

**eduard**

LIMITED EDITION

1/48



# Very Long Range: Tales of Iwojima

## INSTRUCTION SHEET

11142-NAV1

Produced under license.  
Boeing, P-51 Mustang  
their distinctive logos,  
product markings and  
trade dress are trademarks  
of The Boeing Company.



## Forewords by Brian Walters

Operating from three runways on the island of Iwo Jima, the VLR (Very Long Range) Mustangs of the United States Army Air Forces 7<sup>th</sup> Fighter Command were able to use the extended range of the P-51 to fly to and from the mainland of Japan for escort and ground attack missions. The 15<sup>th</sup>, 21<sup>st</sup>, and 506<sup>th</sup> Fighter Groups (FG) formed this force of P-51's, often sending one hundred-plus aircraft to Japan. Fighting not only the enemy, but also enduring harsh weather issues, environmental hazards of the island, and lack of incoming intelligence and supplies, the FGs persevered and contributed a great deal to victory in the Pacific. In addition to the 51 VLR missions to Japan, their operations also included 171 strike missions to the Bonin Islands and over 10,000 hours of Combat Air Patrol around Iwo Jima.

The 15<sup>th</sup> FG was formed before the war and was involved in combat at Pearl Harbor. The 15<sup>th</sup> FG was essentially created for the defense of the Hawaiian Islands, however they did deploy in P-39s and P-40s to the Central Pacific, including Canton and Baker islands. While combat activity was relatively quiet there, the group played a central role in Operation Flintlock; the Gilbert and Marshall Islands campaign. The 15<sup>th</sup> FG, now comprised of the 45<sup>th</sup>, 47<sup>th</sup>, and 78<sup>th</sup> Fighter Squadrons (FS) arrived on Iwo Jima on March 7<sup>th</sup>, 1945 before US occupation was complete. Their first missions involved close air support of Marines on the island. Flying from South Field (Airfield #1), the 15<sup>th</sup> FG also began missions to the Bonin Islands, which were located about 150 miles north of Iwo Jima. This small group of Japanese territories included Haha-Jima and Chichi-Jima, well-known as the location US president George H.W. Bush was shot down in his TBF Avenger.

Joining the 15<sup>th</sup> FG early on was the 21<sup>st</sup> FG who would fly from Central Field (Airfield #2). Activated in April of 1944, the 21<sup>st</sup> FG absorbed the 46<sup>th</sup> FS and 72<sup>nd</sup> FS (previously attached to the 15<sup>th</sup> and 318<sup>th</sup> FGs) as well as the newly formed 531<sup>st</sup> FS. The group was declared operational for tactical combat on March 24<sup>th</sup>, 1945 from Iwo Jima. Just two days later, the 21<sup>st</sup> FG along with the 549<sup>th</sup> Night Fighter Squadron (NFS) bore the brunt of a Japanese Banzai attack of about 250 soldiers. The 21<sup>st</sup> FG suffered 14 killed and 50 wounded. The total casualties among all units involved in this attack was 44 killed and 88 wounded. Shortly thereafter, the 21<sup>st</sup> FG got their chance to strike back with their first mission to Chichi-Jima, sending 32 P-51's to attack a radar installation.

On April 7<sup>th</sup>, 1945, the first VLR mission was flown. This mission achieved several historic records: it was the longest flight mission over water to hit a target, the longest mission ever flown by P-51 Mustangs, and the first time land-based fighters had invaded the skies over Japan. The mission itself was an escort of B-29s from the 73<sup>rd</sup> Bomber Wing attacking the Nakajima Aircraft Engine Plant in Tokyo. More than ninety P-51s from both the 15<sup>th</sup> and 21<sup>st</sup> FGs departed Iwo Jima and rendezvoused with their B-29 navigator aircraft that led them to the bomber force over the coast of Japan. The Mustang pilots stayed with the bombers, only attacking Japanese aircraft when they threatened the B-29s. Even so, they scored 21 enemy fighters destroyed, with 6 probable and 10 damaged. Only three B-29s were lost: 2 to anti-aircraft fire and 1 to a Japanese bomb dropped on the formation. Both XXI Bomber Command and Seventh Fighter Command were very pleased with the results.

After more VLR missions to Japan and attacks on the Bonin Islands, the 506<sup>th</sup> FG joined the fight on May 16<sup>th</sup>, 1945, as they were waiting for North Field (Airfield #3) to be completed. The 506<sup>th</sup> FG was formed in October 1944 in Lakeland, FL, specifically for the VLR mission. This new group included the 457<sup>th</sup>, 458<sup>th</sup>, and 462<sup>nd</sup> FSs and immediately started training for the long-range flights. The group consisted of combat veterans, stateside pilot instructors and new replacement pilots who had all logged many hours in the P-51 by the time they deployed. The 506<sup>th</sup> FG immediately started flying Combat Air Patrol (CAP) and on May 18<sup>th</sup>, the 462<sup>nd</sup> FS sent 12 P-51s with 500 pound GP bombs to attack Chichi-Jima. Due to weather issues, the first VLR mission for the group was executed more than a week later. On May 28<sup>th</sup>, 1945 the 506<sup>th</sup> FG sent 53 Mustangs for a strafing attack on Kasumigaura airfield in the Mito area of Honshu, Japan.

Shortly thereafter, one of the worst non-combat losses during the war for the US occurred on June 1<sup>st</sup>, 1945. The objective was for all three fighter groups to provide escort for more than 400 B-29s on a bombing mission to Osaka City, Japan. 148 P-51s from all three groups took off from Iwo Jima to join with their "mother hen" B-29s navigators. About 350 miles into their journey, they encountered a monstrous storm front. Due to the uncertainty of the navigating B-29s, an inexperienced weather observer, and some say pressure to move on with the mission because of several previous weather aborts, the Mustangs were led into the deadly front. By the end of the catastrophe, only twenty-seven P-51s prevailed to complete their mission. Twenty-four pilots and their Mustangs were lost, not one to enemy fire.

A typical VLR mission was a substantial combined effort that included several branches of the US military. Every mission started with a B-24 weather plane flying the route 6-10 hours before the mission, as well as a B-29 flying approximately 100 miles ahead of the main force to report on the current weather. Then, once the Mustangs took off, navigator B-29s led the P-51s to and from the Japan mainland, as precision navigation in a single-seat aircraft flying completely over water was impractical. Several P-61 Black Widows would also act as navigators, flying about an hour north of Iwo Jima to accompany Mustangs to the rendezvous point. The P-61s also returned any spare aircraft not needed for the mission. B-24s also often participated in these missions as communications relay aircraft. All the aircraft often would then be able to assist in air-sea rescue of downed pilots. Along the route from Iwo Jima to Japan and back, the US Navy and the Army Air Sea Rescue coordinated a minimum of 5 rescue stations. These stations would be composed of surfaced submarines at the two- or three-points closest to Japan,



destroyer ships on the remaining stations, and airborne Dumbo aircraft circling overhead. When a Mustang pilot discovered that they could not make it back to Iwo due to damage or aircraft malfunction, they would be vectored to the nearest rescue station. At the last rescue station, four P-51s were assigned on every mission to provide top cover for the surfaced submarine about 10 miles off the coast of Japan. The navigating B-29s circled off the coast and waited until they had between 15 and 20 P-51s before starting their return trip to Iwo. Once the Mustangs got close enough to Iwo Jima, P-61s would again be able to assist in navigation, as well as having Army amphibious vehicles prowling the Iwo Jima beaches ready for any pilots having to ditch close to the island.

As for the P-51 aircraft itself, all three fighter groups flew standard block P-51D-20-NA and P-51D-25-NA Mustangs, with a few modifications that were made to enhance the airplane on the VLR missions. The most visible and arguably most important modification was the "Uncle Dog" homing beacon system. Twin antenna masts for the AN/ARA-8 VHF homing adapter were installed on the spine of the fuselage of the P-51s. The normal AN-104-A radio antenna mast was then moved to the underside of the aircraft, centered in front of the wheel wells. The navigator "Mother Hen" B-29s transmitted a homing beacon to and from Japan, which the P-51's system would pick up and convert to an audio signal consisting of the International Morse Code letter's "U" or "D". Guided by the transponder beacon, the pilot turned his aircraft to follow a steady tone in his headset of both letters to indicate they were on course. The signal was also transmitted from Iwo Jima from the top of Mt. Suribachi to aid with navigation to the island. The Uncle Dog modifications were done 'in theater' by the groups, with the last P-51 on Iwo receiving the installation in mid-June 1945. This new system required some training for the pilots. Also modified was the SCR-695 IFF (Identification friend or foe) transmitter, which was placed in the cockpit, behind the normal SCR-522 radio command set. In doing so, the battery was moved from its normal placement behind the SCR-522 to inside the engine compartment. A small air scoop for cooling was then added on the port side of the fuselage, just above and before the leading edge of the wing. The P-51 was also equipped with AN/APS-13 Tail Warning system but many pilots turned it off and some squadrons removed it altogether. The purpose of this system was to indicate the presence of aircraft in the rear, which when detected lit a warning lamp in the cockpit and rang a bell. Besides these modifications, crew chiefs found it necessary to deal with the constantly blowing dust and dirt by covering up as many of the openings on the P-51 as possible. Covers were used on the front cowl vents, machine gun barrels, as well as on the shell case ejection chute openings on the underside of the wings.

On the VLR missions, the P-51s always carried either 110 or 165 gallon drop tanks. The 110 gallon tanks were used as the main drop tank for missions, while the 165 gallon tanks were mainly used for carrying rockets and Air Sea Rescue top cover sorties. Because of the oversized nature of both tanks, sway braces were used to help support them. These braces were mainly constructed while on Iwo, initially made out of leftover plywood found on the island. However, there were problems with these as some warping or bending of the wood could cause the tanks to not release properly. Scrap metal was then used by engineering sections to furnish proper type braces for the 110-gallon tanks. Because of flying mostly over water, Cpt. Jim Tapp and Cpt. Vic Mollan of the 78<sup>th</sup> FS constructed a droppable rescue kit, which was later codenamed "Josephine". The kit, which included an A-3 life raft, survival radio, rations, and visual signal equipment, was placed into a modified 110 gallon drop tank. The tank would be released, separate, and parachute the contents to the downed pilot. In addition to the drop tanks and Josephine, 500 pound general purpose bombs were used in attacks on the Bonin Islands and early on close air support missions. In May 1945, a few squadrons like the 78<sup>th</sup> and 531<sup>st</sup> started installing rocket launchers on their P-51s. However, due to the lack of available rocket kits, not every Mustang in all squadrons were equipped with them by the end of the war. The P-51s were able to carry a maximum of three 5 inch rockets under each wing with the 165 gallon drop tanks to account for the extra drag. Another obstacle to overcome was the introduction of the new K-14A gunsight. Pilots had no previous training on how to use it and parts for the gunsights were not in supply until late summer 1945.

Between April 7<sup>th</sup> and August 14<sup>th</sup>, 1945, a total of 51 Very Long Range missions were flown with 41 being effective. There were 9 non-effective weather aborts and 1 missed escort meeting. Weather was a major factor, and besides the 9 mission aborts, many other missions were delayed or changed before the P-51s ever took off. While each effective VLR mission had an average flight time of 7.3 hours, reports of pilots flying more than 8 hours and landing with only several gallons of fuel left was common. When the 7<sup>th</sup> Fighter Command was given the directive that they would be tasked with escorting the B-29s from the Marianas, that is exactly what they prepared and planned for. However, it was soon apparent once the VLR missions started that escorting the B-29s would not be needed as the Japanese began to keep most of their aircraft on the ground, hidden and safe, realizing the strong possibility of a full US invasion of their homeland. The 506<sup>th</sup> FG, for example, had only seen a maximum of 40 enemy aircraft in the air at one time and that was in the beginning of June. Out of the 51 VLR missions only 14 were of the escort type with only 3 occurring in July and August. The 7<sup>th</sup> Fighter Command then turned to having the P-51s attack targets of opportunity in Japan on the surface. And while not the most ideal platform for ground attack, the P-51 performed admirably in the 39 VLR strike missions to Japan. In their somewhat short participation in the war, 7<sup>th</sup> Fighter Command racked up an impressive tally of 225 enemy aircraft destroyed in the air, with 56 probable and 119 damaged. On the ground they claimed 219 destroyed and 450 damaged, as well as hundreds of surface vessels, locomotives and railroad cars, buildings and hangers, and radio/radar stations. Those numbers, however, did come with a cost of the lives of 107 pilots.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS \* INSTR. SYMBOLS \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

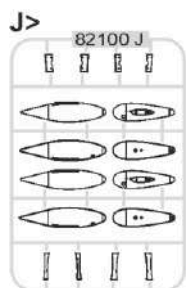
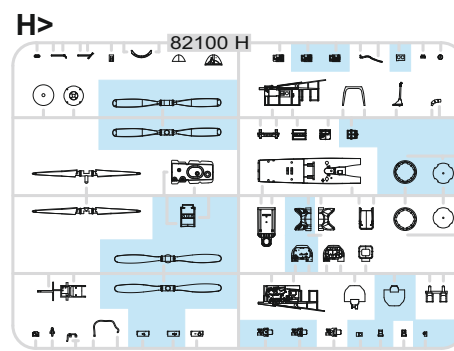
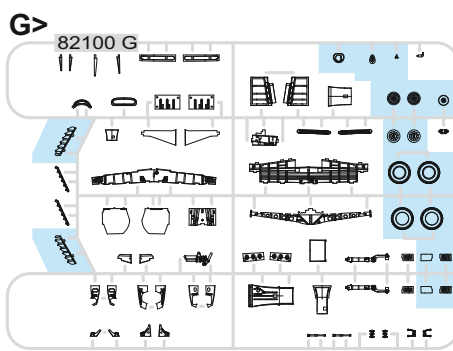
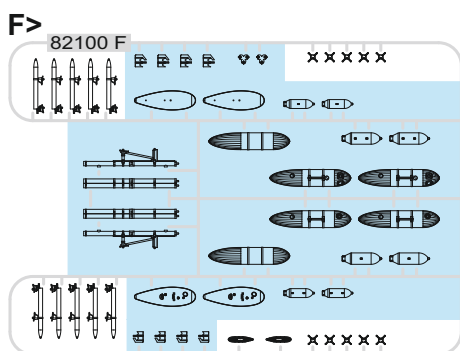
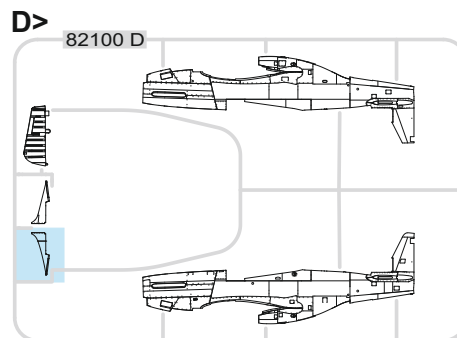
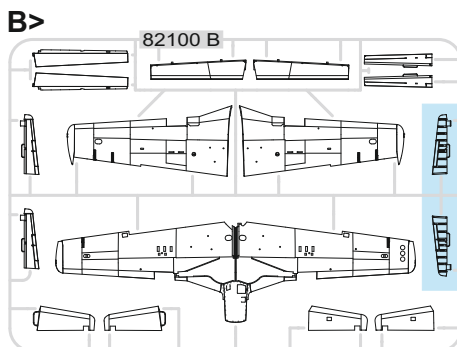
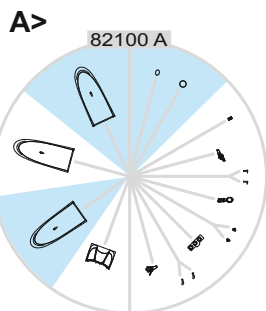


PIÈCES

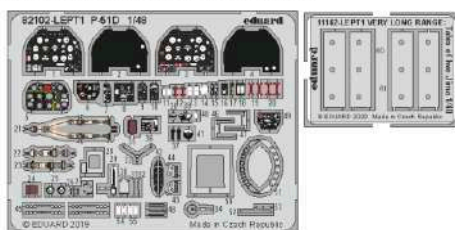


部品

## PLASTIC PARTS



## PE - PHOTO ETCHED DETAIL PARTS



## RP - RESIN PARTS



## EDUARD MASK



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE



色

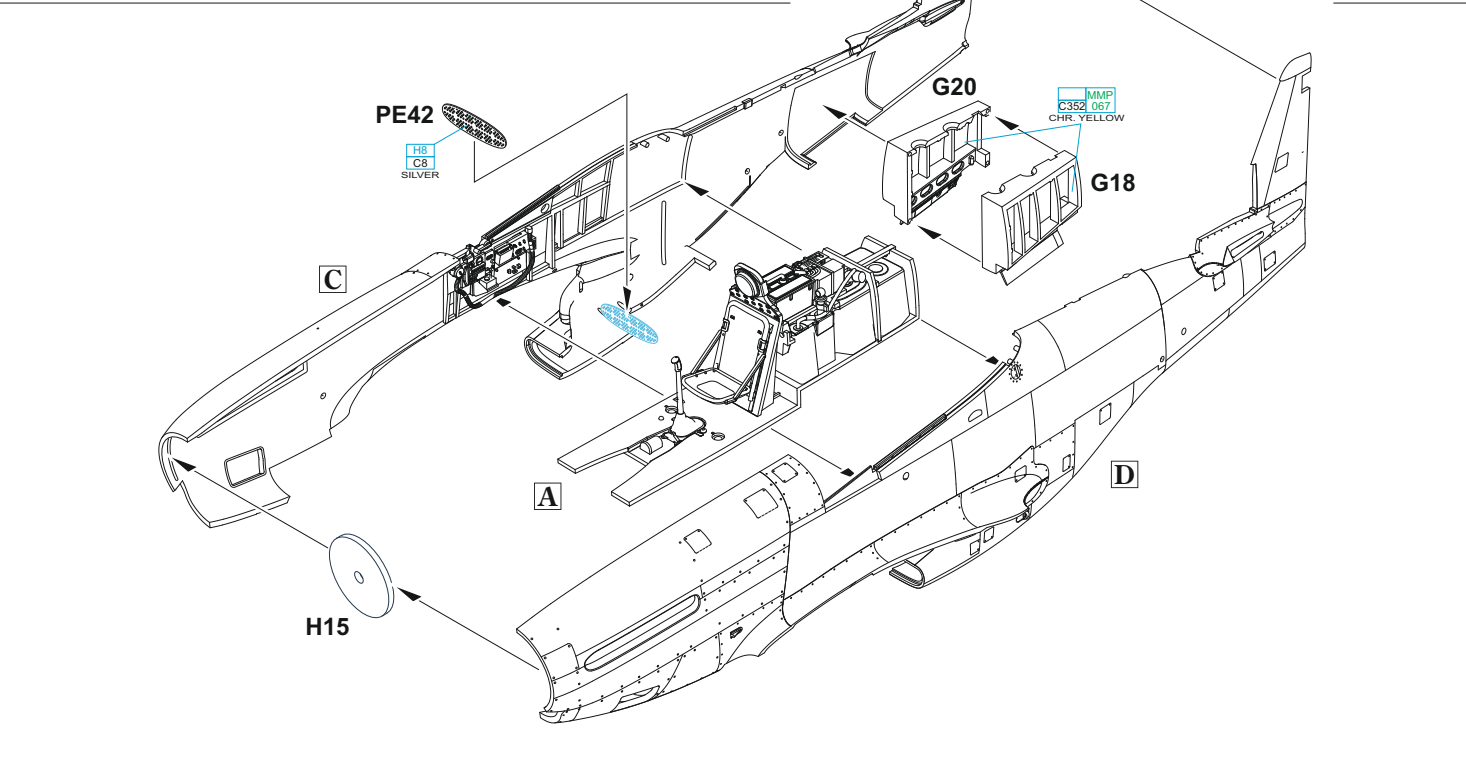
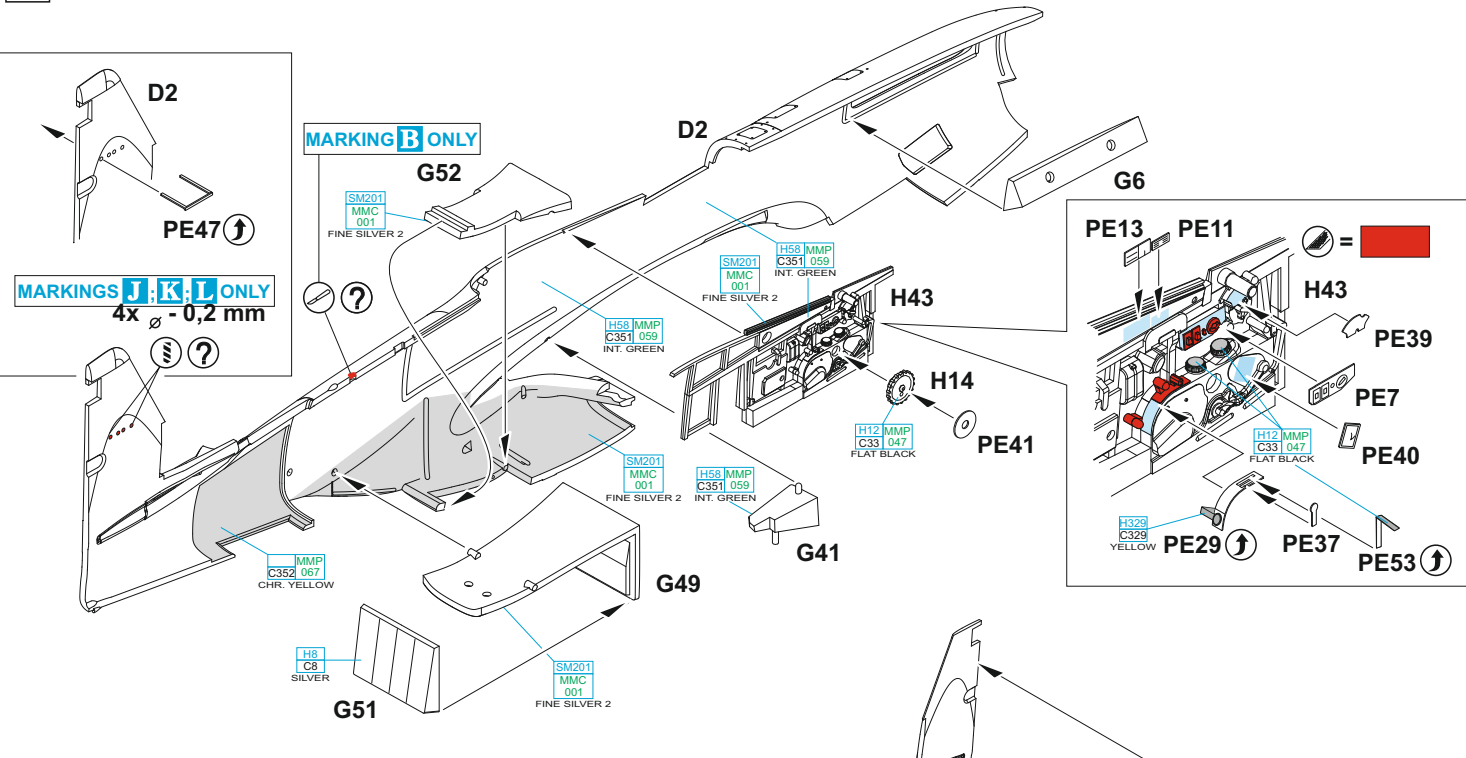
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H15	C65		BRIGHT BLUE
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H91	C48		CLEAR YELLOW

GSI Creos (GUNZE)			MISSION MODELS
AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H316	C316	MMP-104	WHITE
H327	C327	MMP-101	RED
H328	C328		BLUE
H329	C329		YELLOW
	C135	MMP-018	RUSSIAN GREEN
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER
	SM203		SUPER IRON

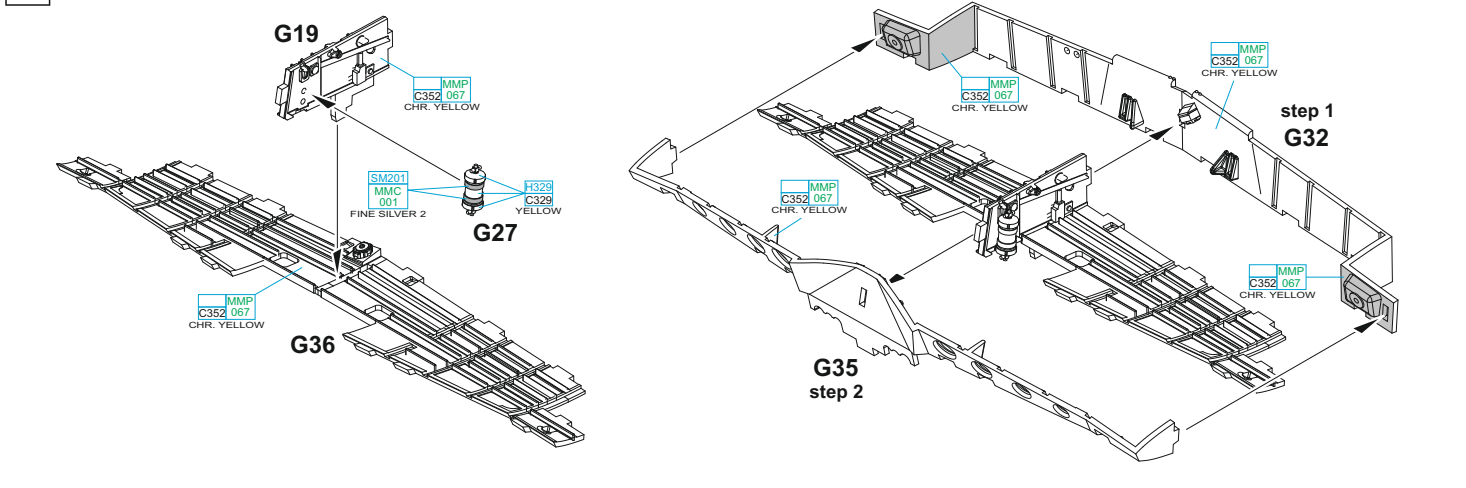


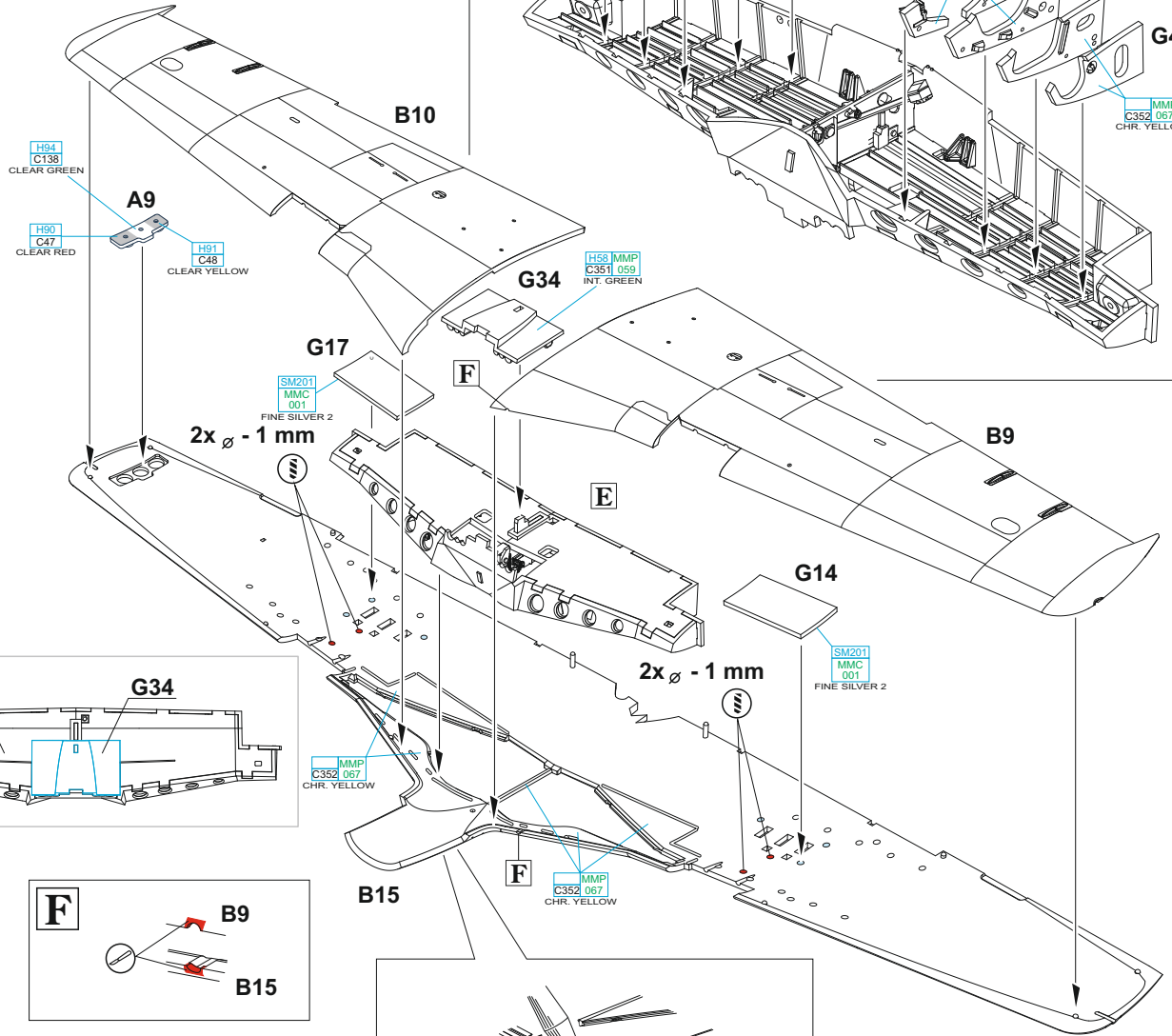
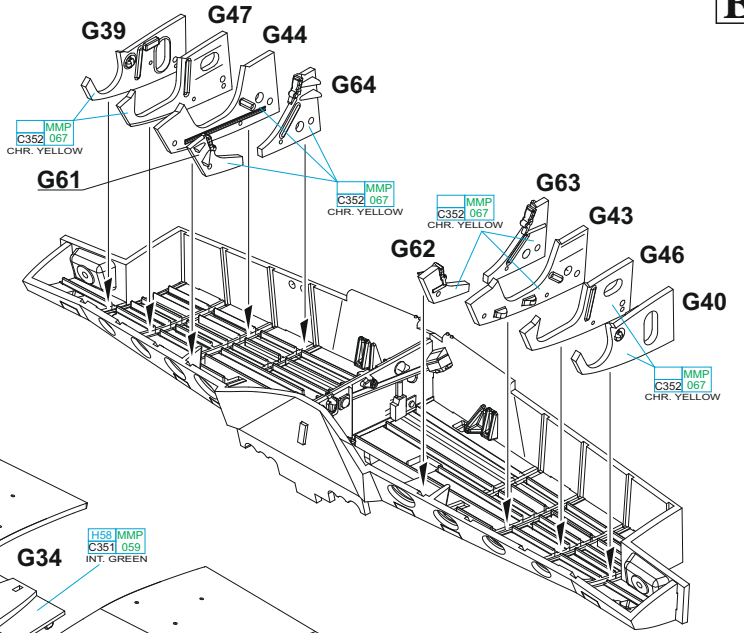
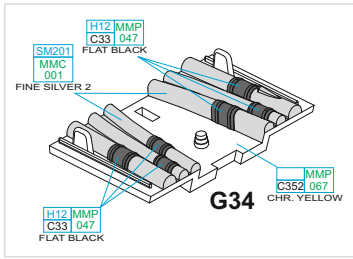


**D**

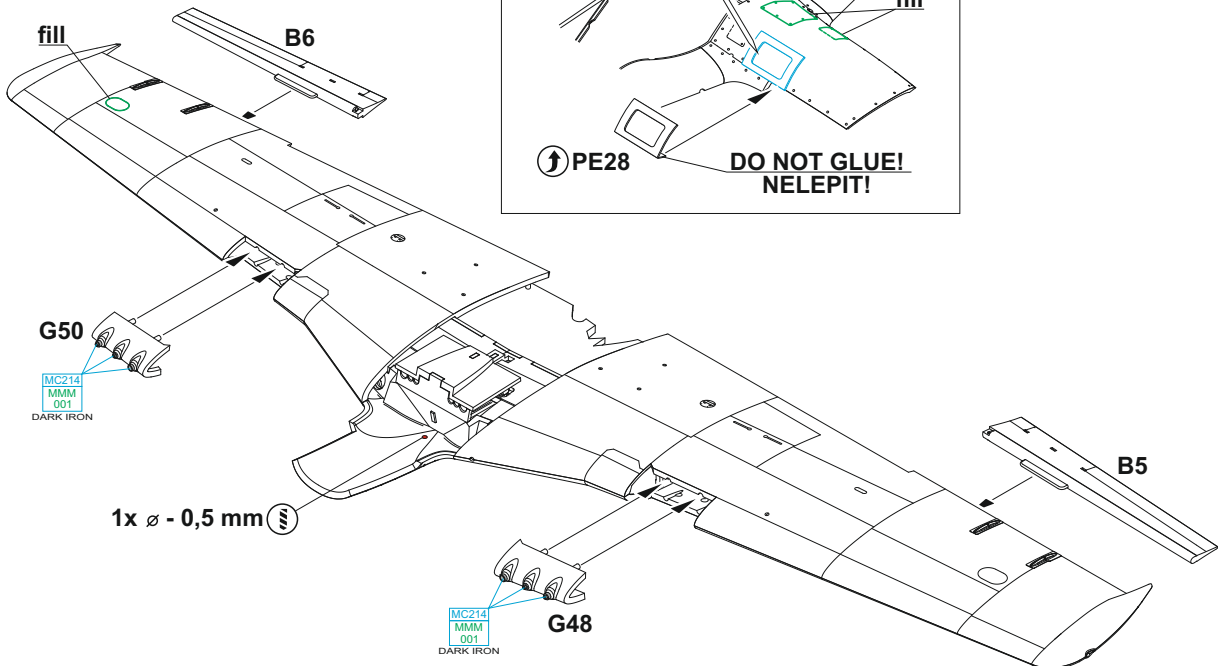
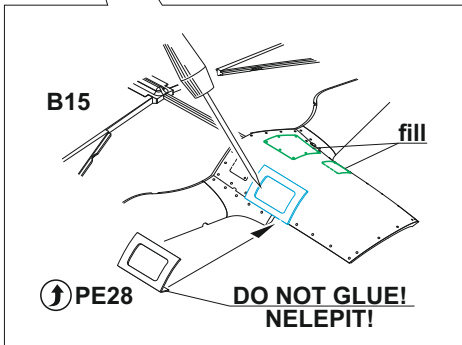
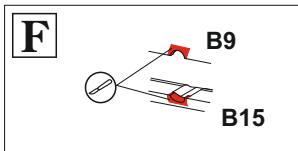
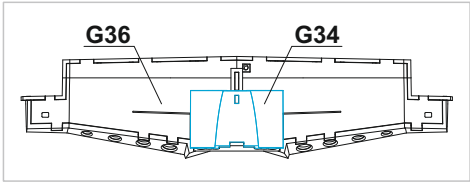


**E**

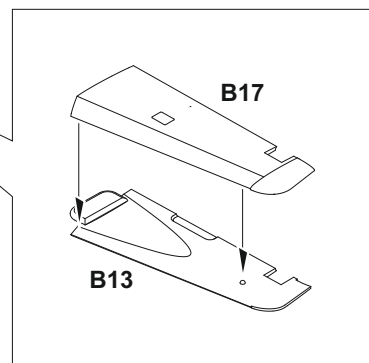
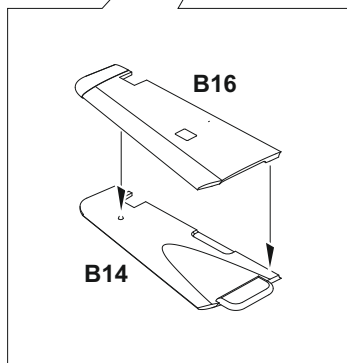
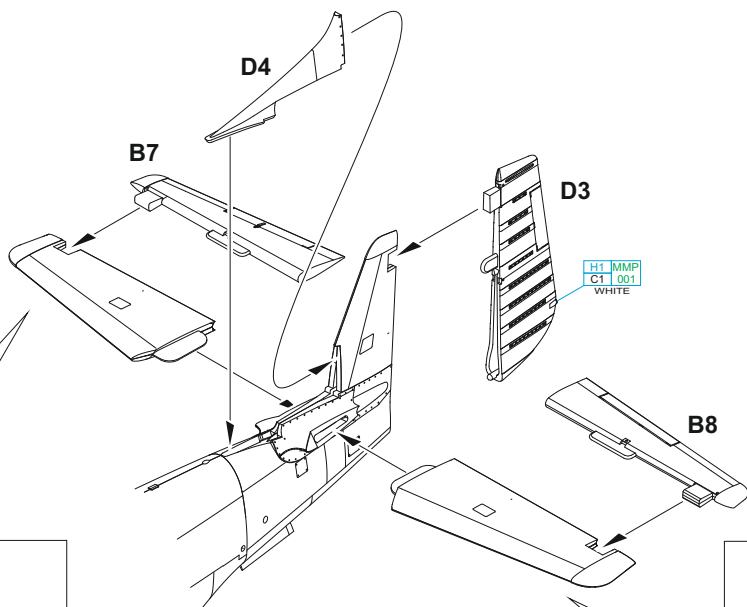
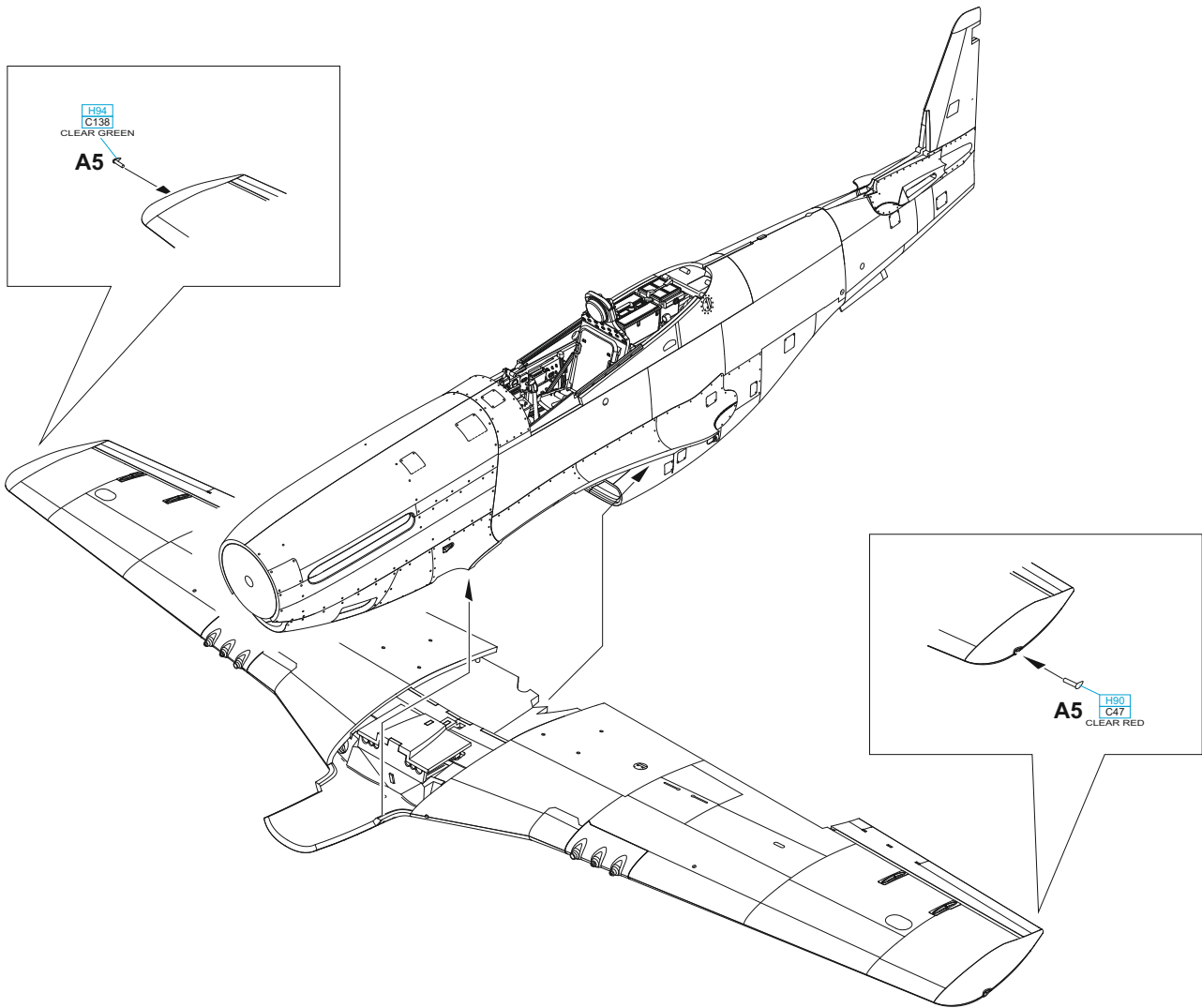


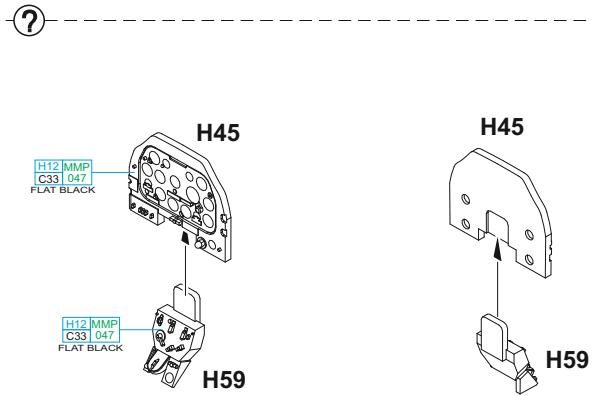
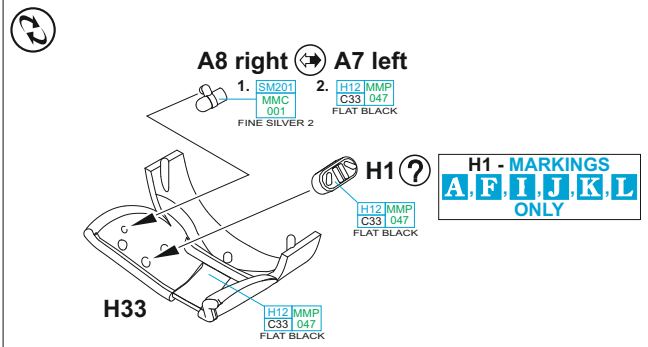
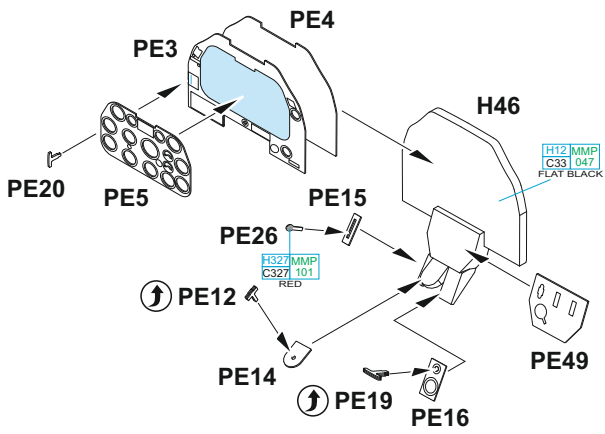


UPPER VIEW

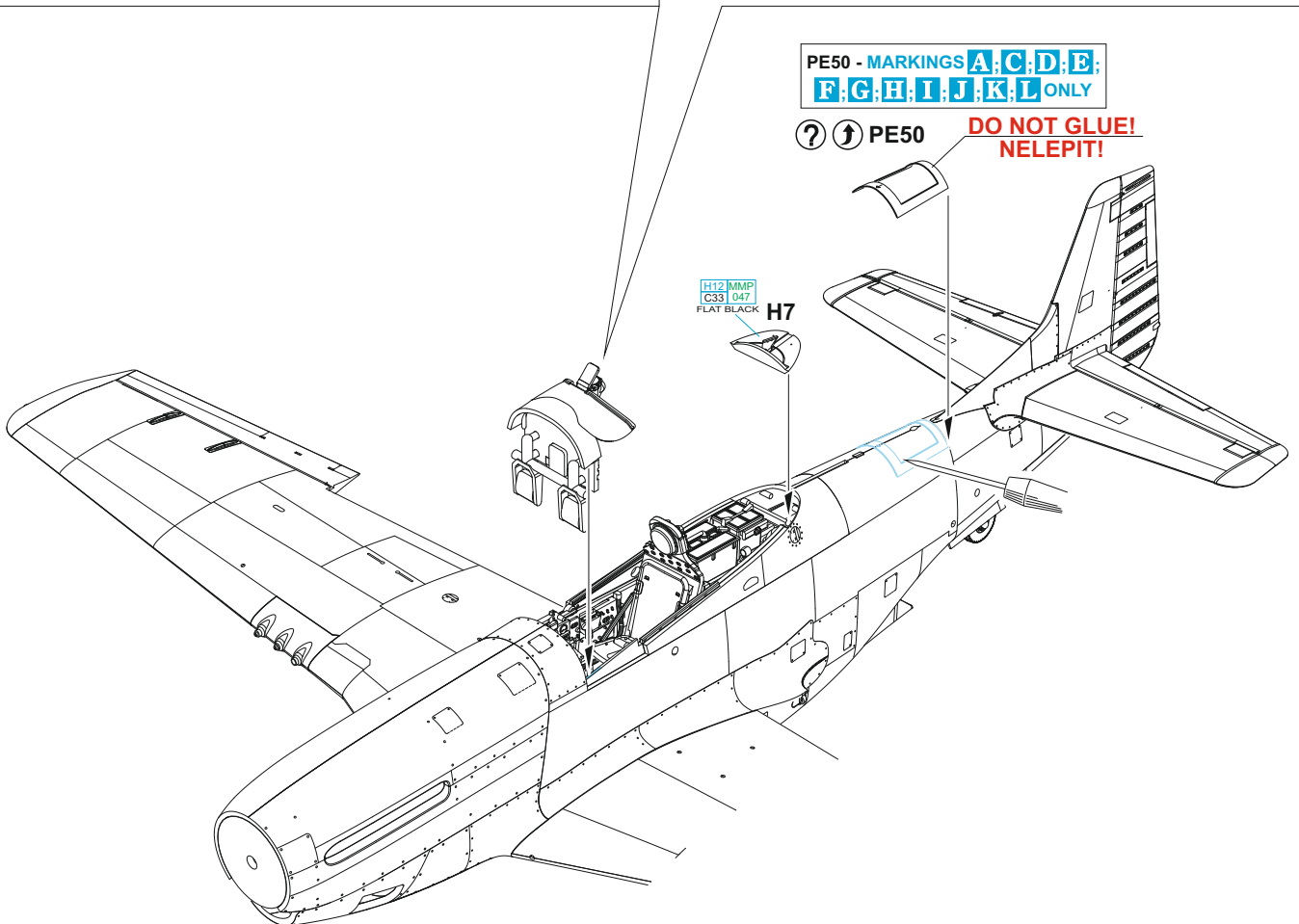
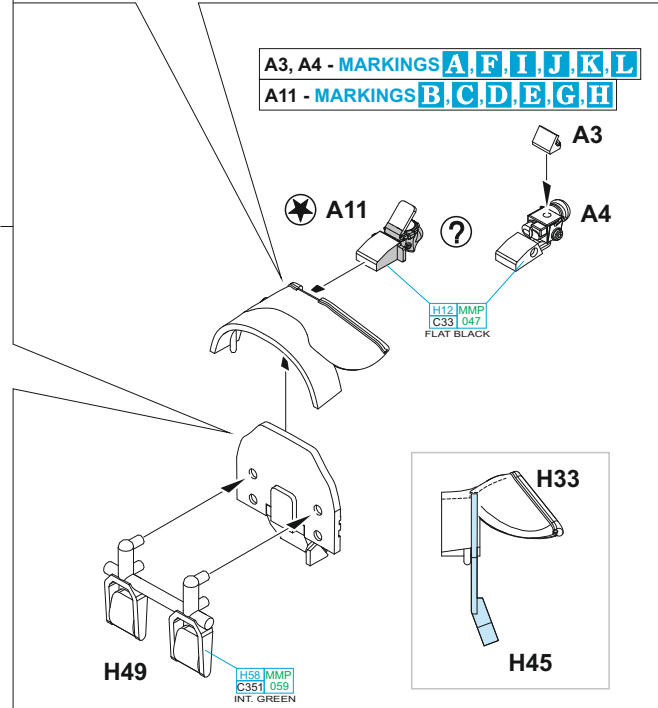


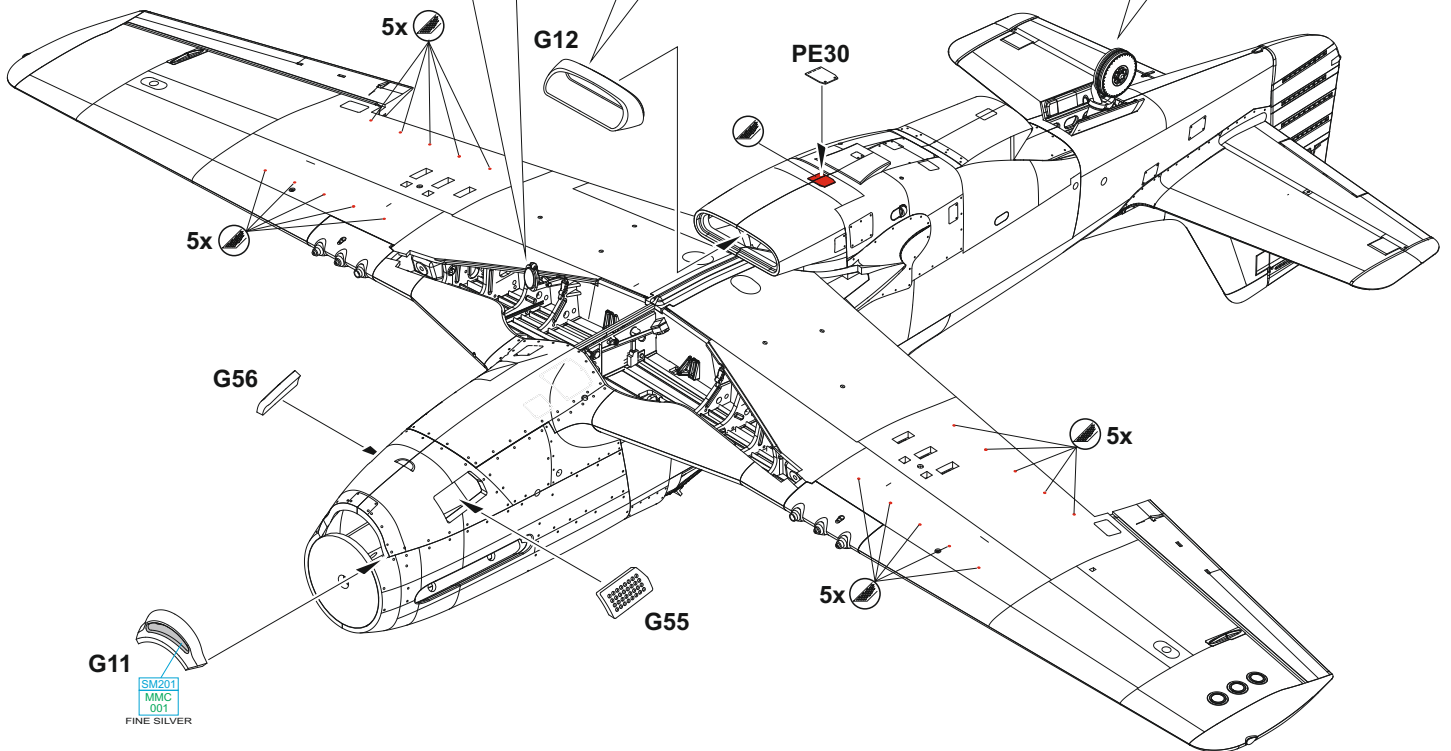
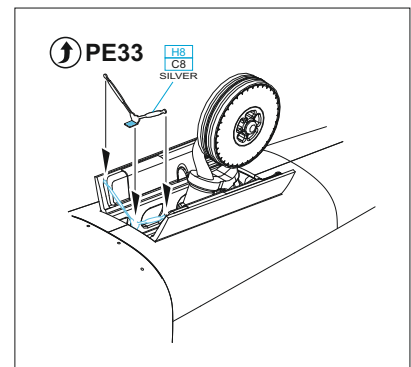
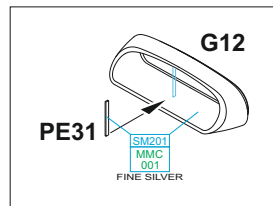
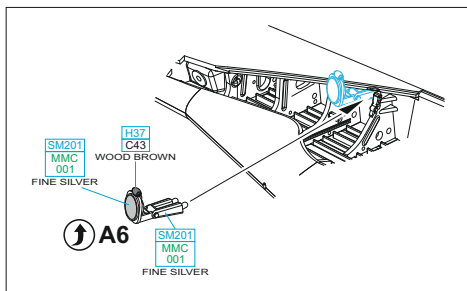
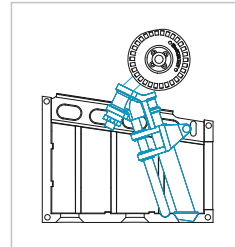
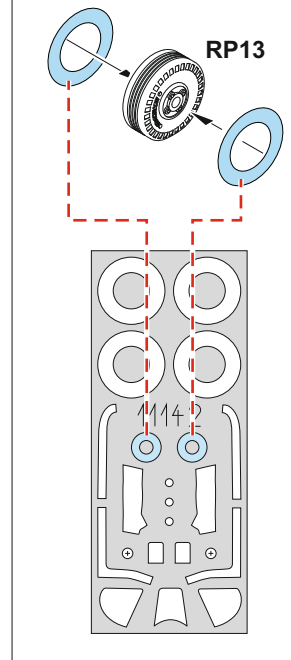
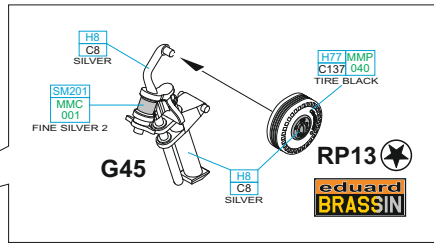
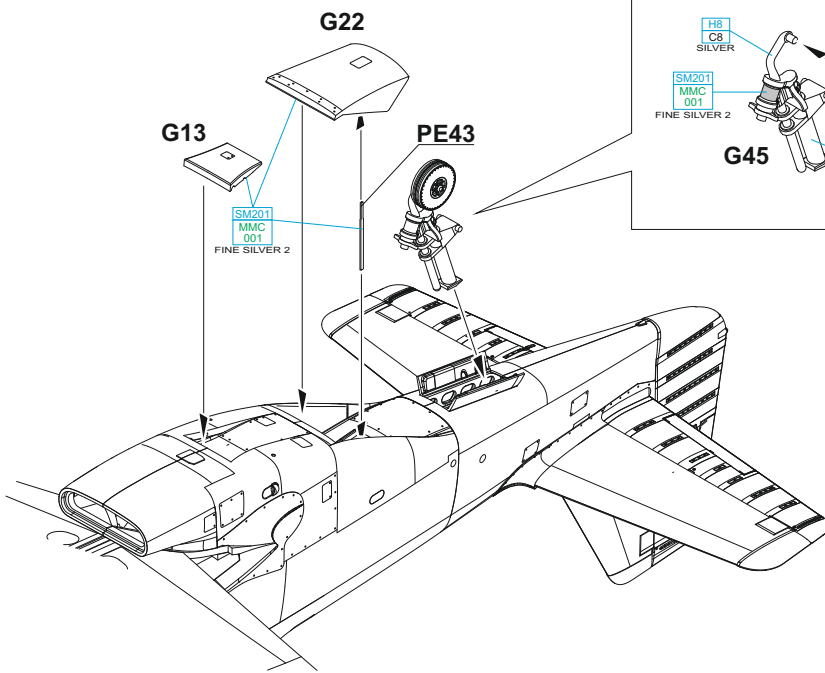






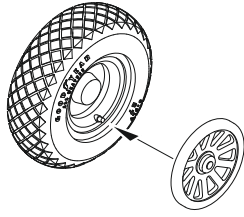
OPTIONAL: decal 98, 99, 100, 101, 102



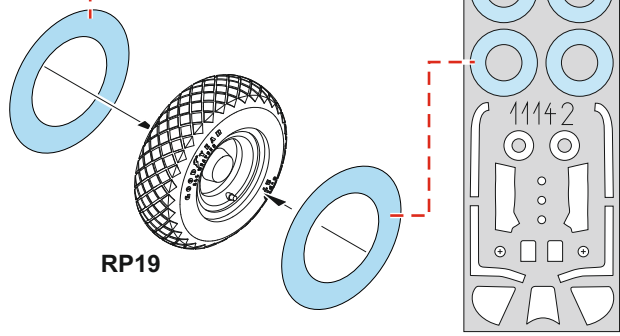




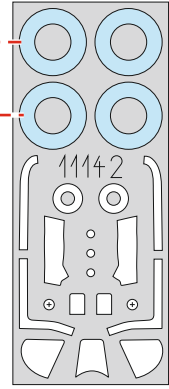
RP19



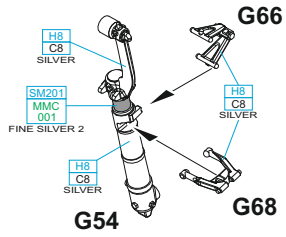
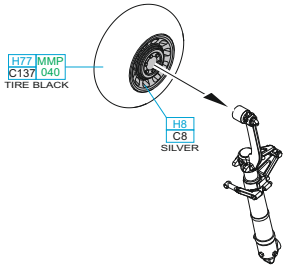
RP12



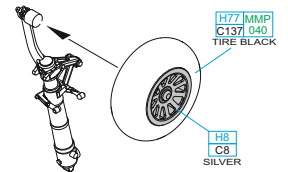
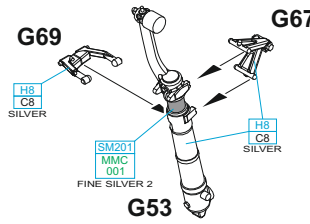
RP19



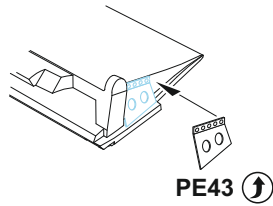
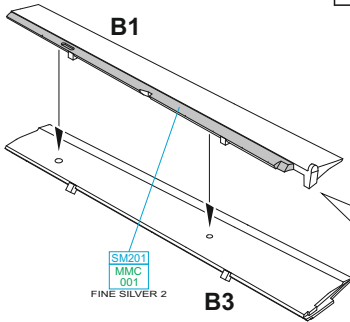
**G**



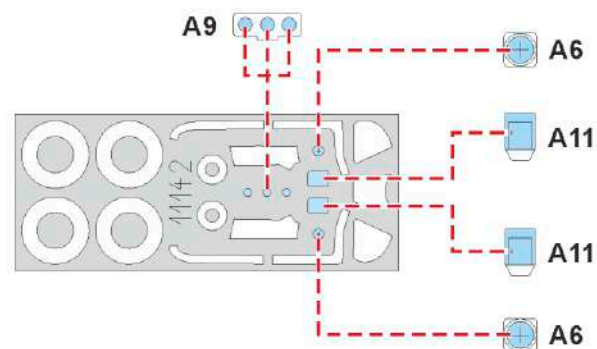
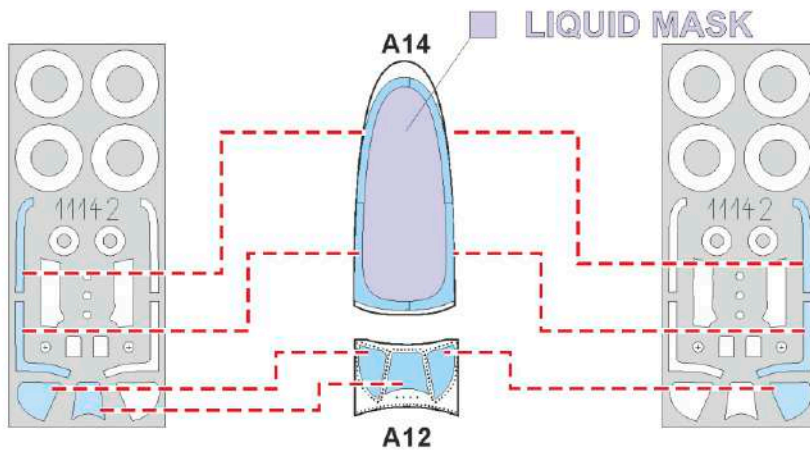
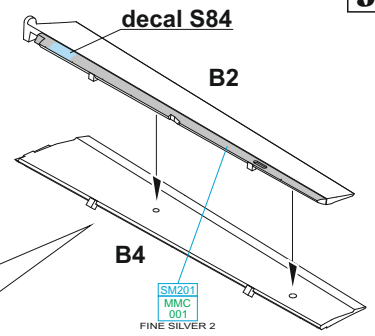
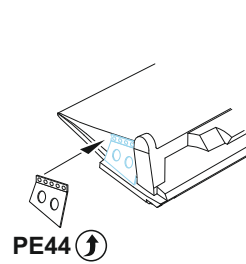
**H**

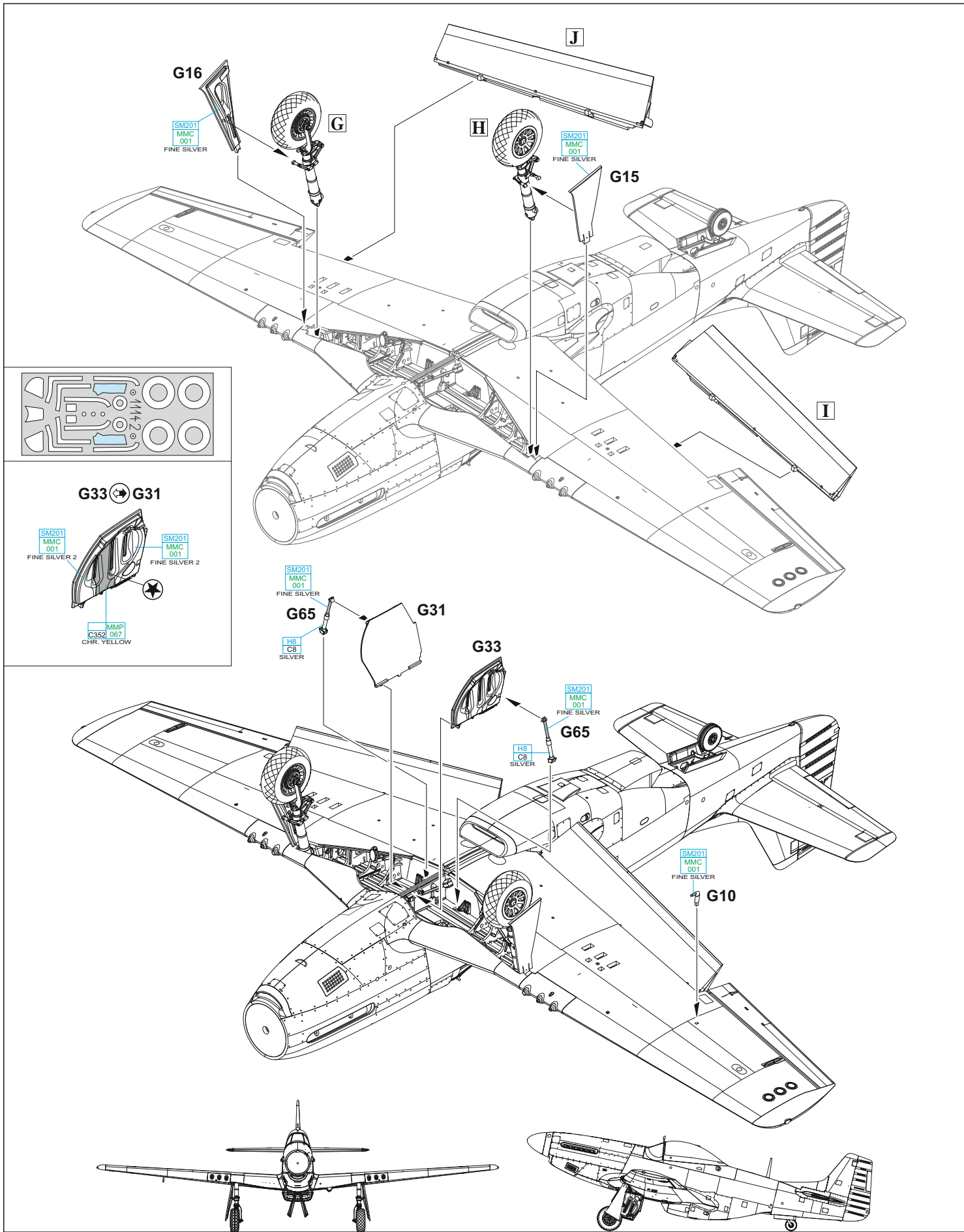


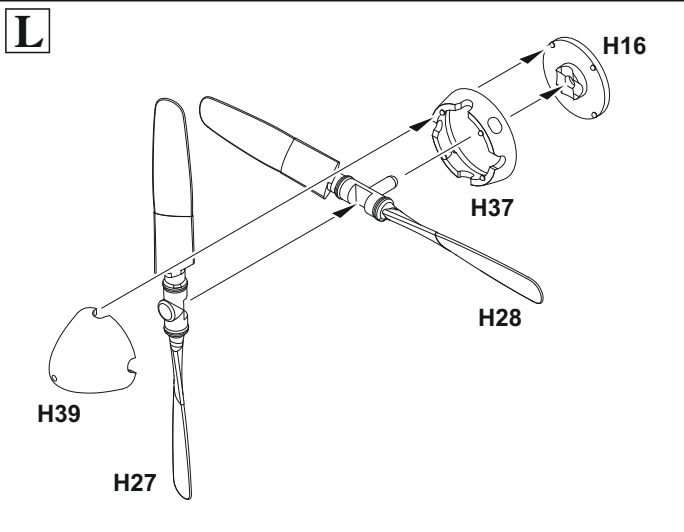
**I**



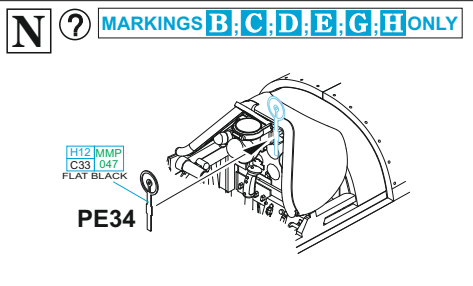
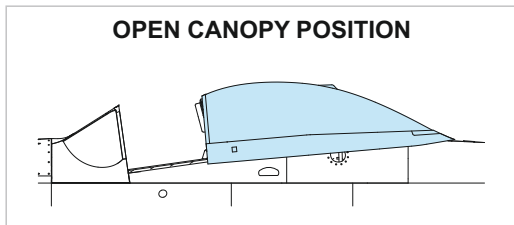
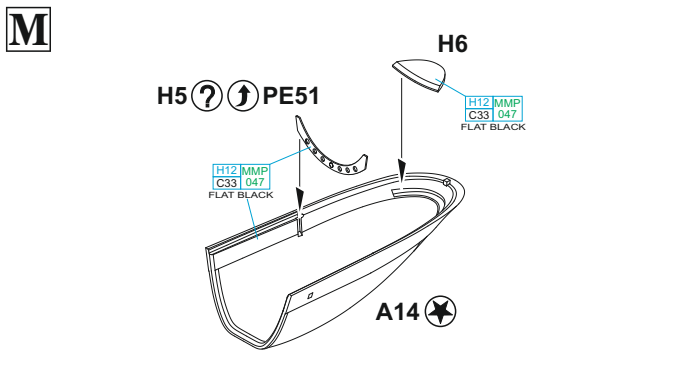
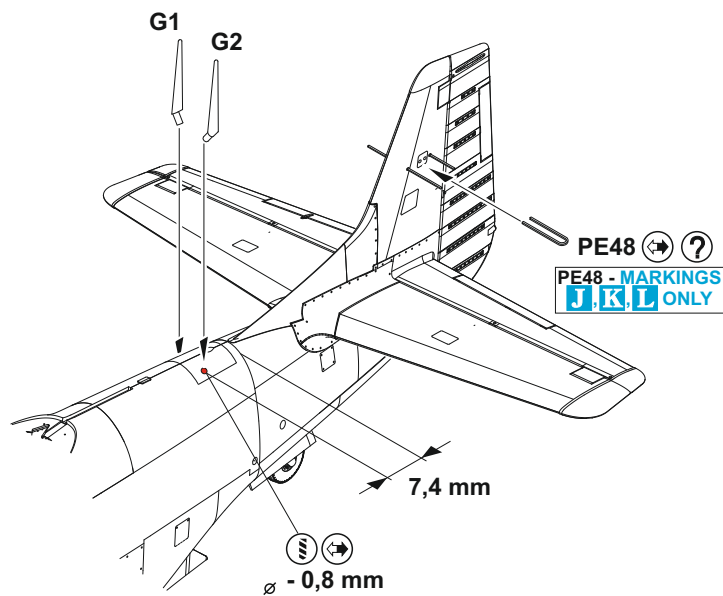
**J**





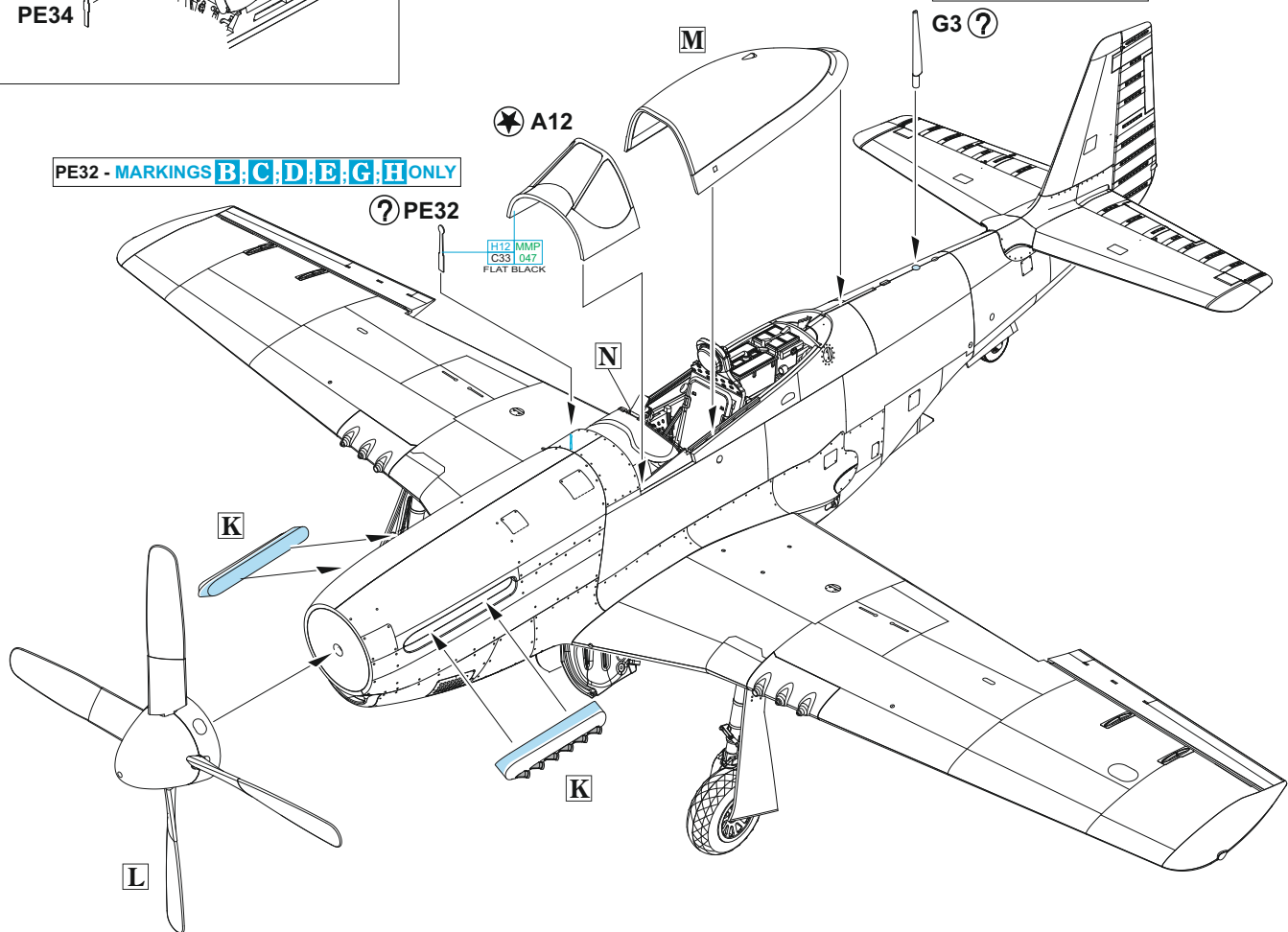


MARKINGS **A:C:D:E:F:**  
**G:H:I:J:K:L** ONLY



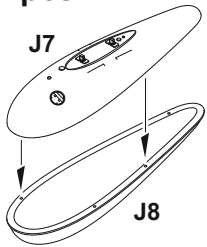
G3 - MARKING **B** ONLY

PE32 - MARKINGS **B:C:D:E:G:H** ONLY

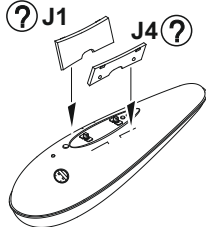




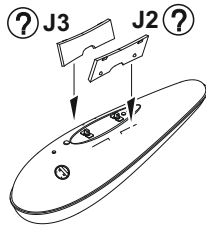
2 pcs.



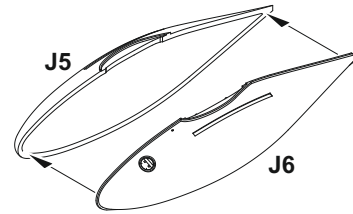
**O**



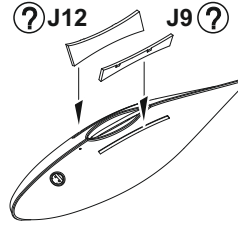
**P**



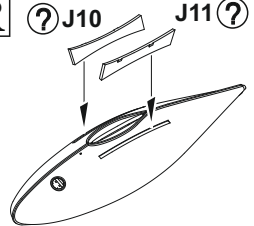
2 pcs.



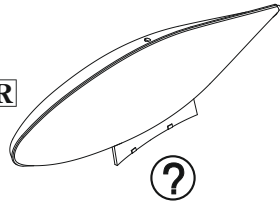
**Q**



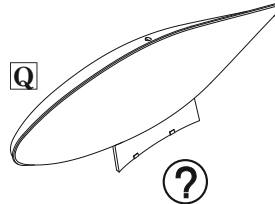
**R**



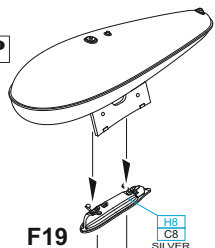
**R**



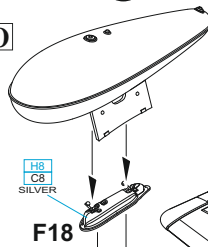
**Q**



**P**



**O**



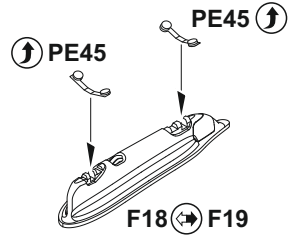
F19

H8  
C8  
SILVER

G4

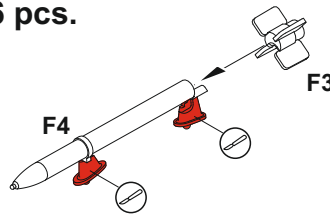
F18

H8  
C8  
SILVER

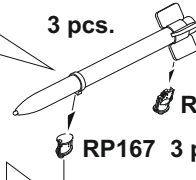


F18 → F19

6 pcs.



3 pcs.



RP168 3 pcs.

RP167 3 pcs.

MARKINGS **A** **C** **E** **F** **I** ONLY

3 pcs.

RP168 3 pcs.

RP167 3 pcs.

PE60

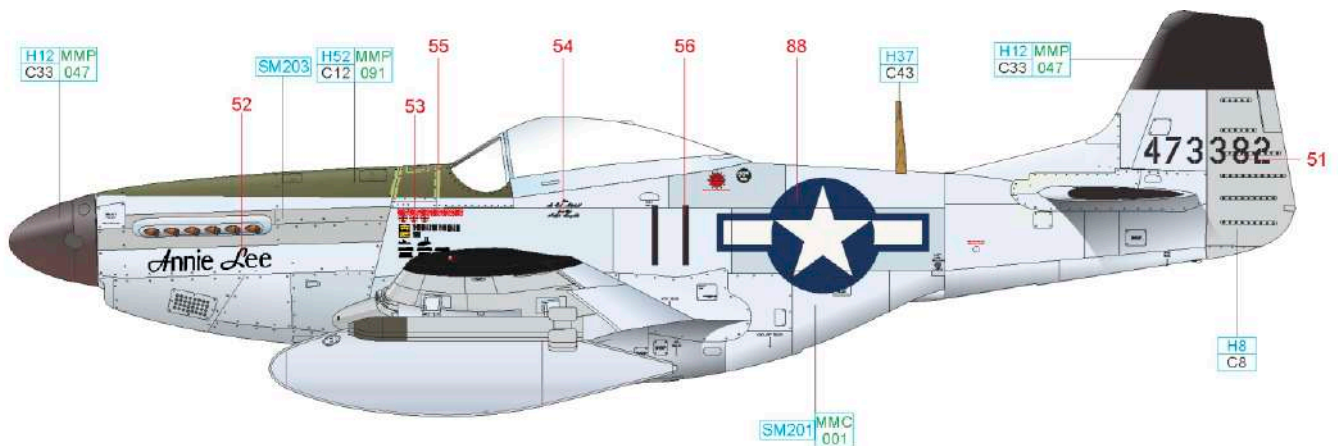
PE61

PE60

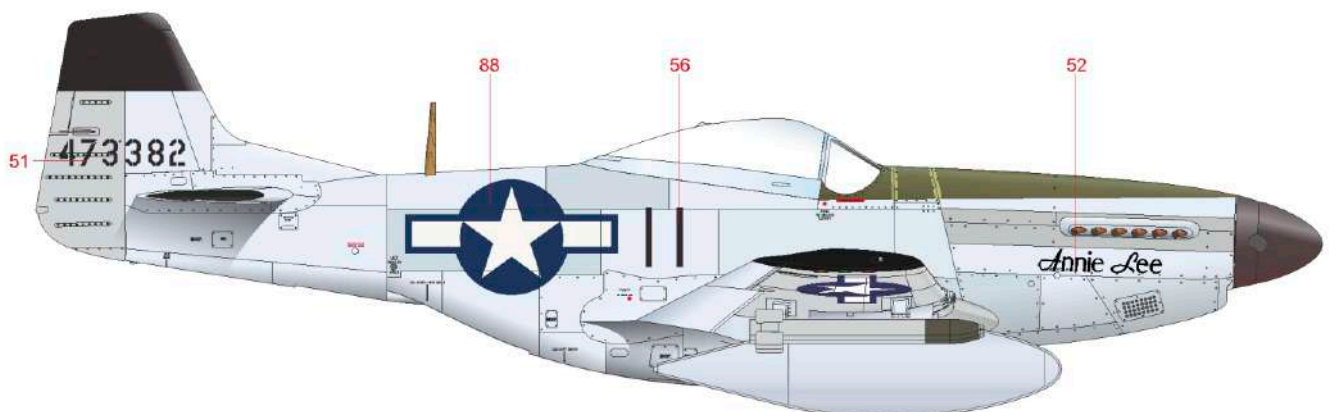
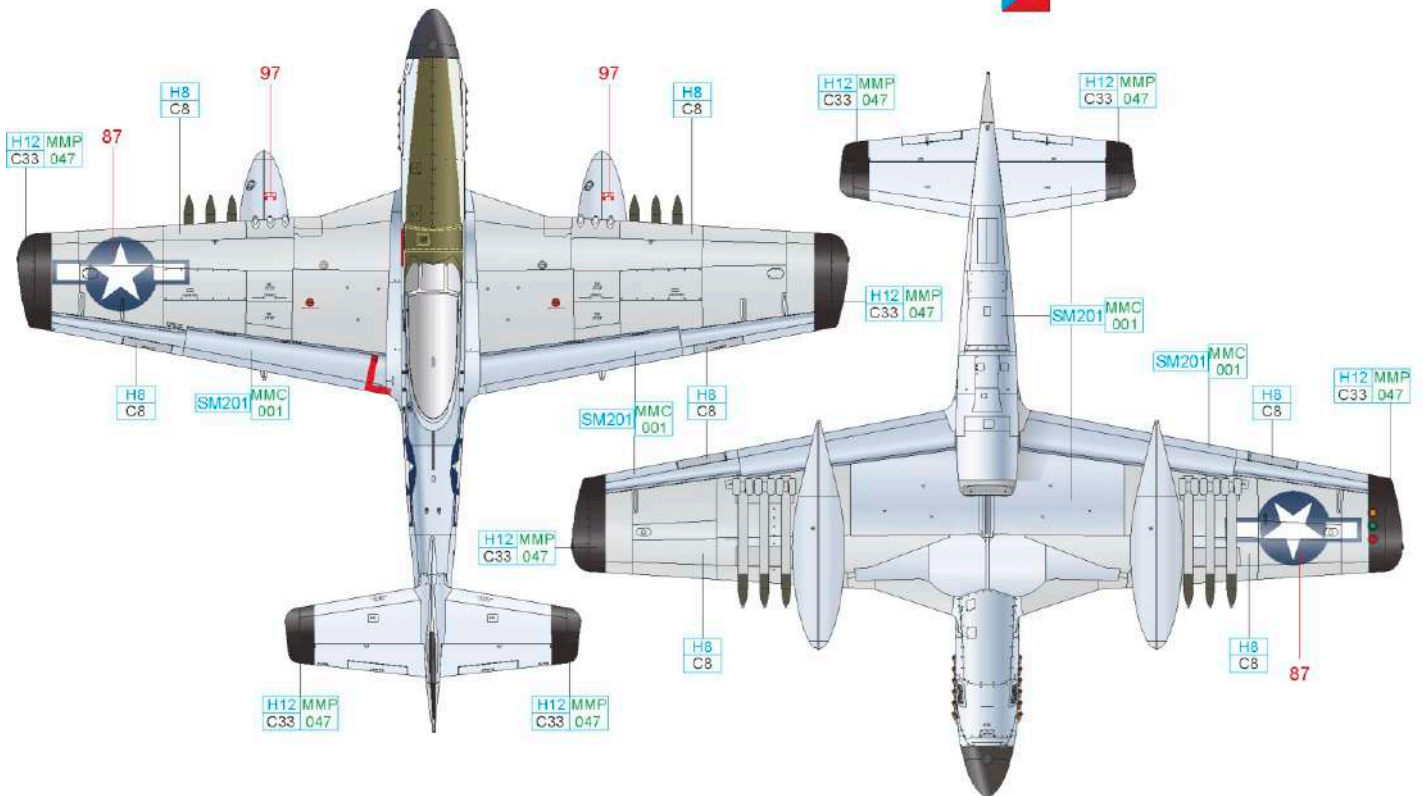
PE61

# A P-51D-25, 44-73382, flown by Lt.Col. John W. Mitchell, CO of 15th FG, 7th AF, Iwojima, Summer 1945

Lt.Col. John W. Mitchell assumed command of the 15th FG few days after when previous CO, Lt.Col. Jack Thomas was killed during attack of the Kagamigahara airfield on July 19th, 1944. John Mitchell achieved 8 kills while flying P-39 Airacobra and P-38 Lightning on Guadalcanal. As the CO of the 339th FS, John W. Mitchell led the ride of the P-38F Lightnings of the 339th FS to kill Admiral Isoroku Yamamoto on April 18th, 1943. He is credited by 3 kills during the VLR sorties. Annie Lee was a 78th FS aircraft, wore very simple marking with glossy black propeller spinner and black wing tips and tail tips. Note the non-standard two digit fuselage number.



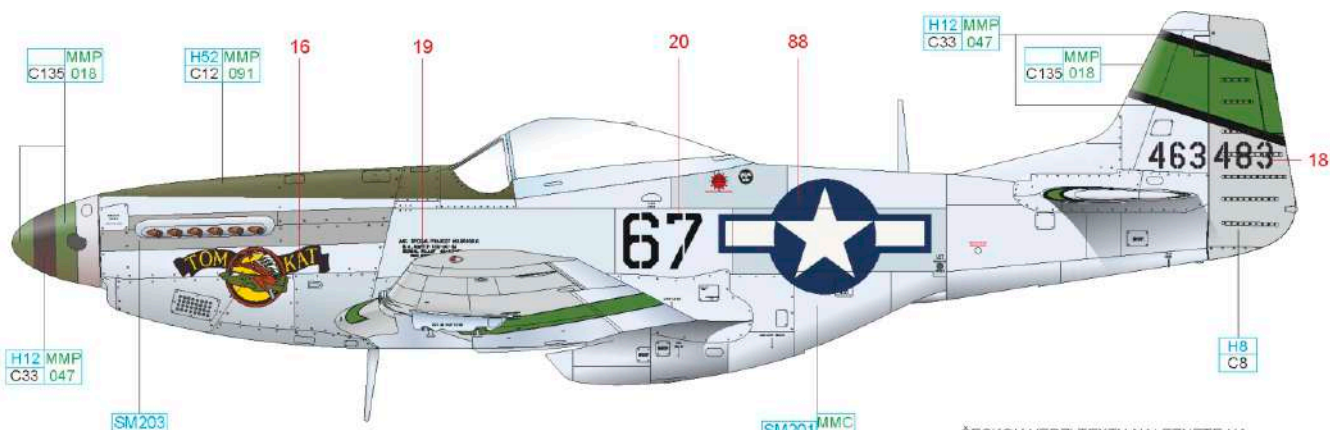
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11142



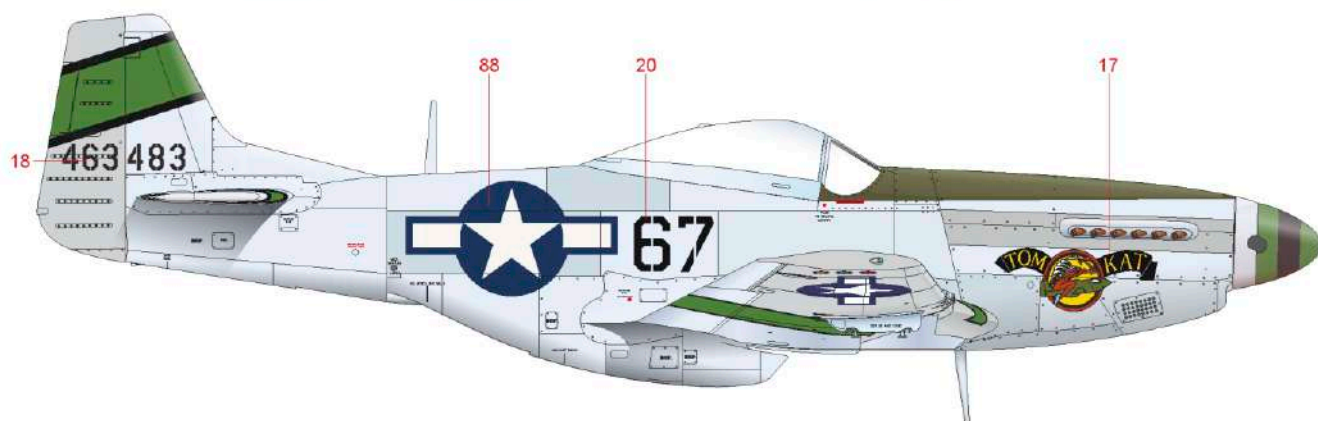
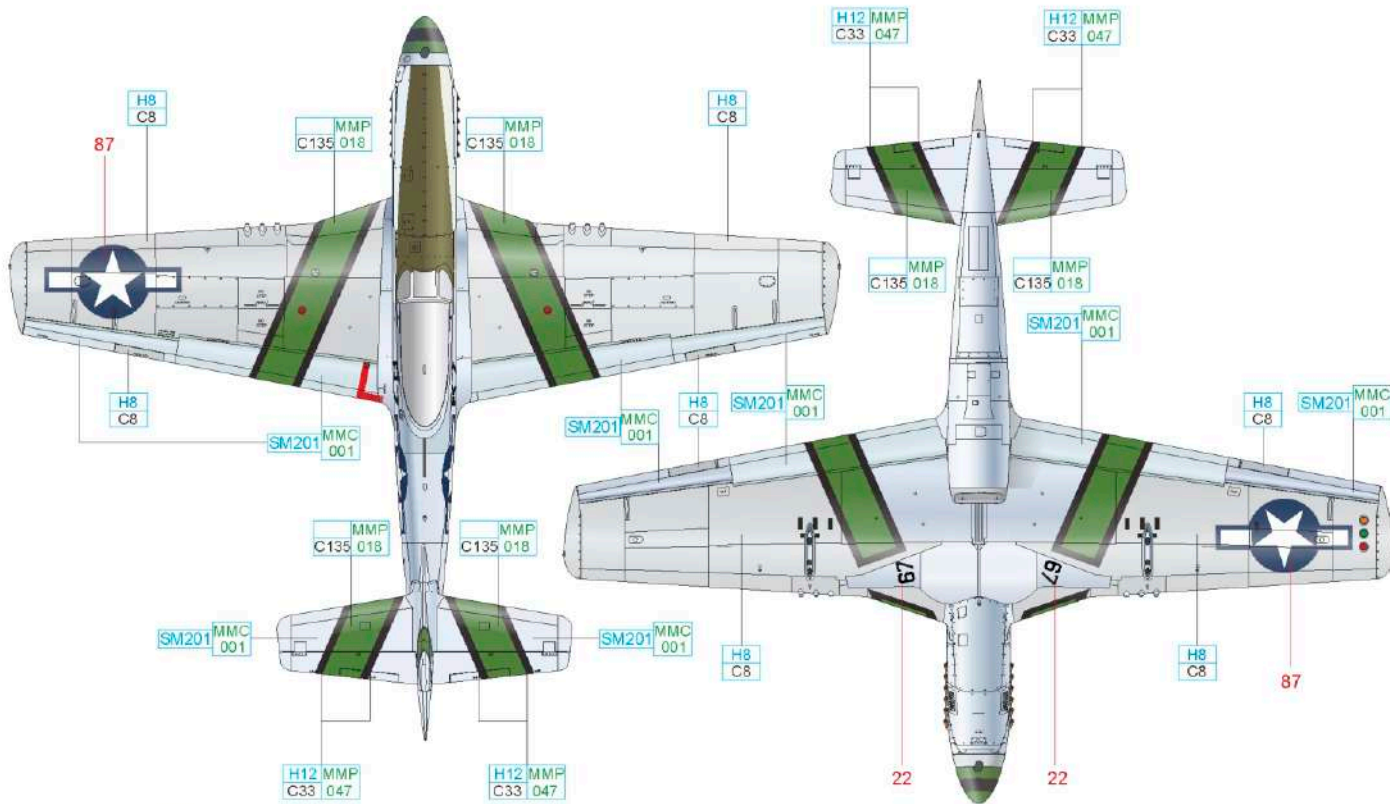
OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
SILVER	H8 C8	WOOD	H37 C43

**B** P-51D-20 s/n 44-63483, flown by Maj. Gilmer L. Snipes, CO of 45th FS, 15th FG, 7th AF, Saipan, February 1945

Gilmer L. Snipes got the first kill of the 45th FS on October 23rd, 1943, shooting down H8K Emily flying boat while flying P-40N on Gilbert Islands. He became the unit's CO on April 4th, 1944. 45th FS arrived to Iwojima on March 7th, 1944, providing the ground attack support and also flying the ground attack sorties against Chichijima and Hahajima. Snipes is credited by Ki-44 Tojo from the first VLR Mission on April 7th, 1945. He left unit on April 16th, 1945, returning to the US. Tom-Cat shows the early unit marking with black bordered slanted green stripes on the wing and tail and green/black/green striped spinner. Note the squadron badge, the Indian rides a P-51, not P-40, as it is often shown.



ČESKOU VERZI TEXTU NALEZNETE NA  
**www.eduard.com**  
POD KATALOGOVÝM ČÍSLEM 11142



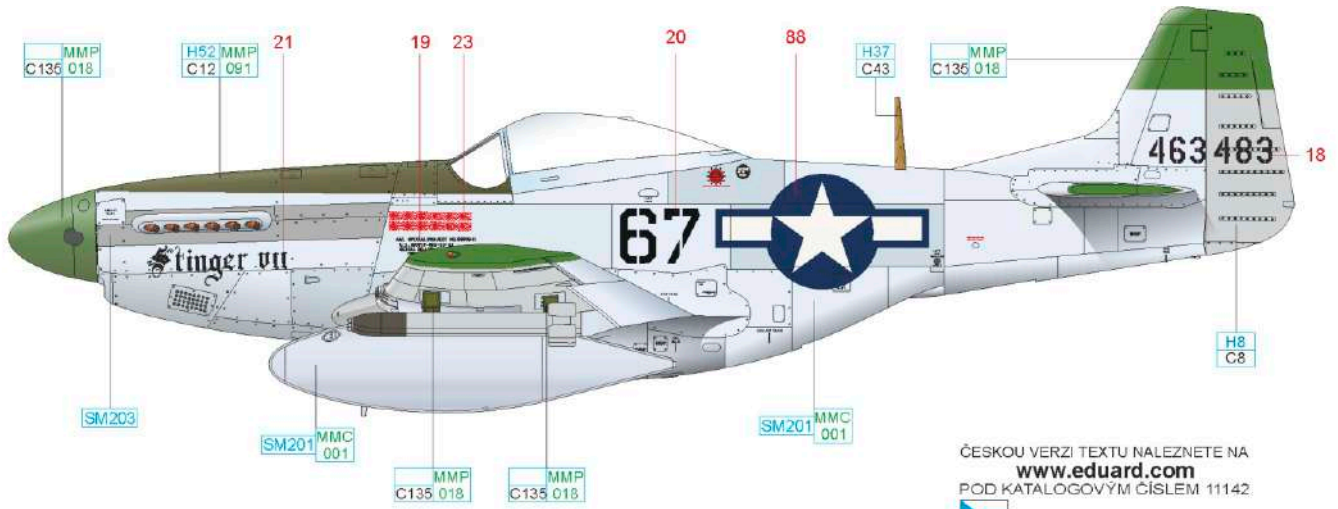
OLIVE DRAB H52 MMP C12 091 GREEN MMP C135 018

SUPER FINE SILVER SM201 MMC 001 SUPER IRON SM203 SILVER H8 C8 BLACK H12 MMP C33 047

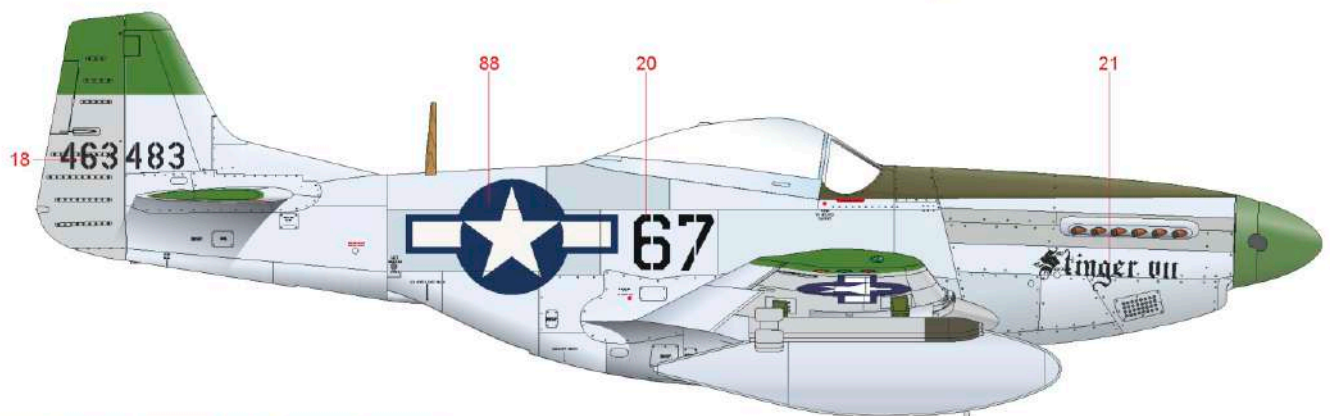
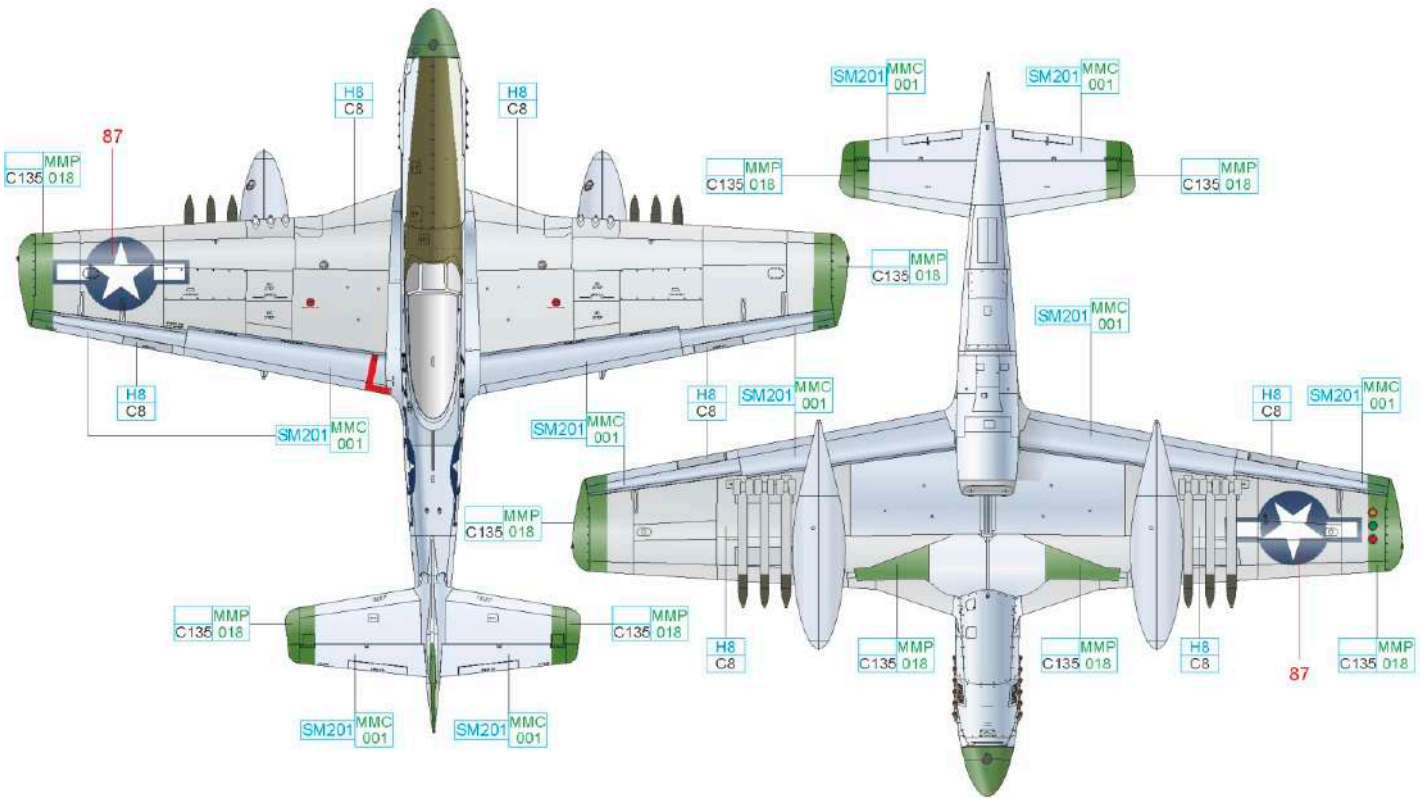


**C P-51D-20, 44-63483, flown by Maj. Robert W. Moore, CO of 45th FS, 15th FG, 7th AF, Iwojima, August 1945**

Major Robert W. Moore is the top scoring fighter ace of the VII Fighter Command with 12 confirmed kills. However, his first kill, a Mitsubishi Zero, was achieved already on Gilbert Island on January 26th, 1944, and most of his kills were credited while he has flown with 78th FS. He led the 45th FS since July 19th, 1944, and then he overtook also the Mustang s/n 44-63483, named then Stinger VII. Stinger VII wore the simplified late unit marking with green wing and tail tips and sole green propeller spinner. Note the green painted undercarriage door. Note the single antenna mast.



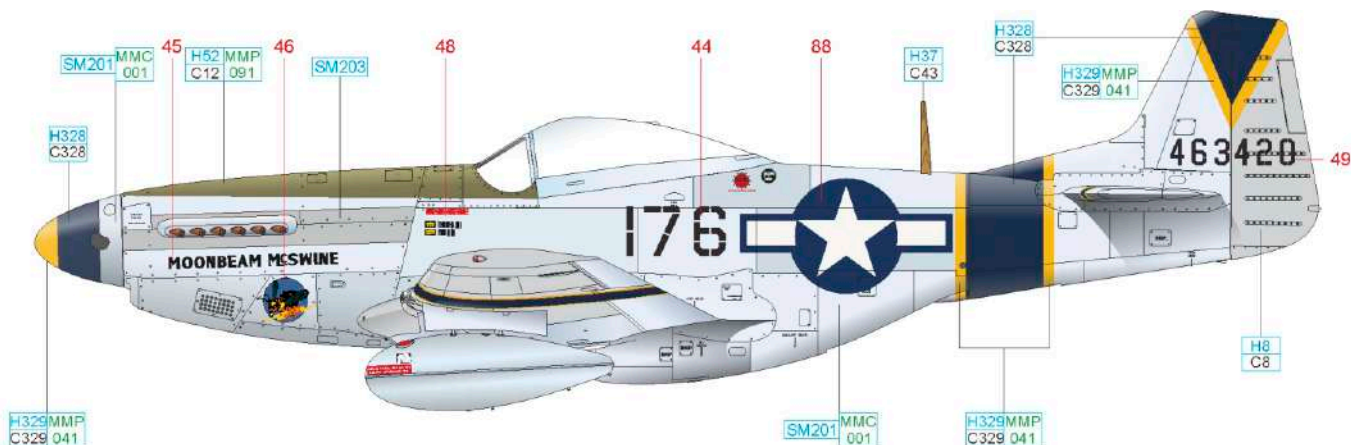
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11142



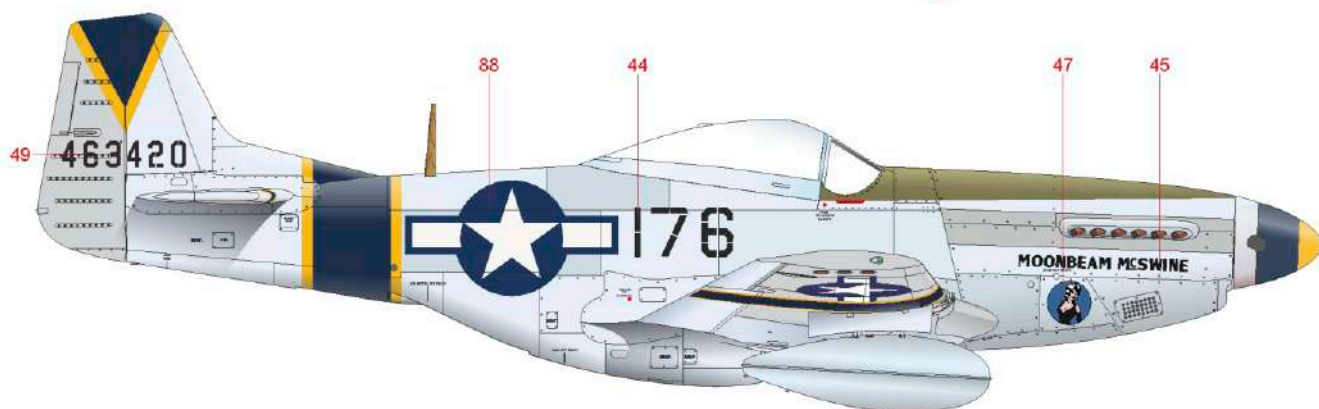
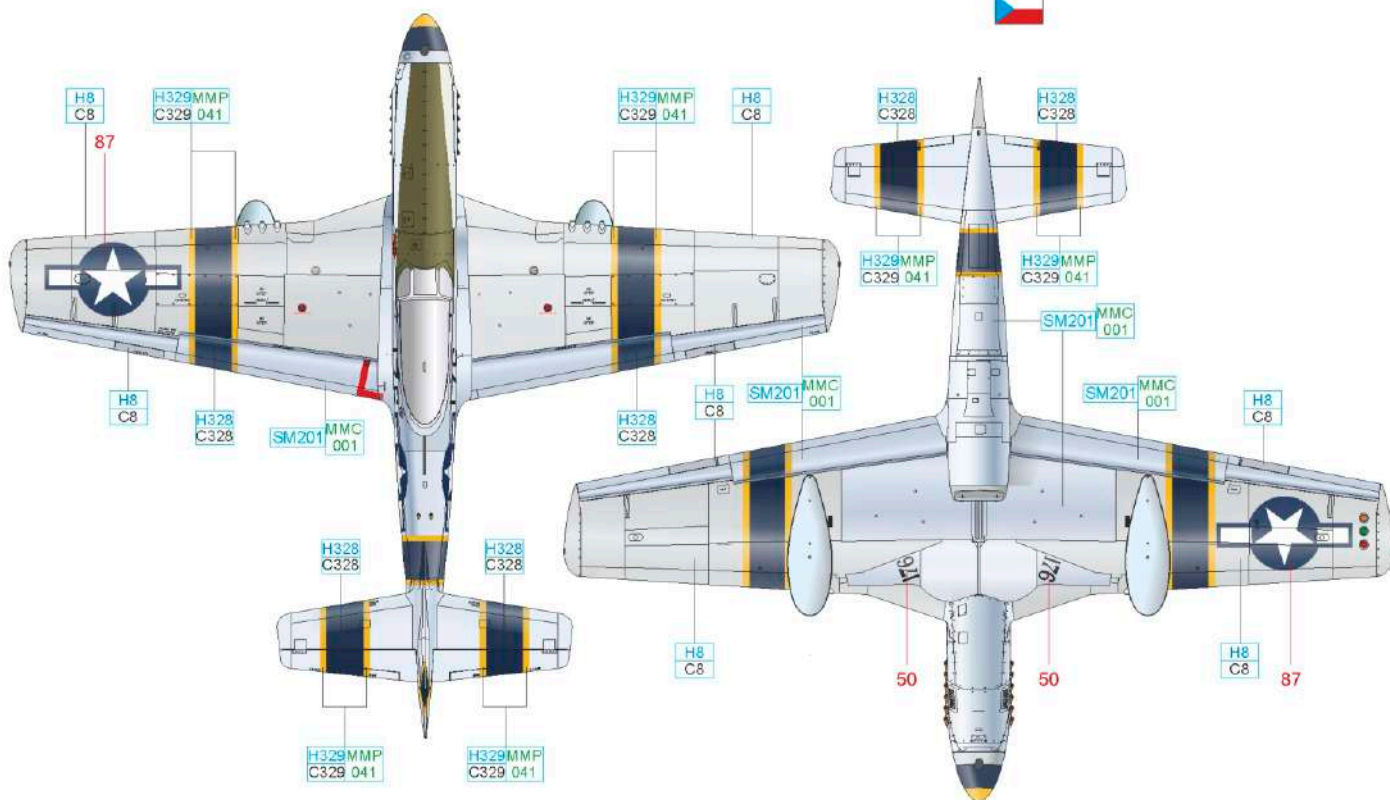
OLIVE DRAB	H52 MMP C12 091	WOOD	H37 C43	GREEN	MMP C135 018
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8

# D P-51D-20, 44-63420, flown by Capt. Eurich L. Bright, 47th FS, 15th FG, 7th AF, Iwojima, Summer 1945

As part of Hawaiian Air Force were 47th Pursuit Squadron's pilots credited by 7 kills during Japanese ambush of Pearl Harbour on December 7th, 1941. Three and half years latter, on March 6th, 1945, 47th FS was the first unit of VII FC arrived to Iwojima. Eurich L. Bright achieved his three kills during the first VRL mission over Japan on April 7th, 1945, shooting down Ki-61, Ki-45 and A6M5 Zero. Latter on May 25th, 1945, he shared a Zero together with George Petrouleas. Note the dark parts of the unit marking were most probably very dark blue, not black how is often suggested.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11142

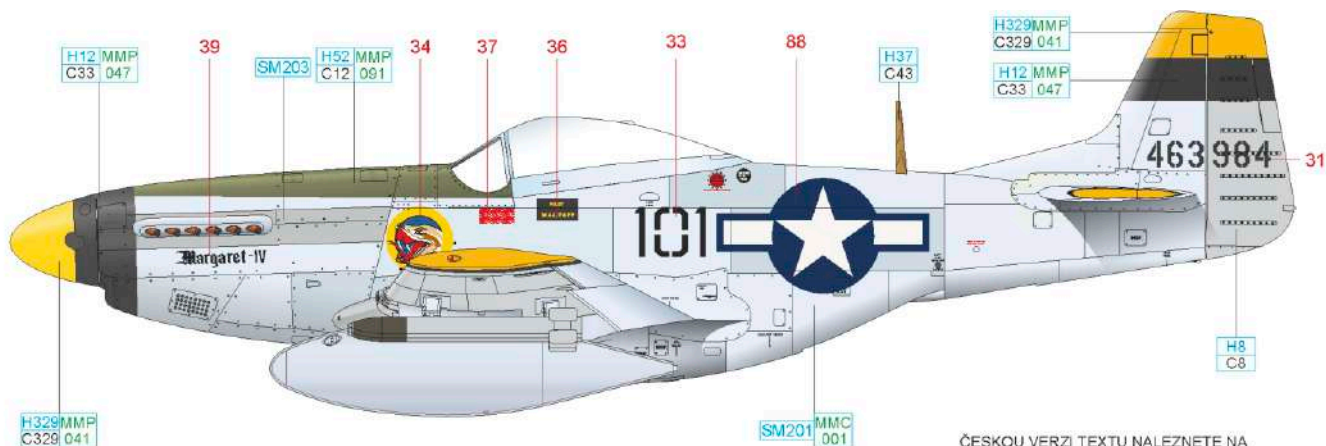


YELLOW	H329MMP C329 041	OLIVE DRAB	H52 MMP C12 091	BLUE	H328 C328
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				WOOD	H37 C43

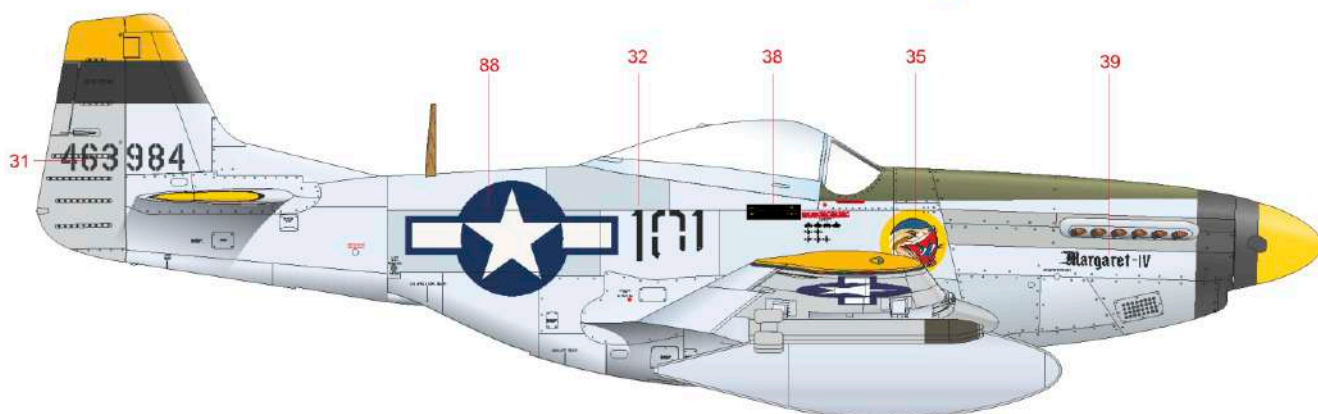
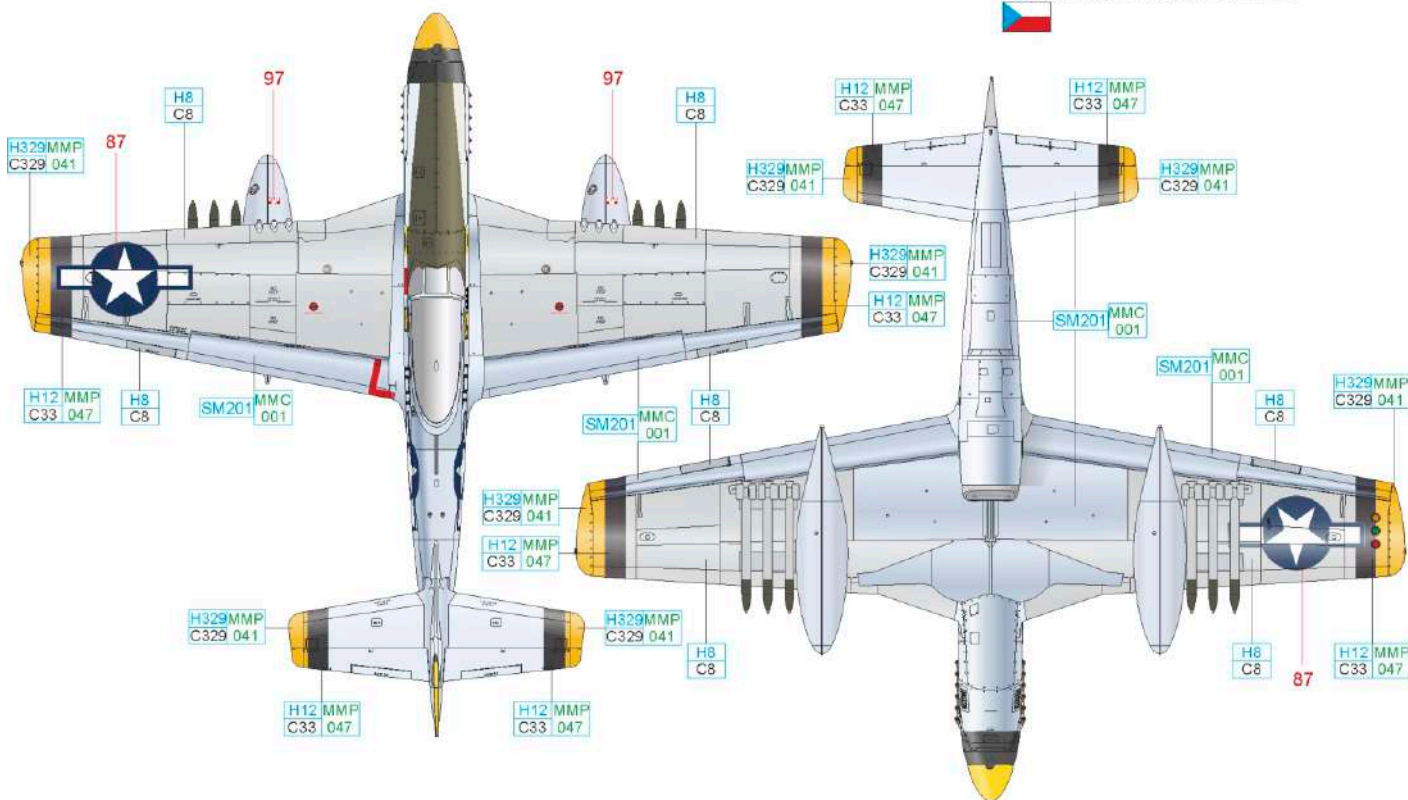


# E P-51D-20, 44-63984, flown by Maj. James B. Tapp, CO of 78th FS, 15th FG, 7th AF, Iwojima, May 1945

During attacks on Tokyo vicinity airfields on May 25th, 1945, 7th AF Mustang pilots fired unguided HVAR rockets for the first time. A quartet of thusly armed Mustangs was part of a force that included initially some 128 fighters, but only a mere 67 aircraft found their mark. The flight of HVAR armed Mustangs was led by Maj. James Buckley Tapp, who hit a hangar with his rockets at Matsudo Air Base, and then shot down a Ki-44 Tojo in combat. This would be his 7th kill, while his first four came about during the first escort mission of Superfortresses over Japan on April 7th, 1945. These up to eight hour missions came to be known as VLR (Very Long Range) missions, and Maj. Tapp became the first USAAF ace to gain all his kills during these VLR flights on April 12th, 1945. With a total of eight confirmed kills and two damaged, Maj. Tapp is the second ranked Mustang pilot in the Pacific area during World War Two. Symbols applied by the ground crew of Margaret IV on the right side of the fuselage below the cockpit further indicate that this Mustang flew a total of nine combat missions to May 25th, 1945, during which the pilot destroyed five enemy aircraft.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11142

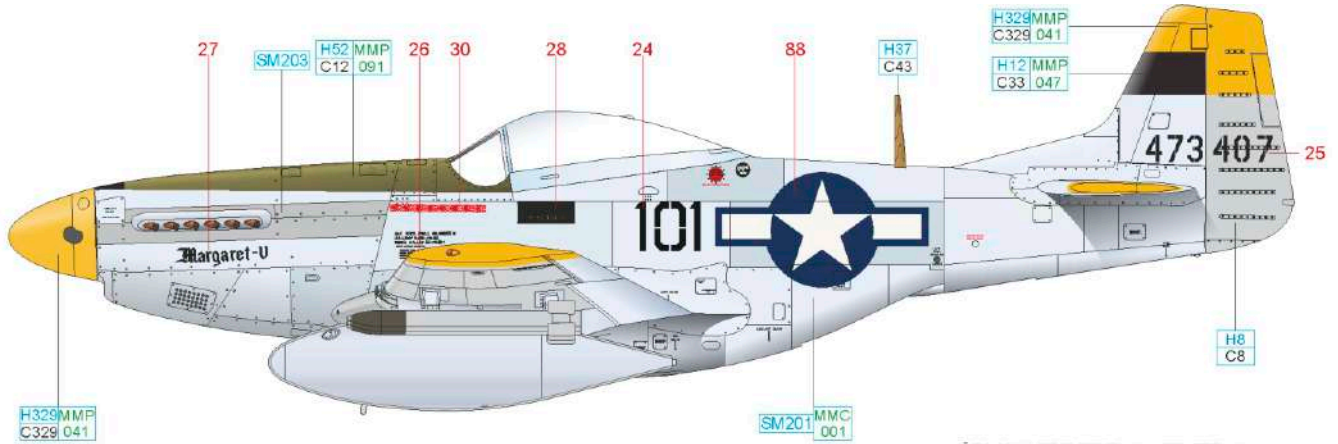


YELLOW	H329MMP C329 041	OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				WOOD	H37 C43

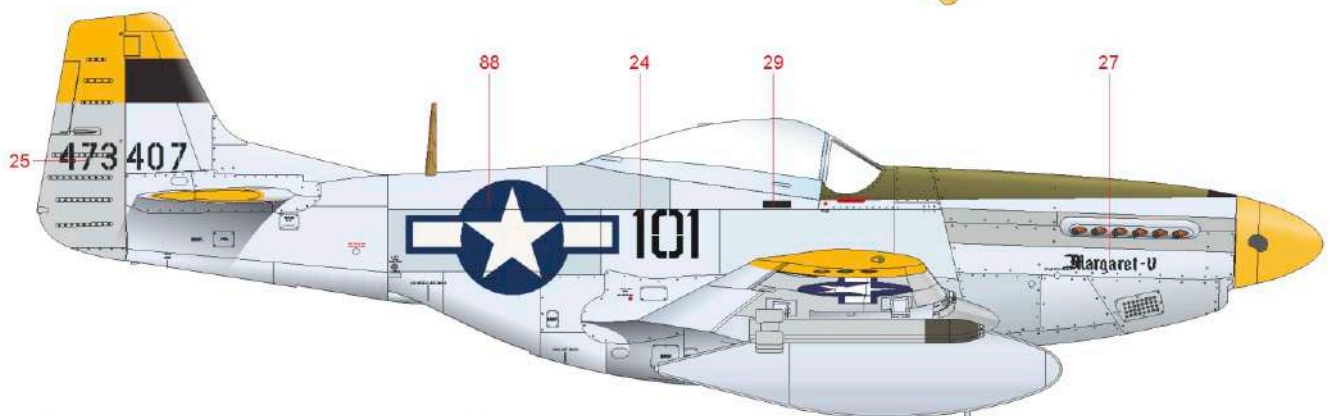
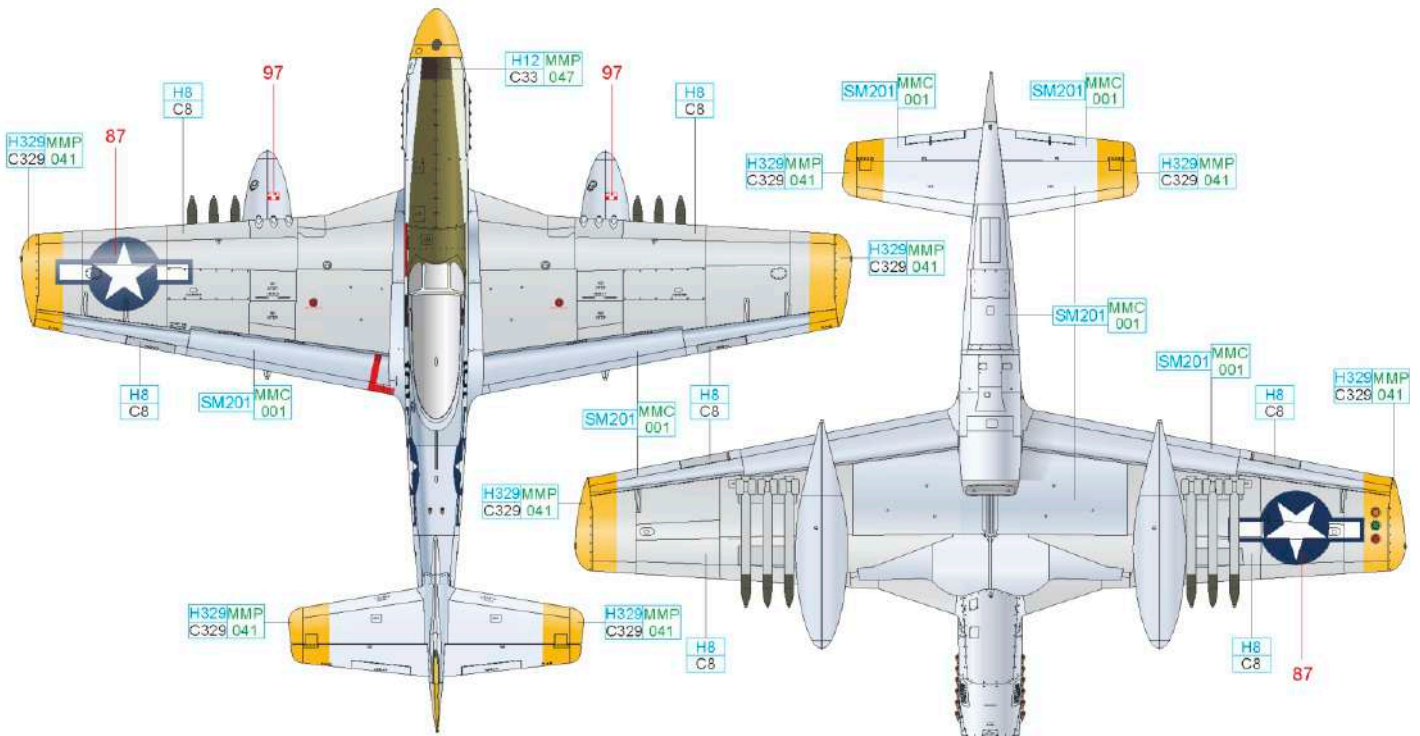


# F P-51D-25, 44-73407, flown by Maj. James B. Tapp, CO of 78th FS, 15th FG, 7th AF, Iwojima, Summer 1945

Maj. Tapp became the first USAAF ace to gain all his kills during VLR flights, the fifth, a Ki-61, on April 12th, 1945. Unfortunately, he also damaged Mustang of his wingman, Lt. Fred W. Whitte, who bailed out but his parachute didn't open and he died. With a total of eight confirmed kills and two damaged, Maj. Tapp is the second ranked Mustang pilot of the VII FC. The next Tapp's aircraft, Margaret V which replaced Margaret IV, wore the late squadron marking with sole yellow wing and tail tips and yellow propeller spinner. Unit badge is not painted. Curiously part of the black vertical tail band remained painted on the vertical stabilizer.



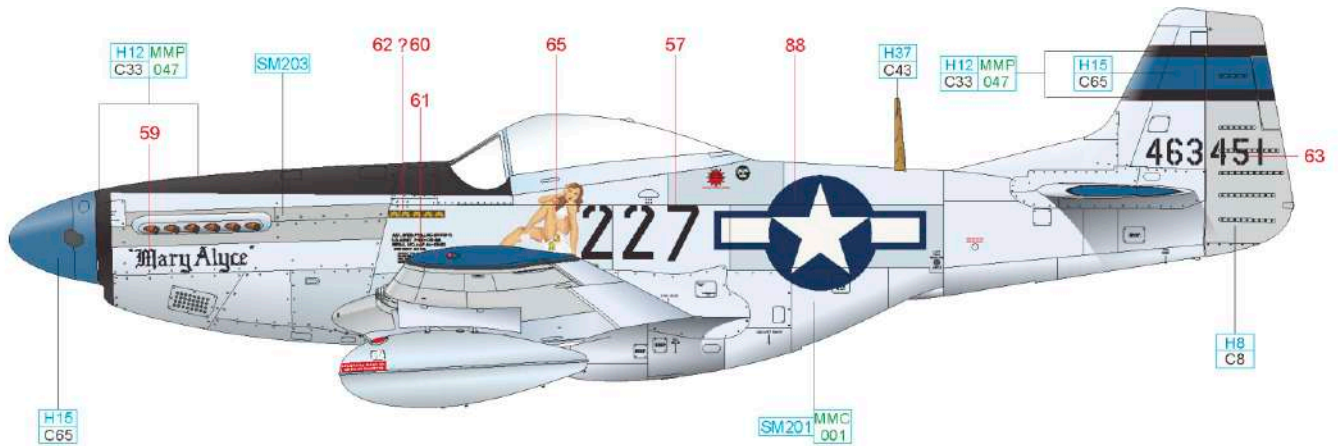
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11142



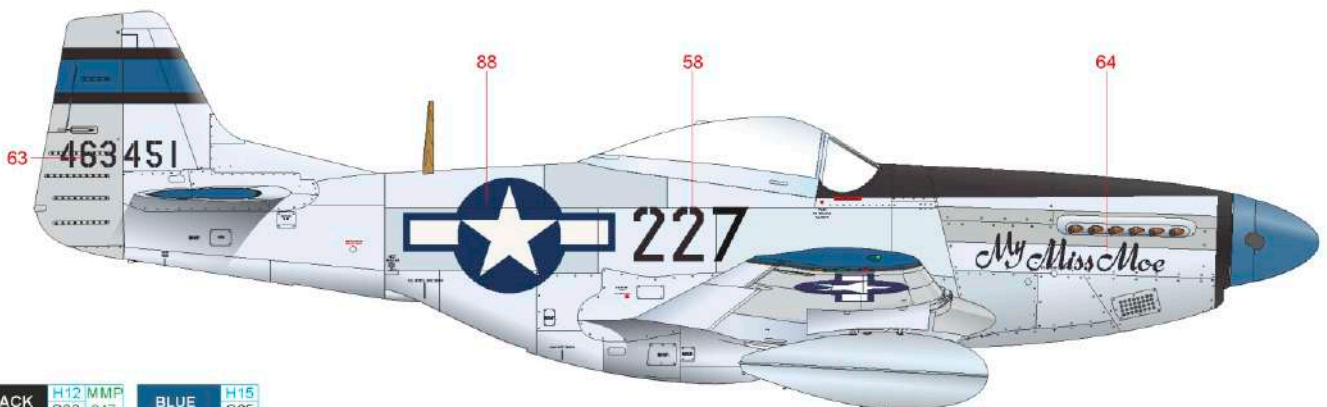
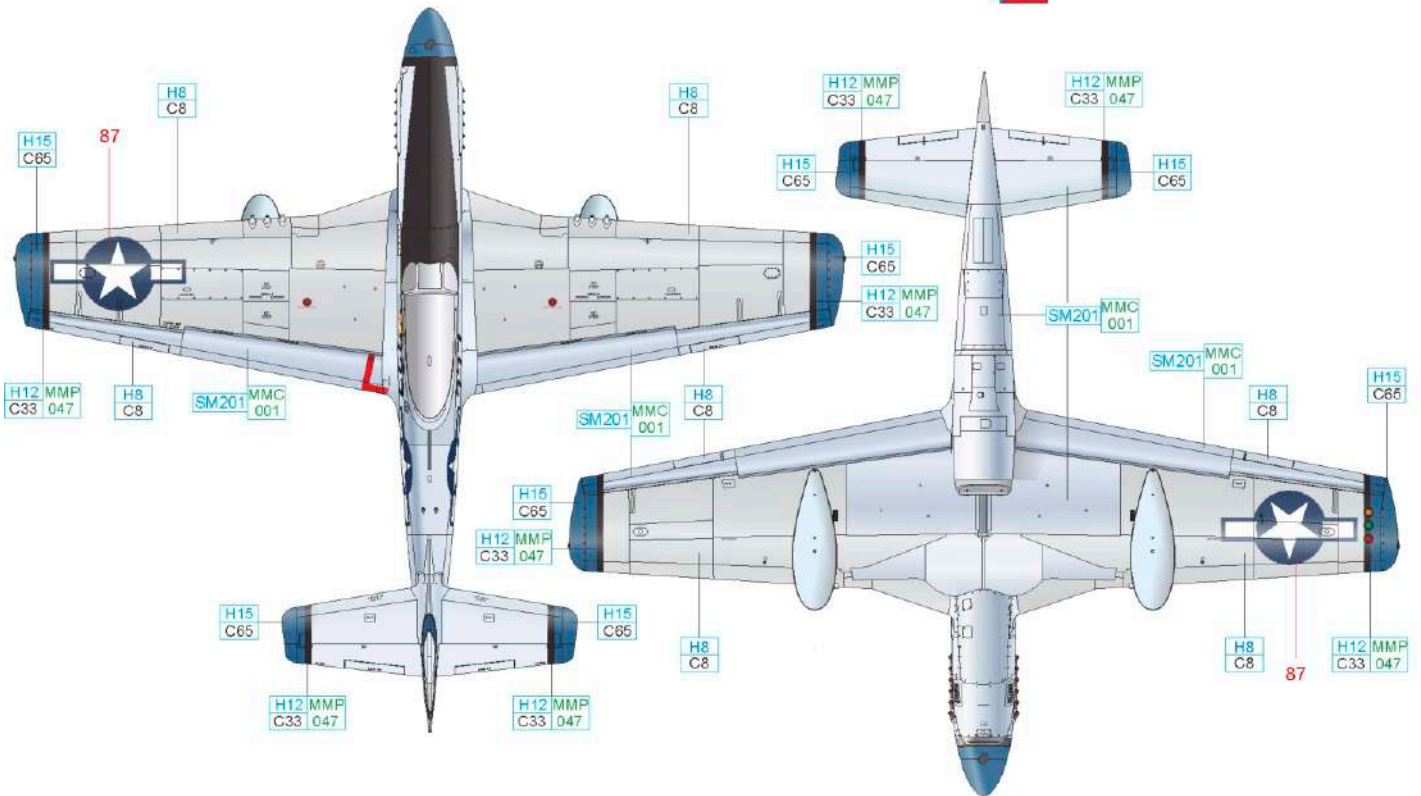
YELLOW	H329MMP C329 041	OLIVE DRAB	H52 MMP C12 091	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				WOOD	H37 C43

**G** P-51D-20, 44-63451, flown by Lt. Robert J. Louwers / Lt. John E. Montgomery III, 46th FS, 21th FG, 7th AF, Iwo Jima, July 1945

As this aircraft was shared by two pilots, it is also double-named, Mary Alice on starboard, My Miss Moe on portside. Mary Alice was Robert Louwers wife's name, the girl was painted upon an Esquire magazine picture. Such painting is quite rare among the 46th FS aircraft, most of them were quite simply marked with black outlined blue vertical tail strip, black outlined wing and horizontal tail tips and blue spinner with black outlined nose of aircraft, which was the same style like with the other 21st FG squadrons where the other squadron colour were white for 531st FS and yellow for 72nd FS. One interesting detail is that Louwers served also as photography officer for 46th FS except he flew nine VLR missions to Japan and one over Chichijima.



ČESKOU VERZI TEXTU NALEZNETE NA  
**www.eduard.com**  
 POD KATALOGOVÝM ČÍSLEM 11142



BLACK	H12 MMP C33 047	BLUE	H15 C65
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
		SILVER	H8 C8
		WOOD	H37 C43

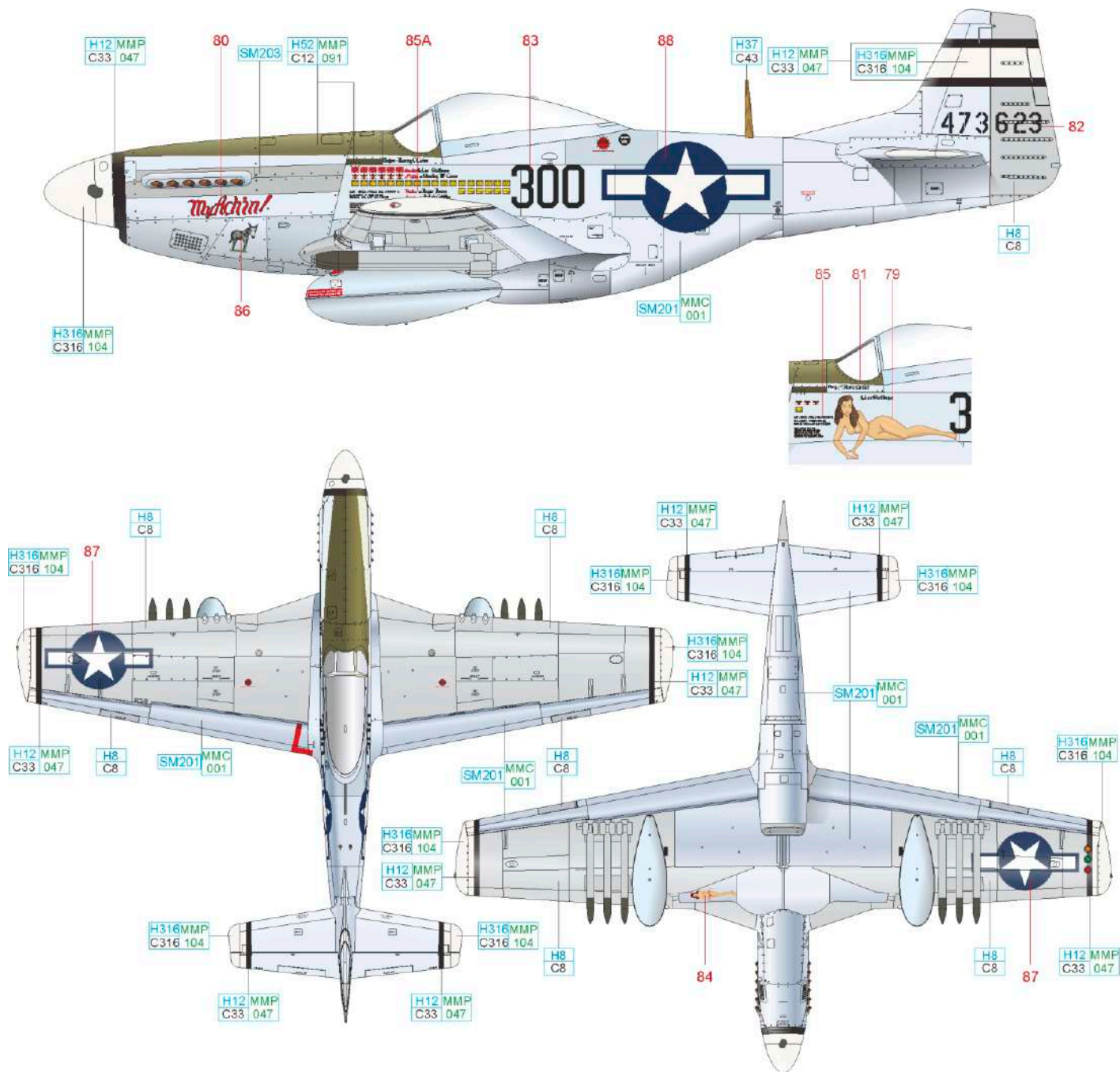






# P-51D-25, 44-73623 flown by Maj. Harry C. Crim (later flown by Flt.Off. Theo Gruici), CO of 531st FS, 21st FG, 7th AF, Iwo Jima, July/August 1945

My Ach'in was delivered from Guam in late May 1945 as a replacement for destroyed aircraft. Flown by Major Harry Crim it was the second Crim's aircraft by 531st FS. 531st FS CO Harry Crim was an old-timer who flew already P-38 over Tunisia in the MTO on 1943, and top scoring squadron and 21st FG fighter ace credited with 6 kills. He claimed his first kills, Ki-45 and Ki-61, on April 7th, 1945, during the historic VLR Mission to Tokyo. Latter on August, My Ach'in was flown by Theo Gruici, who replaced the Mission symbols with the another pin-up girl on the starboard side of the aircraft. The number 300 was replaced while the aircraft was moved to Guam to no. 3623 after the end of the war.



ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11142



WHITE	H316 MMP C316 104	BLACK	H12 MMP C33 047	OLIVE DRAB	H52 MMP C12 091
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				WOOD	H37 C43



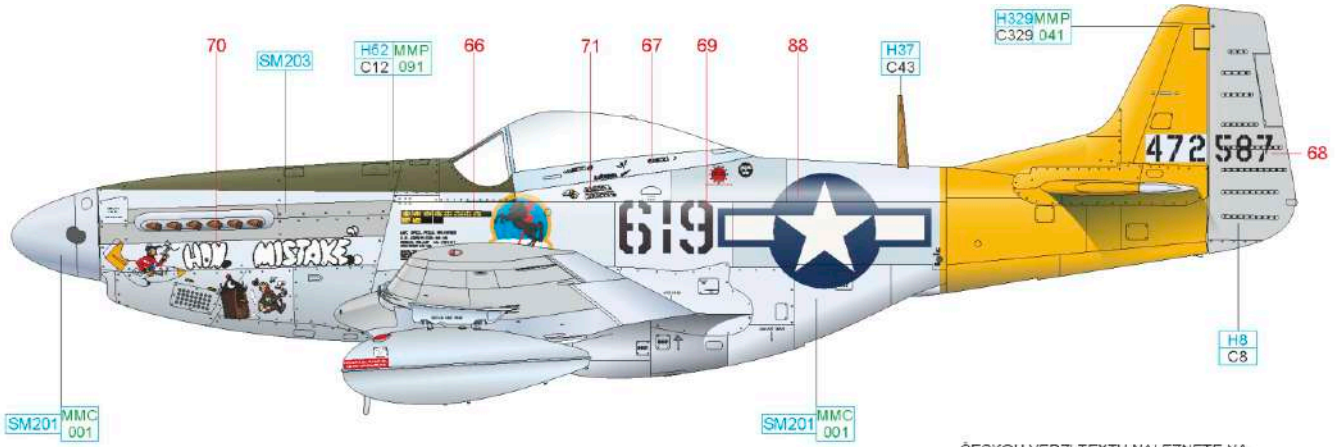




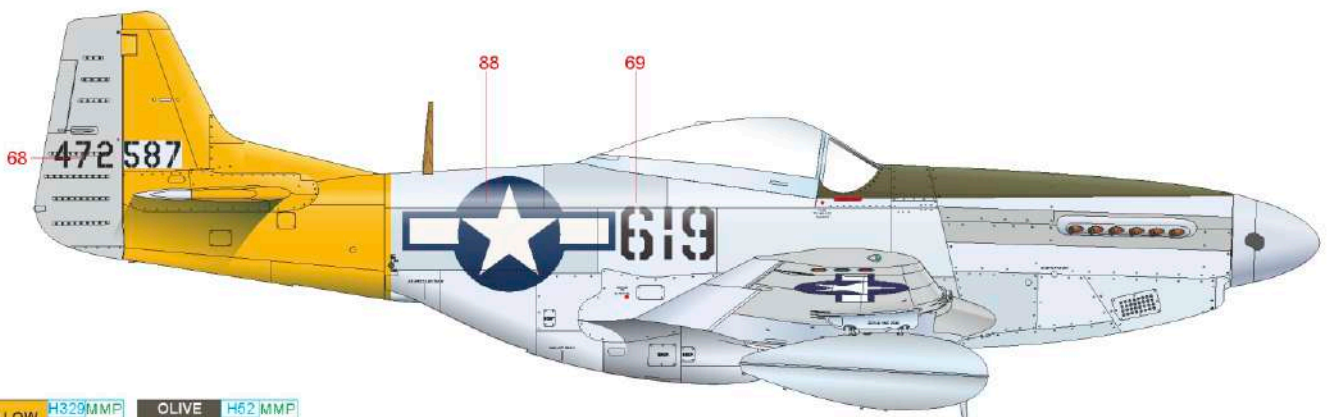
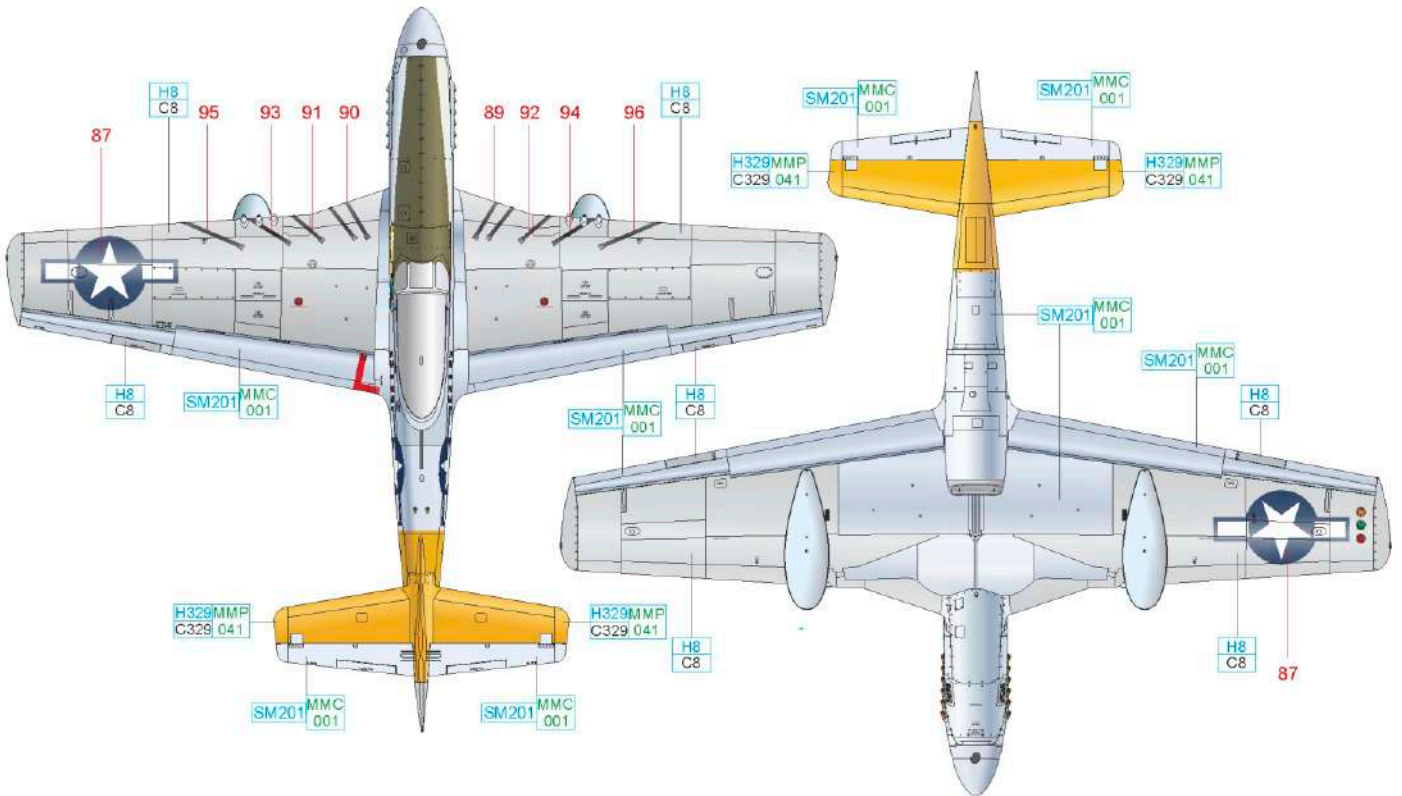


**L P-51D-20, 44-72587, flown by 2nd Lt. William G. Ebersole / 2nd Lt. James R. Bercaw, 462nd FS, 506th FG, 20th AF, Iwo Jima, July 1945**

This Mustang was shared with 2nd Lieutenants Bill Ebersole and James Bercaw. Bill Ebersole, the youngest pilot of the 462nd FS, arrived to Iwo Jima east side No.3 Airfield already on May 1945, in times of latest night attacks of the rest of Japanese soldiers. He flew his first combat sortie over Chichijima on May 15th, 1945. He flew the first VLR Mission among his total 10 on June 7th, 1945, which was a 8 hours long escort sortie over Osaka. He was credited by Zero destroyed on ground during attack of Hyakurigahara airfield on June 26th, 1945. He is also credited by destroyed small transport ship „Honey Dog“ type on early August. His final strafing Mission was flown against Tachikawa on August 5th, 1945, only day before dropping the atomic bomb on Hiroshima.

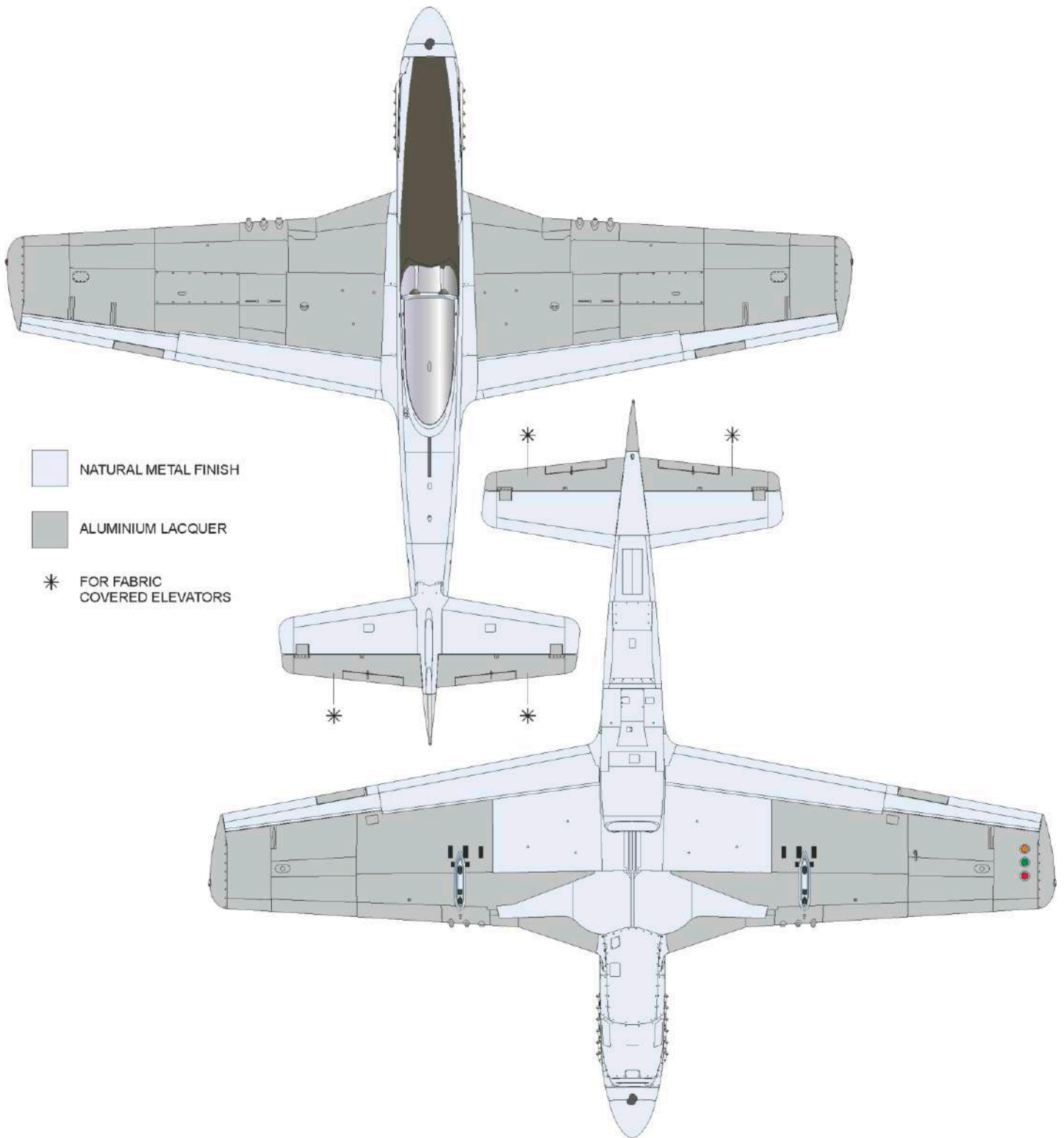


ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 11142



YELLOW	H329MMP C329 041	OLIVE DRAB	H62 MMP C12 091	SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8	WOOD	H37 C43
--------	---------------------	---------------	--------------------	----------------------	---------------------	---------------	-------	--------	----------	------	------------

# P-51D ALUMINIUM LACQUER PAINTED AREAS



## P-51D

## STENCILING POSITIONS

