-view
mirror;
- fitted with fuselage fuel
tank;
- see the photo-reference
for tread pattern choice;
- inspection panel after the
exhaust stubs remained OO.



P-51B-10-NA s/n: 42-106462

unit : 362 FS / 357 FG
pilot : Capt. John B. England
location : Leiston, UK
date : June, 1944

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

Delivered in standard factory OO/NG finish, this a/c was stripped-down from its original paint on fuselage sides and undersides, then painted with 357th FG nose & spinner ID pattern, full D-day stripes set and field-fitted with Malcolm hood canopy. Previous white 15" ID bands remained only on horizontal stabilizers (black on undersides) - vertical stabilizer band was not applied 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 357 FG nose-checkers, when background painted yellow before (to match FS 33538). Finish with separate "ch'n-strap" to apply below the spinner, in

front of chin air intake. If any "weirding" problems observed, use separately provided yellow and red triangles or rectangles to seal edges - cut to appropriate shape and dimension when necessary. 2D is to be applied over 2B, to represent full nose nickname. Pilot & crew names could be applied white (2F) or yellow (2F') - option provided separately to avoid any transparency issues. If any

print register problems on kill markings (2H) observed, follow with 2I+2I' printed separately. Some NMF area when unit code letters (2I & 2J decals), should be masked before D-day stripes painted - when done, move on with all the BW paint job, and then proceed with decaling 2A when all masks removed. Don't go "fanatically" accurate with D-day stripes geometry and dimensions -

available 357 FG photos show paint job crudely applied in "burned-up" manner during rush hours before SHAEF crusade was launched.

US Olive Drab 41
factory painted
FS 34087

Kansas-born Lt/Col. Stewart lifted up his E.T.O. career as new X.O. of the 355th FG, leading deep penetration mission over Brunswick on January 30th, 1944. His air victories tally was opened-up earlier with 352nd FG (8th AF first Me-177 kill shared with "Punchy" Powell and

Lt. J.B. Coleman Jr), and he reached the acedome on March 29th, during escort "show" over Brunswick once again. Later that year, he was appointed as 355th FG C.O. and conducted successfully group HQ duties, until 21st February 1945 when transferred into 4th FG, to

become its last war-time commander. He succeeded in damage of Me-262 on March 3rd, and ended WWII with final tally of 7.83 confirmed, one probable and four damaged with 1.5 destroyed on the ground - all during 180 combat missions, totalling with 530 hours of

"jerk-time". Remarkable effort of professional soldier and skilled commander. Retired from active USAF duty in 1966, he passed away in San Antonio, Texas in 1982.

Capt. England's second P-51, was transferred to the 357th FG in March 1944. Prior to being passed-on to another pilot, it served well to claim 2.5 victories of England's final tally of 17.5. It also took part in summer shuttle mission to Paltava air bases in USSR, when RAF

exchange pilot Flt/Lt Eric Wooley was at the controls. England was already turned-on to "Missouri" Armada D-model and finished

WWII as the second top-ranking ace of 357th FG. He stayed on active USAF service after war ended, accelerated 15-18 kill during Korean War. His next duty was to

command France-based 399th FBG. Returning to Toul AB from Marseille, France on 17 November 1954 he made several attempts to land due to bad weather and low visibility - on final approach the F-86's engine flamed out due to lack of fuel. As he attempted to land without power he was killed while trying to avoid barracks full of ground personnel. For this heroic and selfless act, Alexandria AFB was renamed England Air Force Base.



US Olive Drab 41 painted by 361st FG groundcrews FS 34087

P-51B-15-NA s/n: 42-106638

unit : 367 FS / 361 FG
pilot : Lt. Victor E. Bocquin
location : Bottisham, UK
date : September, 1944

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

Scheme 3 photo-reference:
A.M.D.G. Decals
web-archive

This late-production P-51B was delivered to 361st FG in standard factory natural metal finish with Olive Drab anti-glare panel in front of the cockpit. Upper sides of wings and horizontal stabilizers were also painted OD during the operational service with the group. 361st FG ID marking, consisting of yellow spinner and nose was added, and back unit & individual code letters as well. Pilot's "personalized" elements were applied in form of nose nickname below the exhaust stubs and Vargas-inspired pin-up girl graphic represented in blue oval below the canopy frame. "Yellow nose and spinner section could be painted together with nickname panel (FS33538), and then 3D-decal applied over, or red (FS31136) & yellow (FS33538) paint job

could be done optionally, and then proceed with 3C decal applied over. Although existing photo-reference known to date, confirms nose nickname and pin-up graphic only on one fuselage side, we provide "doubled" options (marked: 3B, 3C, 3F and 3P) for those inspired by the contemporary US airworthy plane (same scheme, different version). D-day stripes (well-worn, intensively chipping

and dirty) and horizontal stabilizers 15" ID bands should be painted as ordered from September 1944 onwards - with additional narrow black outlines for outer white bands on wings undersides, commonly seen among the 361st FG aircraft. Quadripole 3R decal is to be applied on all four propeller blades, as HS lighthouse and struts. Multi-opening panel covering the engine air intake

below the plane nickname, should be repainted red (to match FS31136) on both fuselage sides. You may also use some additional elements, painted with different colour - Olive Drab bombs or Neutral Grey "jaunty-fashioned" fuel droptanks.



Scheme 3 important notes:
- exhaust pipes shrouded;
- late production antenna mast;
- no external rear-view mirror;
- rudder trim-tab painted Insignia Blue as flight colour or Olive Drab (replacement part)

As Allied war machine progressed into mainland France, 8th AF fighter groups returned to escort duties over Germany and occupied Europe. Struggle to keep strategic

bombers untouched continued with 361st FG pilots contributing their crucial efforts to finally punch III Reich out of the ring. More natural metal finished P-51s

arrived day by day, countless condensation streams "jinked-up" South England air bases with the 8th AF targets deep into Nazi-controlled territory. That yellow-

nosed P-51 cockpit was the "busy-office" for Lt. Bocquin during those decisive day air raids and "Market-Garden" airborne-troops escort missions.

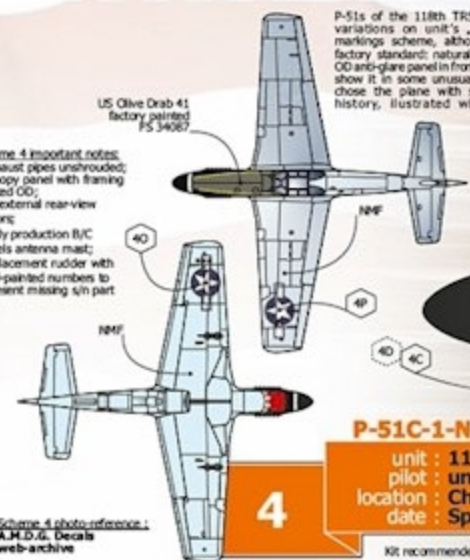
P-51s of the 118th TRS displayed many variations on unit's "black-lightning" markings scheme, although delivered as factory standard: natural metal finish with OD anti-glare panel in front of the cockpit. To show it in some unusual appearance, we chose the plane with some operational history, illustrated with sharkmouth

originated from previous service with another C.B.I. unit - 51st FG. New owners - 118 TRS groundcrews, "personalized" aircraft with flamboyant black and yellow bolt pattern, 261 - tactical number and last three digits of s/n hand-painted when rudder taken from another P-51, cannibalized for spare parts. Frontal - easy to remove - part of the spinner was painted black, part of canopy framing re-installed from different. OD painted a/c. Best way to start is decaling front, bigger parts of 118TR3 bolts (4K-4L) to align them well regarding to kit panel lines - from spinner to cockpit-alt area (4S data

block should be decal'd earlier to look partial "over-painted" with bolt). When done, we recommend to follow decaling sharkmouth with bigger red (4A+4B) & black (4C+4D) elements, taking care to place them correctly within panel lines pattern, and to "seal-weddings" on bottom engine panels if any inaccuracies occur - separate, non-numbered black and red "wedge-decals" provided. Then step to black sharkmouth

outlines (4E+4F) and decal it as sharkmouth "finishing-touch" - from chin air intake, back to wing root area, and then turn down to red area lowest joint. When done, proceed with fuselage US national insignia (4E/4D) and then complete the pattern with alt. fuselage bolt ends (4F+4F', 4G+4G') - keep the sequence to avoid any "sealing" issues. Use

quadripole 4T decal on all propeller blades to represent HS logo and struts. It looks tricky only when reading - good painting job, followed with correct decal & solvent work, accompanied with some weathering skills will make you satisfied.



P-51C-1-NA s/n: 42-103233

unit : 118 TRS / 23 FG
pilot : unknown
location : Chengkung, China
date : Spring, 1945

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

Scheme 4 important notes:
- exhaust pipes unshrouded;
- canopy panel with framing painted OD;
- no external rear-view mirror;
- early production B/C models antenna mast;
- replacement rudder with hand-painted numbers to represent missing s/n part

US Olive Drab 41 factory painted FS 34087

US Olive Drab 41 factory painted FS 34087

June 1944 was time, when fourth squadron joined 23 FG in Kwelin, China: 118th TRS commanded by Maj. Edward O. McComas. Unit started its initial sorties with P-40N, but P-51B and P-6 arrived soon, so the Curtiss planes were fully retracted from operational

service until the end of '44. Pre-war NG unit from Connecticut, consisting highly trained pilots led by aggressive C.O., was eager to make their presence felt - 64 missions were conducted by the end of June, and by the end of October first pilot entered

accidents - Capt. Oran S. Watts. 118th TRS adorned their aircraft with distinctive black bolt with yellow trim, that ran nearly entire fuselage length - although full form of these markings varied from one to next plane. Despite differences between particular

aircraft, world-wide modelers' community was given with the most attractively marked P-51s in whole C.B.I. theatre.