

DECALS
AMDG

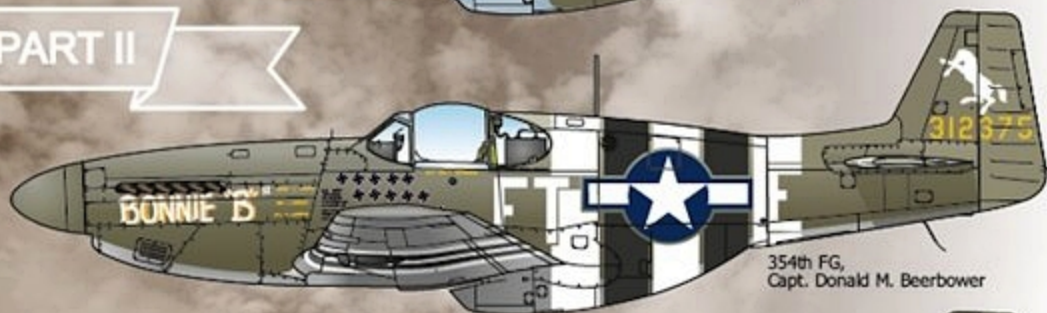
1/48

YANKEE MERLIN ROARS !!!

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



PART II



A48-002

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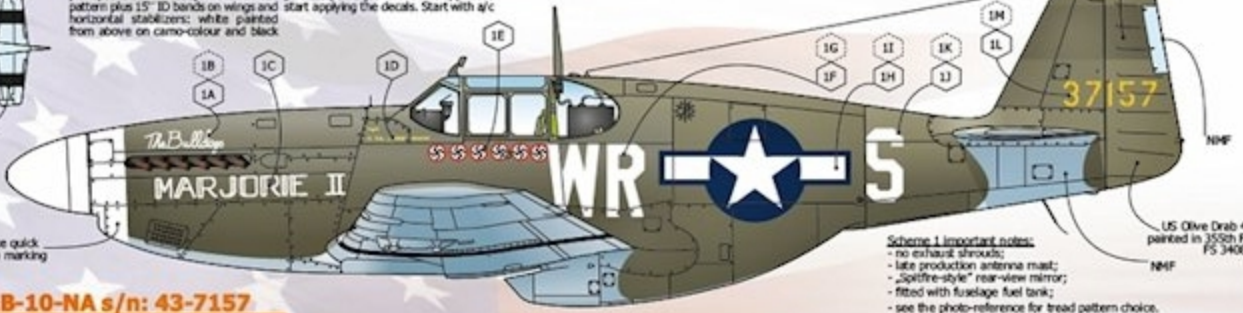
This pack contains a waterslide decal sheet and decoration guide for 4 aircraft kits.

One of the original batch of P-51B on NMF orders. White 15" ID band supplied to 354FS / 355FG. This a/c featured The Bulldogs squadron nickname as well as the Marjorie II-kite nickname. Plane was received in an unpainted NMF and then given a coat of OD (our choice) or British RAF green from local source at Steeple Morden. Quick redognition elements on the plane, consist of white spinner and nose pattern plus 15" ID bands on wings and horizontal stabilizers: white painted from above on camo-colour and black

on nose nick-nams. 'The Bulldogs' typical E.T.O. P-51 locations. Quadruple when a/c was photographed with kill description and pilot's rank & name. If IP decal, is to be used on all four propeller blades, as HS logotype and 6 was exceeding Houston's confirmed stencils. If any additional colour tally of 3 enemy a/c destroyed on desired, fix Neutral Gray 'early-ground', and represented other 355th group's kills. When all paint and decal job finished, kit will represent Lt. Houston's

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15" white ID band camouflaged with US Olive Drab #1 FS 34087



P-51B-10-NA s/n: 43-7157

unit: 354 FS / 355 FG
pilot: Lt. Byron G. Houston
location: Steeple Morden, UK
date: April, 1944

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

Scheme 1 important notes:
- no exhaust shrouds;
- late production antenna mast;
- 'spitfire-style' rear-view mirror;
- fitted with fuselage fuel tank;
- see the photo-reference for tread pattern choice.

US Olive Drab #1 painted in 355th FG FS 34087

NMF

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

Scheme 2 important notes:
- no exhaust shrouds;
- 'spitfire-style' rear-view mirror;
- fitted with fuselage fuel tank;
- see the photo-reference for tread pattern choice;
- fitted with fin-fillet;
- early antenna mast moved-back along the fuselage spine;



P-51B-1-NA s/n: 43-12375

unit: 353 FS / 354 FG
pilot: Capt. Donald M. Beerbower
location: A-2, Criqueville, France
date: June, 1944

Kit recommended:
1/48 Accurate Miniatures & Tamiya P-51B/C family

Scheme 2 photo-reference:
"354th Fighter Group" William N. Hess, Osprey Aviation Elite 7

'Buzz' Beerbower's second named a/c was this Malcolm-hooded B-model - retrofitted with fin-fillet during service with 354FG, but all 'plain-and-simple' with OD/NG factory applied finish. Seen here with 15 kill markings, 'Bonnie B II' boarded full D-day stripes, with overlaps between and some background colours

visible as unit and individual code letters outlines. Although some sources depicted this plane with white or yellow spinner & nose pattern, we're after USAAF camera unit version taken from newspaper - no other colours than OD/NG. The 15" white vertical stabilizer band is not present, following order dated 23 march 1944, but those on horizontal stabilizers remained. Start decaling with nose name 2A+2B decals - sum to components 2A, 2A', 2B' and 2B'' separately provided if some transparency or print register issues

expected. Same with pilot's rank and name (2A, 2A'), crew names (2F, 2F') and kill markings (2D or 2D' over 2D). Early production form of data block (decal 2D) should be accompanied with one loco-busting kill (2E) - exact location, obscured by the wing tip on profile below, is to be considered with available photo-reference material.

355th FG earned fame with some significant 'finest, Fastest and Mostard' team. Despite the pilot's scores achieved within the group, some were exceptional compared to entire 8th AF effort. On April 24th, 1944 Capt. Robert Woody became the first 8th AF pilot to score more

than 4 enemy a/c shot down during single mission - 4.5 aerial kills in fact. His success was repeated in 'ground-option' by F/O Henry Brown on August 8th, 1944 - 4.5 enemy a/c destroyed on ground. Later that year Lt. William Olferton became the first 8th AF pilot to

destroy 7 enemy a/c on the ground during one day - September 12th, 1944. All 'first-in-8th-AP' scores were strongly supported with internal group competition: the shortest track to ascende was achieved by Capt. Bert Marshall - 60 days, and accompanied by others -

before SHAEF crusade was launched. Proceed with P-51's standard locations for wings and fuselage US national insignia and s/n on the fin. Finish the decal job with 353rd FS emblem: white, prancing horse - 2R+2P decals. If any of some different colour elements desired, consider fixing of 'shiny' NMF 75 US gallons fuel droptanks - no other types

observed on 354th FG archival photos.

US Olive Drab #1 factory painted FS 34087



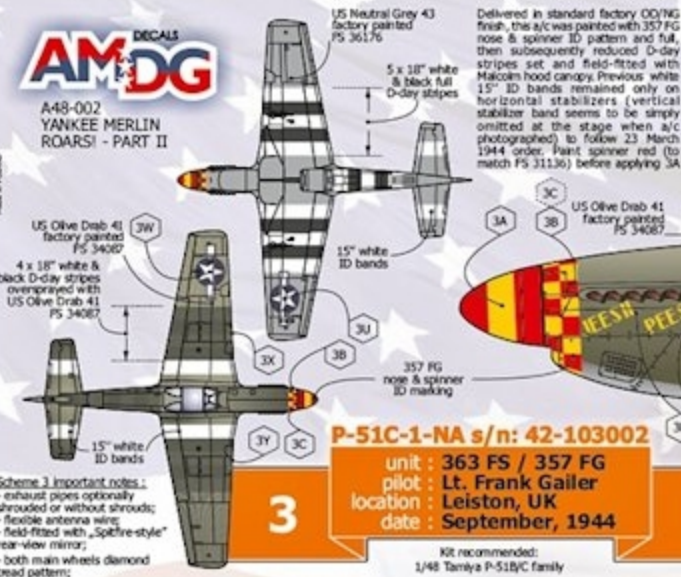
Sign - 'Dziubek' Herbaczowski... and 'Buzz' Beerbower also KIA on August 9th, 1944 near Reims, France - during Epermy Airfield strafing attack. Although managed to bail out from AA-fire stricken a/c, he was too low to survive - either struck the tail section or his parachute failed to deploy fully. His final tally of 15.5 victories was outpored by only one 354th FG pilot: Maj. Gen. Eagleson. Capt. Beerbower's previous mount will be a subject on one of our future releases.

Undoubtedly one of the longest-lived and most successful P-51 to serve in the E.T.O. could be a dream-subject in almost every modeler's stash for another reason: the second-scoring 354th FG ace was at the controls, while leading group's high-scoring 353rd FS as C.O. Their Normandy

missions over beach-heads, supporting just landed sea- and airborne troops, became crucial effort to establish final Allied air-supremacy, before SHAEF war machine progressed into French mainland. Almost all bocage-fighting Allied soldiers, shared the

faith that every unit could depend on air support - even later, against enemy Panzers. Air support's true value became obvious when every road in Falaise area was clogged with German wrecks, albeit at an evidently high cost: USAAF 4th FG - 'Jitter' Soobalski, Polish RAF 315

Photo by P. K. Davis



Scheme 3 important notes:

- exhaust pipes optionally shrouded or without shrouds;
- flexible antenna wire;
- field-fitted with "Spitfire-style" rear-view mirror;
- both main wheels diamond tread pattern;

P-51C-1-NA s/n: 42-103002

unit: 363 FS / 357 FG
pilot: Lt. Frank Gailer
location: Leiston, UK
date: September, 1944

3

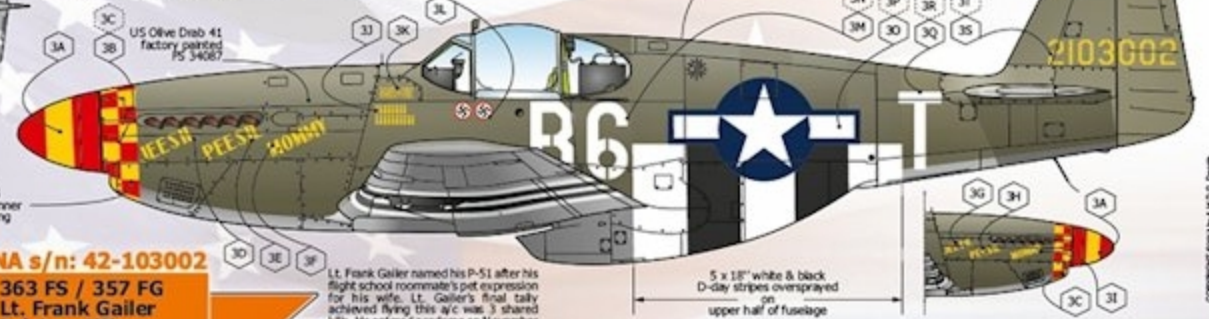
Kit recommended:
 1/48 Tamiya P-51B/C family

yellow band decal. Use 3B + 3C decals to represent 357th FG nose-checker, after nose-area painting yellow (to match FS 33538). Finish with separate "chin-strap" to apply below the spinner in front of chin intake. If any "welding" troubles observed, use separately provided yellow and red triangles or rectangles to "seal" edges - cut to appropriate shape and dimension when necessary. Next step is to represent a/c nose nickname with

decals 3J, 3L, 3F - look at the nose partial scheme for right: general words layout was different on a/c sides (follow photo-reference carefully). If any print register or transparency troubles occurred with kill markings (3L) use "double-ones" provided separately: 3L+3L+3L. Follow then with pilot and crew names (3K or/over 3K) and bombing missions markings (3J). When done, move on with all the

B/W and overpainted D-day paint job, and then proceed with decaling 3J⁺ and 3T⁺ when all masks removed. Don't go "fanatically" accurate with D-day stripes geometry and dimensions - available 357th FG photos show pairs got crudely applied in "hurried-up" manner during rush hours before SHAEF crusade launched. Finish with s/n on the fin and US national insignia standard wings and fuselage locations

and don't forget about 3X+3Y decals exceptional "binocular" outlines on wing leading edge gun openings. If any additional colour desired, we recommend to fix "shiny" NMF fuel droptanks.

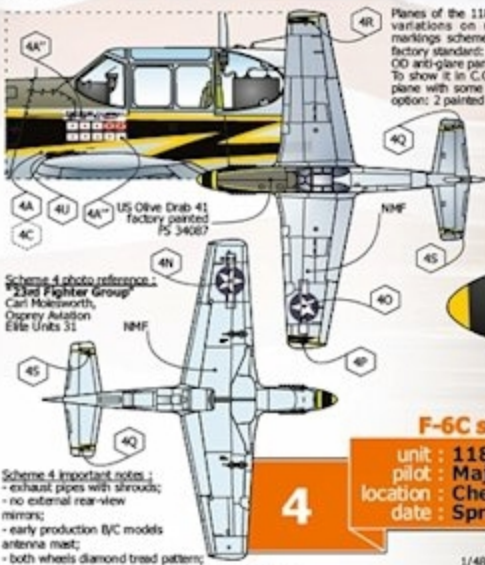


Lt. Frank Gailer named his P-51 after his flight school roommate's pet expression for his wife. Lt. Gailer's final tally achieved flying this a/c was 3 shared kills. He entered academe on November 27th, 1944 flying his next P-51D-5 44-11311 - shooting wing clean off an FW-190, he caused wildly gyrating enemy fighter to collide with its wingman. After the World War II, he stayed in service

with U.S.A.A.F. becoming one of the "top-brass" officers - retired as Brigadier General, and having more than 5,100 flying hours, including more than 2,000 hours in both conventional

and jet fighter aircraft, and more than 500 combat hours - he also completed 235 combat missions in the P-100 Super Sabre over the Republic of Vietnam. Remarkable and remembered effort.

Scheme 3 photo reference:
 Mustang Aces of the 357th Fighter Group
 Chris Bucholz, Osprey Aircraft of the Aces 96



Scheme 4 photo reference:
 23rd Fighter Group
 Carl Moleworth, Osprey Aviation Elite Units 31

F-6C s/n: 42-103604

unit: 118 TRS / 23 FG
pilot: Maj. Edward O. McComas
location: Chengkung, China
date: Spring, 1945

4

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

paper - when up-graded humidity perhaps only for press publicity affairs (as shown on partial cockpit area view far left). 118th TRS groundcrew, "personalized" aircraft with flamboyant black and yellow bolt patterns, a/c nickname painted below exhaust tubes, 600 - tactical number and last three digits of s/n still present, while not entirely removed due to groundcrew's other duties. Spinner was painted yellow and black to match bolt colours. When victory markings choice done, the best way to start is decaling frontal, bigger parts of 118th TRS bolts (4A+4C or 4B+4C) to align them well regarding to kill panel lines - from spinner to

cockpit area (4U data block should be decal'd prior to look partially "overpainted" with bolt). Continue then with kill markings (4A* or 4B* or 4C* or 4D* or 4E* or 4F* or 4G* or 4H* or 4I* or 4J* or 4K* or 4L* or 4M* or 4N* or 4O* or 4P* or 4Q* or 4R* or 4S* or 4T* or 4U* or 4V* or 4W* or 4X* or 4Y* or 4Z*) - depending on the choice you made. When done, proceed with fuselage US national insignia (4G+4O) and then complete pattern with art fuselage bolt ends (4E+4E* & 4G+4G*) - to avoid any "sealing" issues. Next step is to decal 118th

TRS vertical stabilizer markings (4J+4K), tactical number (4H+4I) and s/n digits (4J+4K). Continue then with horizontal stabilizer bolts and wings markings. Although our choice of correct a/c nickname is "MISSY", 4T* decal was also provided for "MISSY" believers (congregation 1) - cut-out "MISSY" from 4T* to complete with 4T*, or just decal 4T* over 4T* applied before. If any additional colour desired, fix "old-

fashioned" Neutral Gray 75 US gallons fuel drop tanks.



Aggressive CO, Ed McComas led 118th TRS to China in mid-1944 to join 23rd FG as its fourth squadron. His personal goal of becoming the top-scoring ace in C.B.I. almost succeeded. Pre-war NG unit from Connecticut, consisting highly trained pilots led by the aggressive CO, was eager to make his presence felt - 6A missions were conducted by the end of

June, and by the end of October first pilot entered academe - Capt. Oran S. Watts. Although McComas side-lined by illness during the squadron's initial combat missions, he scored 14 confirmed kills between October 16th and March 18th 1944. Five victories on 23rd December, making him the only ace-in-a-day* among the other 14th AF pilots.

118th TRS adorned their aircraft with distinctive black bolt trimmed with yellow, that ran nearly entire fuselage length - and what was specific to the unit, full form of these markings varied in details from one to next plane. Despite differences between particular planes, world-wide modeler community was given with the one of the most actively marked P-51s in the whole C.B.I. theatre.