

Ventura Decals

V7291

RNZAF P-51D Mustangs, Wellington, Canterbury & Otago Squadrons, plus civilian Mobil Mustang

1/72nd
scale

Mobil Mustang "early" scheme, 1965



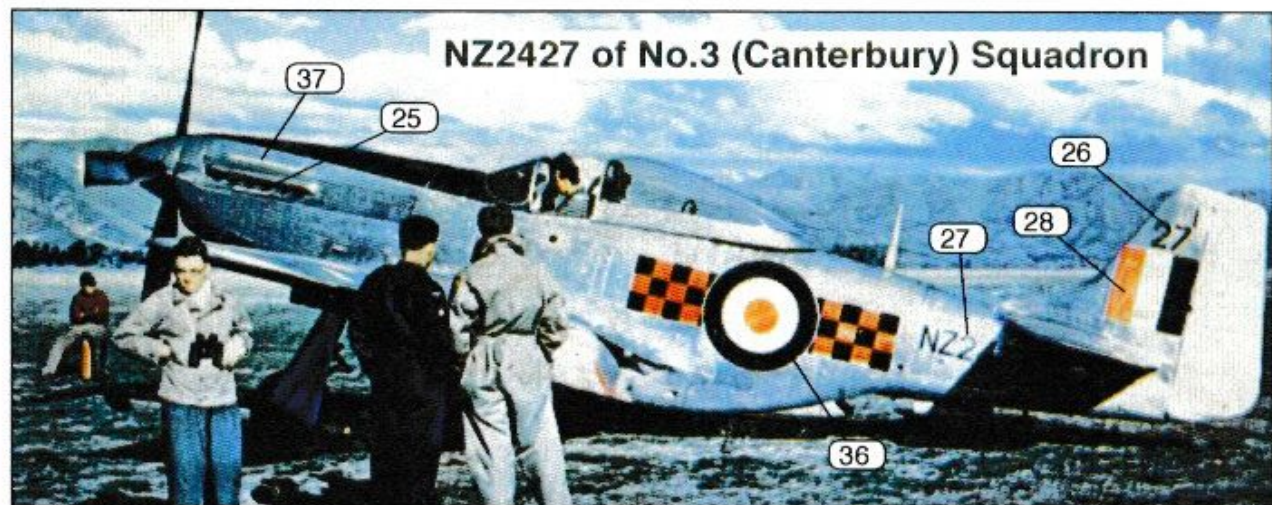
NZ2423, No.2 (Wellington) Squadron, 1955



NZ2430, No.4 (Otago) Squadron, 1955

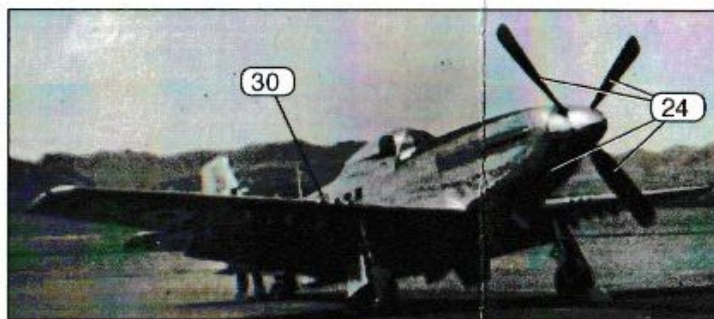
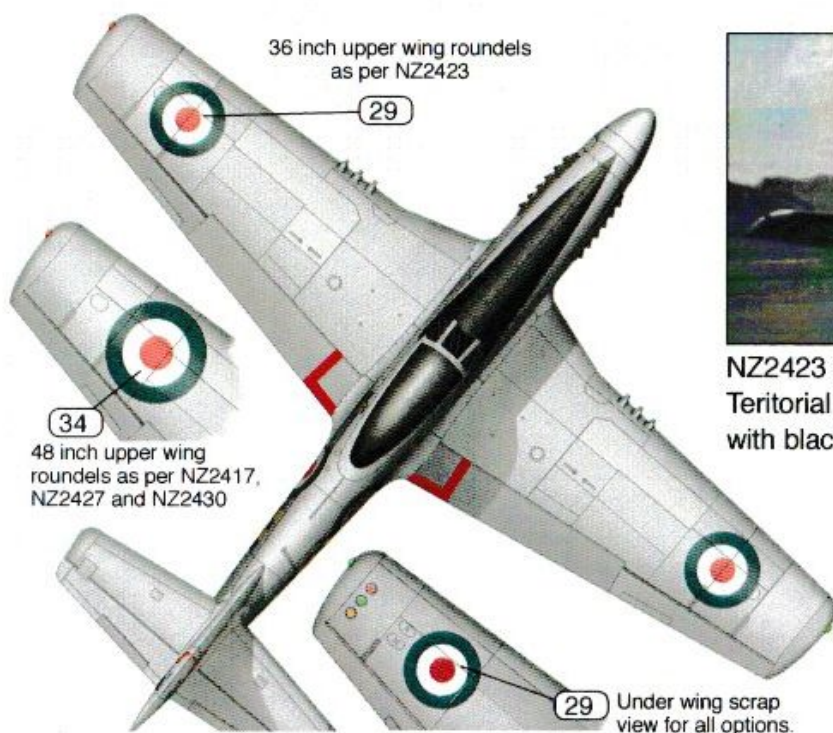


NZ2427 of No.3 (Canterbury) Squadron



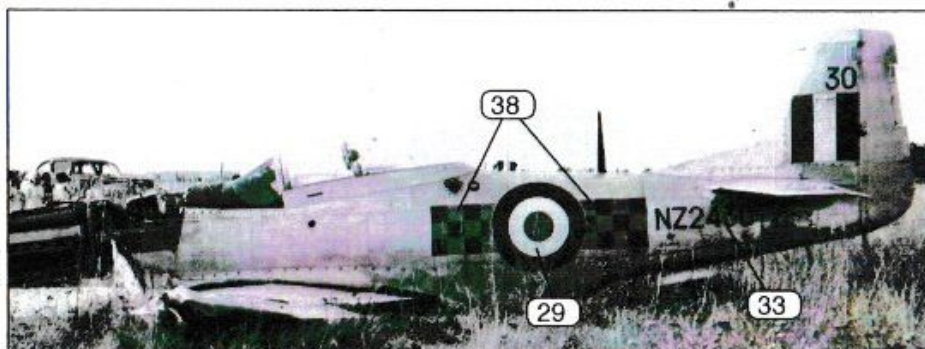
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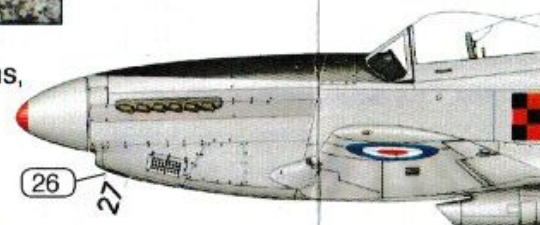
NZ2423 while operated by No.2 (Wellington) Squadron, Territorial Air Force, between July 1954 until October 1955 with black and yellow Chequer boards applied.

NZ2423 while serving with No.42 Squadron at Ohakea from October 1955 till May 1957. Note the dullness of the fuselage panels where the chequer boards have been removed. Even at this late stage in it's career NZ2423 still has the remains of it's USAF serial on the rudder. (via Brendon Deere)



Left. No.4 (Otago) Squadron's NZ2430 with a natural metal fuselage, black anti-glare panel and blue radio mast. This photo was taken after a crash at Ohakea on 10 February 1955. Upper wing roundels on NZ2430 could be 36 inch or 48 inch. (via Anthony Galbraith)

Left. NZ2427 of No.3 (Canterbury) Squadron. Wings, including ailerons, plus all other moving control surfaces and the undercarriage doors were painted silver. The fuselage, fin and fixed tailplane were natural metal. The prop blades are black with white tips. Decals 25 and 37 appear on both port and starboard sides of the nose. This photo was taken in 1958 at Omaka, near Blenheim. (Robert E Montgomery)

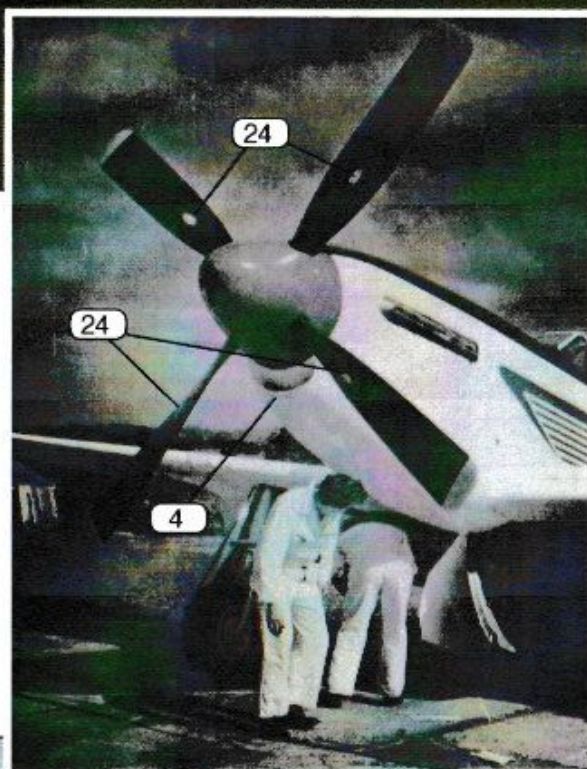


NZ2427, nose detail. Note red spinner tip

Ventura Decals are printed thinly for a painted on look. Cut out each item and dip in water for a few seconds, then leave to stand on a non absorbent surface. At first the decal will curl up and then flatten out. This indicates it has loosened and will slide. Apply carefully to a gloss painted surface and position with a minimum of moving about. The common "silvering" problem with decals is usually caused by excessive moving washing away the glue.



On ZK-CCG, the engine oil vents were re-routed down to the rear fuselage and exited just forward of the base of the rudder post.



Above. ZK-CCG at Wellington airport, circa 1968. On the left is pilot, John MacDonald, who is talking with the Mobil tanker driver. Murray Kirkus, who worked at the airport recalls, "On one occasion when he was returning to Christchurch from Auckland, as an exercise RNZAF Vampires were scrambled to intercept him, but he proved too fast for the jets!". (Murray Kirkus)

Right. ZK-CCG at Whenuapai, Auckland in February, 1965. This is the "early" scheme with wing tip stripes. (Graeme Cossgrove collection)



ZK-CCG ex RNZAF NZ2417 circa 1968, with later style Mobil signage near the end of the company's sponsorship. The armoured head rest is no longer present. (A Galbraith)

References and Acknowledgements:

Southern Cross Mustangs, by David Muir. Red Roo Models, 2009
 Kerry Carlyle, Brendon Deere, Anthony Galbraith, Murray Kirkus, Andrew Schooler.
 "Wings Over New Zealand" on-line aviation forum - rnzaf.proboards.com

Main top view shows the early scheme, circa 1965.

In both early and late versions, the aircraft was gloss white overall with matt black anti-glare panel and red spinner. The radio mast was blue with a black base plate. Wheels, undercarriage legs, inside covers and undercarriage bays are silver.

In our photos of the "early" scheme, the Mobil sign under the starboard wing is the only one with a "whiter" background than the aircraft's paint.

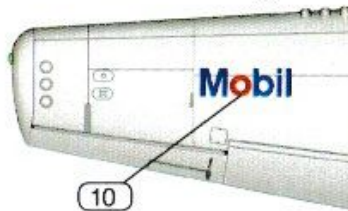


Under starboard wing - early.

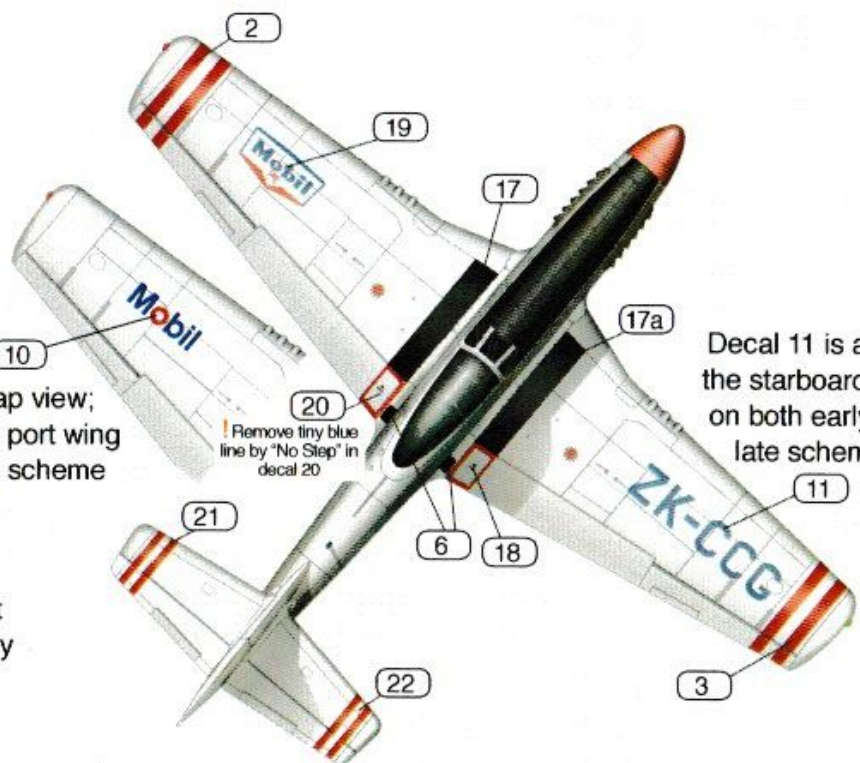
Scrap view; above port wing - late scheme

Under starboard wing - late

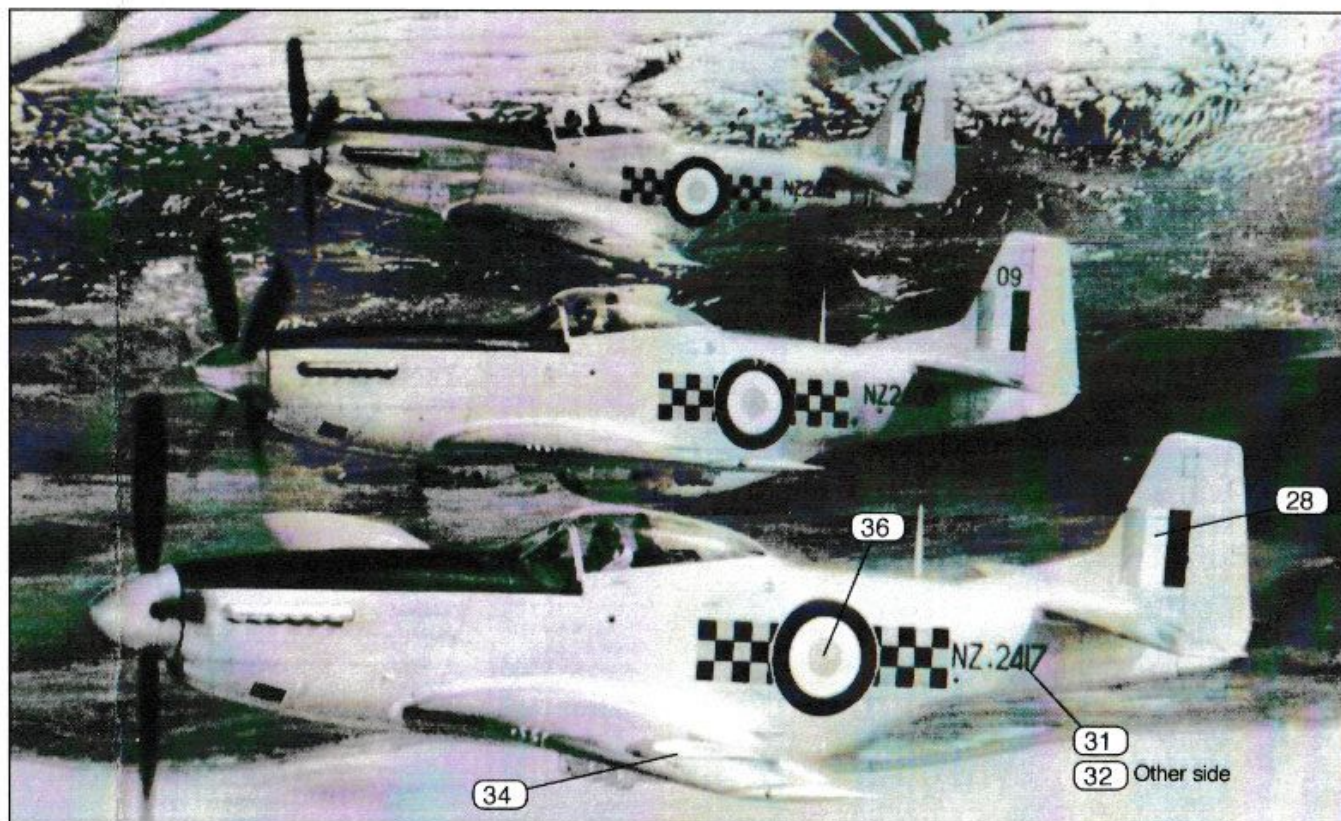
Under port wing - late



Note the gun ports are filled in and the spent cartridge chutes are not present.



Decal 11 is above the starboard wing on both early and late schemes



Three No.3 (Canterbury) Squadron Mustangs. The two nearest the camera are painted silver, while the third is natural metal with silver rudder etc. The style of anti-glare panel varies. NZ2417 has no fin number and it has a silver spinner, while the other two are natural metal. (via Anthony Galbraith)